

INSIGHT. CREATIVITY. CONNECTION.

Post-Engagement Report

Durham-Scarborough Bus Rapid Transit (DSBRT)

16/11/20-11/01/21

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Scope

This report presents all data for attention, active engagement, and input to the Durham-Scarborough Bus Rapid Transit (DSBRT) engagement initiative from November 16, 2020 to January 11, 2021. The report also presents separate data to the Whitby community meeting from January 7, 2020.

Key Performance Indicators of Public Participation

In this report we assess participation along three dimensions: attention, active engagement, and input.

Attention: By coming to the site, people are doing the digital equivalent of attending a public meeting. That does not guarantee that they will raise their hand to speak. But it does provide us with an opportunity to inform them. Informing oneself is an important form of participation. To gauge this type of activity, we look at the number of unique visitors, the number of repeat visits, the time on site and the average number of pages being viewed during that time, as well as the time they spend on the key pages delivering information that they can use to learn about the engagement subject matter.

Active engagement: Active engagement captures those participants who send a signal about their views, such as contributing a comment, a rating. These are the people who actively engage in the conversation and provide us with data that may be used to gauge public opinion and considered in decision-making.

Input: Input is the ultimate goal of the site. Input can take many forms, depending on the nature of the content being discussed, the lived experience of participants, and their knowledge, both prior to arriving at the site and incorporating that which they learned on the site. Input may take a variety of forms, including rankings, choices, sentiment or expressions of opinion, preferences or fact. It is important to seek the correct type of input in order to ensure that the input is meaningful. To be meaningful, the input sought must:

- Involve a topic on which the public is qualified to express an opinion, either because their preferences matter or because they have relevant knowledge or lived experience
- Advance a question that is an open variable and on which the organization is open to being influenced by public input.

Live Meeting: Whitby Community Meeting - January 7, 2021

On January 7, 2021, the DSBRT team held a live event via MetrolinxEngage from 6:30PM EST - 7:30PM EST for the Whitby community. Four speakers from Metrolinx, Durham Regional Transit and Parsons/IBI Group led the event, which offered a project update and Q&A period conducted through a live video stream on the website. Registrations to the event were collected in advance and email reminders were sent out with links to the event. Before and during the event, attendees were encouraged to navigate to the event page and submit their questions and/or vote on other **attendees' questions that they would like answered during the Q&A portion of the event**. Questions were selected to be answered during the live Q&A portion of the event based on popularity (total votes), with the intention to answer any questions not addressed during the event afterwards on the www.metrolinxengage.com/dsbrt webpage.

The event page can be found at:
<https://www.metrolinxengage.com/en/dsbrt/WhitbyBRTmeeting>

Registrations

of registrations to live event: 184

Live Event Attendance

of users that visited event page on January 7, 2021: 248

Total Traffic to Event Page (January 7, 2021 - January 11, 2021)

of users that visited event page: 284

of pageviews: 478

of unique pageviews: 374

DSBRT Engagement Initiative (All traffic)

Attention

A total of 4,866 users visited the DSBRT engagement initiative since its launch on November 16, 2020. The total number of unique pageviews was 9,281 and the total number of pageviews was 13,746 (includes repeated pageviews by the same user in the same session).

Timeframe	# of Users	# of Unique Pageviews	# of Pageviews
16/11/20 - 11/01/21	4,866	9,281	13,746

Table 1: Attention

Attention Trend

The DSBRT engagement initiative received about 48% of its traffic during its first two weeks. The engagement had its first peak on Friday November 27, 2020, receiving a total of 419 users visiting the site that day. On January 4, 2021 traffic peaked again at 621 users visiting the site that day.

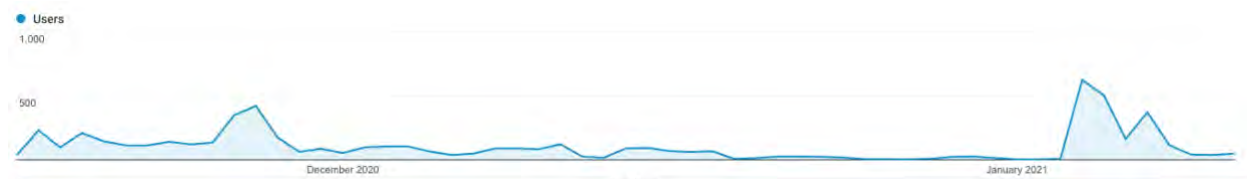


Figure 1: Attention Trend

Pageviews

The most visited page of the DSBRT engagement was the Whitby Preliminary Design page, receiving about 34% of total unique pageviews. The second most visited page for this engagement initiative was the Homepage, receiving about 29% of total unique pageviews.

Page	Unique Pageviews	Pageviews	Avg. Time on Page (seconds)
www.metrolinxengage.com/en/content/whitby	3132	4133	217.76
www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3	2716	5002	90.68
www.metrolinxengage.com/en/content/ajax	770	973	247.83
www.metrolinxengage.com/en/dsbrt/WhitbyBRTmeeting	674	839	211.58
www.metrolinxengage.com/en/content/toronto-west-turn-around	472	588	245.90
www.metrolinxengage.com/en/content/pickering	251	305	172.78
www.metrolinxengage.com/en/content/oshawa-east-turn-around	209	254	199.10
www.metrolinxengage.com/en/content/dsbrt-pic-3-ask-question	262	325	193.82
www.metrolinxengage.com/en/content/dsbrt-pic-3-environment	212	619	24.53
www.metrolinxengage.com/en/content/contact-dsbrt-team	114	138	44.47
www.metrolinxengage.com/en/content/proposed-transit-and-pedestrian-mall-downtown-whitby	60	63	360.83
www.metrolinxengage.com/en/content/dsbrt-pic-3-natural-heritage-and-tree-inventory	53	71	44.33
www.metrolinxengage.com/en/content/dsbrt-pic-3-cultural-heritage	50	55	81.13
www.metrolinxengage.com/en/content/dsbrt-pic-3-archaeology	49	61	68.96
www.metrolinxengage.com/en/content/dsbrt-pic-3-noise-and-vibration	46	52	40.98
www.metrolinxengage.com/en/content/dsbrt-pic-3-air-quality	41	49	36.79
www.metrolinxengage.com/en/content/dsbrt-pic-3-stormwater-and-structures	45	56	123.25
www.metrolinxengage.com/en/content/dsbrt-pic-3-socio-economic-conditions	37	41	81.91
www.metrolinxengage.com/en/content/dsbrt-pic-3-climate-change	34	40	36.41
www.metrolinxengage.com/en/content/dsbrt-pic-3-phase-i-environmental-site-assessment	30	42	18.02
www.metrolinxengage.com/en/content/dsbrt-metrolinx-qa-design-through-whitby-january-7-2021-event-registration	18	28	133.48
www.metrolinxengage.com/fr/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3	6	12	64.67

Table 2: pageviews

Attention Generators

Over 40% of total users who visited the DSBRT engagement initiative were referred through social media (Facebook/ Twitter).

Source / Medium	Users
(direct) / (none)	2120
m.facebook.com / referral	1710
google / organic	300
t.co / referral	173
blog.metrolinx.com / referral	154
l.facebook.com / referral	152
imo.ajax.ca / referral	101
metrolinx.com / referral	81
bing / organic	26
urbantoronto.ca / referral	22

Table 3: Referral sources

Active Engagement

The DSBRT engagement received a total of 775 submissions. 95% of the submissions were questionnaires submitted to the five Preliminary Design pages.

A total of 82 votes were made on various comments, questions, and replies throughout the DSBRT engagement site.

Timeframe	# of questions	# of contact forms	# of votes	# of questionnaires submitted
16/11/20 - 11/01/21	19	17	82	739

Table 4: Active Engagement

Questionnaires

There were five Preliminary Design pages in the DSBRT engagement initiative. Each page had various questionnaires for participants to provide answers and feedback.

The five preliminary design pages included:

Toronto West	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 East	https://www.metrolinxengage.com/en/content/oshawa-east-turn-around

78% of total questionnaires submitted to the DSBRT engagement initiative were submitted through the Whitby Preliminary Design page.

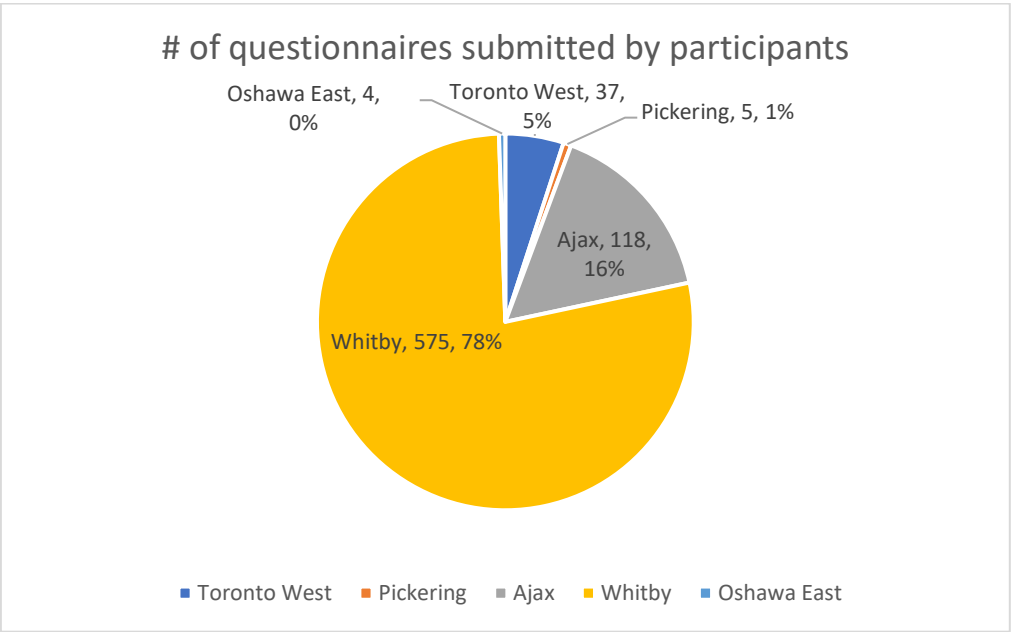


Figure 2: Questionnaires

Input

Below is all the input that was submitted to the DSBRT engagement site by participants. All input is also included in the attached spreadsheet:

DSBRT_engagement_input_Nov20-Jan21.xlsx

Ask-A-Question

Comment title	Comment body	Submission Date
Go station connections	<p>The BRT and GO RER seems independent of each other with no opportunity for GO station connections to take advantage of new more frequent GO service along Lakeshore. Has the team considered routing the BRT to some of the GO stations? Especially the Pickering GO station pedestrian bridge at Pickering Parkway? It is still a considerable distance to walk to the GO station from Liverpool station. This should have a positive impact on ridership because medium and longer trips can be taken with GO and the “last mile” local trips with the BRT.</p>	05-Dec-20
BRT Stations Design	<p>Hi!</p> <p>I am concerned about the design of the stations for this project. While I am not against contemporary designs, these preliminary designs look very cheap and uninteresting. I don't think IBI should be the architect for these stations, since they usually do the bare minimum for their projects. Some things that could help is the use of colour, different materials (ex. better metals, wood, brick), shapes (not just a boxy station), ambient lighting, more attractive fencing & barriers, good paving, and other strategies that would improve the customer experience and create a sense of place (with a memorable design). Viva's BRT stations (even if they're not perfect) in York Region are an example of stations that have a memorable design that creates identity and branding.</p> <p>Also, I think the side of each station that is adjacent to regular traffic should be fully covered in glass (along the entire station) to create an enjoyable experience for transit users. Doing this would reduce unpleasant noises from cars and trucks, and protect people from extreme weather and water splashes from the road.</p>	25-Nov-20

	Thank you for considering my comments!	
Request	<p>Hi! I left a comment earlier under the same name (Daniel). Thank you so much for your informative response regarding the station design. Could you please forward my comments to the project team so that they can be considered when the team is developing the detailed design?</p> <p>Thank you very much, I appreciate it!</p>	09-Dec-20
Information Centre	<p>Thank you for the opportunity to learn. The Scarborough Community Renewal Organization (SCRO) is in the process of putting the information centre notice on our web page and sending out the Notice of PIC 3 through our newsletter.</p>	20-Nov-20
Transit routing within Pickering City Centre	<p>I'd like to make a recommendation that buses within the Pickering City Centre (Liverpool Road - Glenanna Road.</p> <p>Presently both Metrolinx and the Region of Durham have indicated that the Pickering City Centre is identified as a mobility hub.</p> <p>I want to suggest that the BRT be deviated off of Highway 2 between these two major roads by using Highway 2, Liverpool Road, Pickering Parkway and Glenanna Road to get back to highway 2,. This would provide greater access to connecting transit service at Pickering Parkway Terminal, and new frequent all day GO Train Service on the Lakeshore East line.</p> <p>This routing would also provide greater access to areas of the Pickering Town Centre, Condominium developments on Pickering Parkway, Glenanna Road, and Liverpool Road. This would also provide access to the Pickering Public Library, Pickering City Hall, and The Esplanade Park.</p> <p>This routing would act almost like the initial plan for service to Mississauga Square One Mall like was initially planned for the Hurontario LRT Project.</p> <p>This deviation also would advance progress open the Region of Durham's Transportation Master Plan and the City of Pickering</p>	09-Dec-20

	<p>Official Plan to redevelop Pickering Parkway in to a transit mall.</p> <p>Thanks for the consideration</p> <p>- Jordan Hollingsworth</p>	
BRT Stop Design	<p>The closed in design of the stops in Durham seem to just be a bad design all around, for many of the reasons already stated and many more. How will plows clear the snow properly in the winter? Where does the snowbank go? Will the doorways get shovelled, and if so will this design facilitate that easily? With the winter in mind, how can these stops be heated and/or be made to keep the people waiting comfortable? Why does the roof stop at the curb, and not extend further out to protect those boarding the bus?</p> <p>All around this design seems to be some artists wild dream, with no real thought about the day-to-day operations of a BRT.</p>	28-Nov-20
Ellesmere road expansion destroying trees endangering	<p>Why would the designers widen the road and destroy a residential community of mature trees, increase traffic congestion, and create even more road noise with speeding busses (they speed, at over 65km/h both DRT and TTC I have videos), while claiming to care about the community? The carving up of the sides of road would bring speeding cars closer to the houses in either side of Ellesmere after meadowvale ave and before conlins. Why dont you Go though Kingston road and come out at uoft instead. Destroying property values in Scarborough isnt the solution. Your plan passes through mostly commercial areas which is fine, but start the plan after conlins. The metrolinx team dont give a hoot about people living on Ellesmere.</p>	17-Dec-20
BRT Stop Design	<p>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.</p> <p>Also the Durham Region Stops are proposed to have platforms</p>	16-Nov-20

	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.	
Stations	Will stations have heated enclosures like the Viva stations in York Region do? It's a great benefit in the winter months given our climate.	17-Nov-20
Buses using Median Transit lanes	<p>In different areas of the presentations presented through engage has stated the DRT PULSE, Toronto Transit Commission and GO Transit buses will be able to use the centre-median transit lanes on Ellesmere Road and Highway 2. In other areas it mentions that only DRT PULSE vehicles will operate in the bus lanes (as they should)</p> <p>So... I wanted to clarify the plan as many areas also said that buses would likely operate more frequently in the Scarborough portion of the line.. If only DRT PULSE vehicles use the bus lanes, how would it operate more frequently in Scarborough. Just need clarification on what agencies will use the lanes and what frequencies will be used between DRT and the TTC along the bus lanes in Scarborough.</p> <p>Thank you!</p>	09-Dec-20
Affichage bilingue	Pour les stations de voie exclusive aux autobus, y aura-t-il affichages bilingue?	30-Nov-20
Bus lanes projected for Whitby	First of all, I can't get into the meeting, which is frustrating. Now my husband finally got in.	07-Jan-21
Historic Pickering Village - Church/Kingston	This stretch of Kingston Road along the Historic Pickering Village will be severely impacted on a number of fronts. 1) A dedicated BRT lane will drastically reduce the number of vehicle lanes and will significantly increase the time it takes for vehicles to transit through this area. Recognizing that this is a mixed residential and commercial, the impact for residences in this area will be significant. Morning and evening traffic is already extremely heavy. This proposed change will only make things worst. 2) Church/Kingston intersection is prone to frequent collisions. The proximity of Pickering High School and the challenging visibility due to heritage buildings	17-Nov-20

	are contributing factors here. Adding a bus stop in the middle of Kingston Road at Church St will introduce major safety concerns with the proposed U-turn if dedicated middle lanes are introduced into this area. 3) The proposed "modern" visual design of the bus stops does not align to the visual character of this historic area. All in all, this is not a favourable plan for this part of Ajax.	
Traffic	The projections for travel time are purely for those on transit; what changes can the average driver expect to their normal routes and drive times?	07-Dec-20
Frequency	As a person who lives right next to York Region's vivanext bus lanes, it looks like a big waste for them to just sit there with the next bus scheduling to come fifteen minutes later. If the frequency is fifteen minutes per bus: is there a possibility for Metrolinx to do the same thing as the HOV lanes and give some drivers a permit to use the bus lane when buses are not using it?	20-Nov-20
Eastern Terminus of the Durham Scarborough BRT	<p>One thing this project is currently lacking is a determined end of the line on the eastern side.</p> <p>coincidentally Metrolinx is also currently planning the construction of four new GO Stations in Durham Region. One of these stations is located just five minutes south of Downtown Oshawa.</p> <p>Setting Oshawa Central GO Station as the eastern terminus for the line would make the new GO Train station in the centre of Oshawa a mobility hub for residents in Oshawa and would provide greater access to rapid transit, both on the BRT and on the Lakeshore East Bowmanville Extension.</p> <p>This could be accomplished by operating the DSBRT along Centre Street and Simcoe Street, which come spring 2021 is also planned to have curb side bus lanes through downtown Oshawa south until Olive Avenue</p> <p>Thanks for hearing my suggestions</p>	09-Dec-20
Routing to KLM	Why is there no analysis to KLM (Kingston/Lawrence/Morningside) from downtown Pickering as mention in the IBC report? Is it no longer considered?	30-Nov-20

<p>Historic Pickering Village - Elizabeth Street to Rotherglen Road</p>	<p>I appreciate this investment in the community and value functional transit alternatives as a part of movement across the region. However, the preferred dedicated BRT approach strikes an inequitable balance that will negatively impact the community along this stretch of Kingston Road, in Pickering Village, on a number of fronts. Suggestions for a more local holistic and nuanced approach are highlighted below for public awareness, continued study and consideration.</p> <p>1) Renderings, Heritage and Property Impacts - While the property impacts will be determined in detail design and at a later date, that study's determination will be informed by this dedicated BRT preferred solution which will lead to considerable property impacts. Unfortunately, the renderings are deceptive in this regard as they seemingly show current structures removed from their actual locations in the proposed roadway at the intersection of Church St. and Kingston. Why was this false representation done? Does Metrolinx propose the relocation of these structures?</p> <p>The current preferred BRT design will seemingly lead to a loss of private parking for businesses in the Pickering Village Heritage Conservation District (HCD) west of Church Street. In addition, from my count at least eight (8) heritage buildings in the expanded Pickering Village (HCD), currently on the Town of Ajax's non-designated wish-list under the Ontario Heritage Act, will need to be demolished to accommodate the dedicated bus lanes and stops due to the limited width of the roadway. Many of these structures house local residents and businesses and contribute to the vibrancy of the HCD. Were impacts to the loss of local heritage and businesses considered as part of this preferred BRT solution in this area?</p> <p>The structures impacted on the Town's heritage wish list are: 567 Kingston Road W, 871 Kingston Road W, 575 Kingston Road W, 577 Kingston Road W, 579 Kingston Road W, 601 Kingston Road W, 607-611 Kingston Road W, and 613 Kingston Road W. Many more properties are impacted.</p> <p>2) Preferred Alternative and Traffic Study - It is my</p>	<p>03-Jan-21</p>
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	<p>understanding that the previous Public Information Centres' (PIC) recommended that the BRT share existing lanes with traffic due to traffic modeling at that time, as to not reduce the capacity of traffic lanes which were near (but not at capacity east of Church Street into 2041). This preferred solution was to include improved bus stops and slipways, signal priority and other supportive measures. The only traffic study I can find is Exhibit 2.9 from the 'IBI Durham-Scarborough Bus Rapid Transit Study, 2018'. Is there an updated traffic study that was conducted since then? Does that study include impacts to traffic from the dedicated bus lane and removal of a westbound traffic lane? Will there be a study conducted that considers the post COVID effect on traffic in the area (more people working from home)? This information is valuable in determining if alteration to the current roadway is justified.</p> <p>3) Alternative Design Suggestions - Further to the comments above, this proposed dedicated BRT roadway reconstruction, expropriations, and structure demolitions will be costly. Due to COVID unknowns, significant impacts to local businesses, residents, heritage and thru traffic, will alternatives to non-dedicated BRT roadway expansion be considered moving forward (alternatives that will support the local community and the effectiveness of the BRT in the broader region)? Perhaps less impactful (low cost but effective) solutions should be implemented before a decision is made to widen the roadway.</p> <p>Can the following be considered for this area as part of an alternative special bus priority scheme?</p> <p>a) Curbside Bus Lane - removing the need for a bus stop in the middle of the roadway to improve access and limit property acquisition,</p> <p>could also have a covered sidewalk at the bus stop.</p> <p>b) Curbside Bus Lanes with Intermittent Priority (BLIP) - To provide a compromise between dedicated bus lanes and buses operating in</p> <p>mixed traffic lanes. As a bus approaches, other vehicles are</p>	
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	<p>instructed to safely leave the lane (or are prevented from entering the lane), yielding right-of-way to the bus. Signage and other technology can be utilized to inform drivers a bus is approaching. This has been demonstrated to be as effective as a dedicated bus lanes with lower costs and construction time. (Eichler M.D. (2005). Bus Lanes with Intermittent Priority: Assessment and Design. University of California Berkeley)</p> <p>c) Reversible Lanes and Traffic Signal Prioritization - There is a successful local example of this on Jarvis Street in Toronto. Reversible lanes are lanes on which traffic flows in one direction during certain times of day and in the opposite direction during other times of day. This can also apply to make a dedicated curbside transit lane during rush hour while maintaining two (2) traffic lanes. For example, altering the current four (4) lanes in the afternoon to 1 westbound mixed traffic and bus lane, 2 eastbound traffic lanes and 1 eastbound bus priority curb lane. This would limit costs, impacts to both transit and traffic, impacts to the local community and be more resilient to a changing community and traffic patterns in future without building hard barriers (e.g dedicated barrier bus lanes). (Agent, K. R. and Clark, J. D. (1980). Evaluation of reversible lanes (Nicholasville Road, Lexington, Kentucky). Lexington: Division of Research, Bureau of Highways, Dept. of Transportation, Commonwealth of Kentucky.)</p> <p>This can also be improved via Traffic Signal Prioritization to prioritize traffic, bus, and turning allowances at specific times of day. In addition, left turns can be restricted at Church Street and Rotherglen Road during rush hour to improve the efficiency of this design. Local motorists requiring left turns can use Randall Dr or Lincoln St to access Church St or Rotherglen Rd during those times.</p> <p>d) Moving the Dedicated Centre Lane Bus Stop at Rotherglen Road - As the existing Kingston Road Right-of-Way is wider east of the Rotherglen Rd intersection, would it be possible to move the eastbound stop to the east side of the road to limit impacts to private properties?</p>	
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	Thank you for your time and consideration.	
BRT Stop at Rouge Park	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?	17-Nov-20

Table 5: Input-Ask a Question

Contact Forms

Your e-mail address	Subject	Message
	BRT Stop Design	<p>I have a concern with regard to the design for the BRT Stops. I am concerned that level boarding platforms for buses while may seem great for accessibility may not be better than a kneeling bus or ramp deployment. The reason that I say this is that in many instances where level boarding platforms has been implemented using low floor buses it has required the vehicles to slow down to a crawl in order to properly dock with the level platform.</p> <p>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.</p> <p>*Also I posted this in the Ask a Question section and did not realize it was going to be posted publicly, if possible please delete that question from there.</p>
	Downtown Whitby	<p>My first impression your plan for downtown Whitby is wrong. Vehicle traffic cannot go past Byron in the West and Green/Perry in the East. Merchants downtown will see a drop in business. Bikes moved away from downtown. A lot of money being spent on very few people that use the public transportation. Waste of money, inconvenience to vehicles wanting to pass through downtown, bike users shunted away from downtown. Bad planning.</p>

	Whitby rapid transit	<p>Hello,</p> <p>The section of the rapid transit through downtown Whitby is great for commuters but bad for local business. Whitby is primarily a car-based city. Most locals don't use transit. We are unfortunately not a pedestrian town</p> <p>The small businesses along this stretch would go. Please divert this stretch of the rapid line south of downtown.</p>
	Scarborough-Durham MetroLinx	<p>To Whom It May Concern,</p> <p>Closing Dundas/Hwy 2 to car traffic for only bus traffic is terrible for businesses along this route, and also all residents in the area. This plan needs to be reevaluated and scraped immediately.</p> <p>Signed, A Whitby Resident</p>
	Durham-Scarborough Rapid Transit Plan Proposal	<p>Hi,</p> <p>I have lived in the middle of the area in question to be redeveloped for over 10 years now and I am glad you are attempting to evolve the local road and transit systems.</p> <p>However, I have to say, your first attempt including this bus mall and no through traffic on why 2 at byron design has to be the worst thought through plan I have ever seen. Clearly designed by someone who has never lived or interacted with the area. I drive high way from Cochrane and Hwy2 to King and Ritson every single day and do not notice much of an issue. But if you were to stop through traffic at Byron you will effectively ruin the charm on downtown Whitby.</p> <p>What you budget should really include is dollars to expropriate all the properties along hwy 2 between brock st and the library in order to properly redevelop this area once and for all. The historic charm lacks in Whitby anyways, may as well get rid of some of the crappy store fronts and make it a proper 2 lane both way hwy with a bus route down the middle like you have down in any other suburb like Markham, etc.</p> <p>Please reconsider.</p>

		I don't see there being enough bus traffic to justify taking out commuter options. Change the rules surrounding the lanes. Like make them carpool/HOV lanes, motorcycles permitted, and time of use. Busses only during peak hours and then regular lanes during outside of those hours. Empty buses aren't helping anyone commute faster. High Occupancy Vehicle lanes are proven to be effective and reduce the number of cars on the road. If there's a benefit to a regular commuter and encourage them to carpool then this is a solid strategy. Otherwise put in a subway line across the town's and link them to Go Transit and get people on trains.
	Rapid Transit	
	Metro Links Whitby	
	Durham Region Rapid Transit Bad Idea	Sending my opinion on the rapid transit proposal for Dundas St in Whitby. This will Destroy all of the small businesses that have already had a heavy blow from the virus. Please reconsider a way to do this elsewhere where it won't kill these businesses that we also need desperately. And who need to earn a living and not lose their life savings. Thank you.
	Downtown Whitby	Frustrated because Downtown is landlocked. You can't run bus or bicycle lanes (which is a dumbass political propaganda that NOBODY uses. Now you want to destroy an ailing downtown core so your buses don't have to swerve around parked cars for 2 blocks. Guess what !!. Those businesses will all be closed in a year and you won't have to worry about parked cars. IF you can run them "ON TIME", if you can run "A COMPETENT" operation. I cannot believe the Ontario government allows a company like Metrolinx to take control and issue ultimatums to communities. Speaking of CONTROL, you are out of control. Enjoy your golf in Las Vegas!!

<p>[REDACTED]</p>	<p>[REDACTED] - DURHAM- SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND</p>	<p>We have reviewed the public documentation as detailed on the Metrolinx website regarding the Durham-Scarborough Bus Rapid Transit, specifically regarding the Toronto & West Turn Around. We own the property at 3 [REDACTED] [REDACTED] that currently has a full turning traffic intersection. The Rapid Transit and raised median along Ellesmere will result in access to Ellesmere and Mornelle to only be right in and right out which will restrict the flow of traffic into our property coming from the west, causing additional traffic pressures to the east for traffic doing u-turns. In addition, traffic looking to travel eastbound on Ellesmere from Mornelle will be impacted with being forced to go west and do u-turns.</p> <p>We have concerns that the raised center medians and right in/right out intersections cause severe inconvenience for traffic patterns for property owners and residents who are looking to access their street. We would like the raised median to be stopped before Mornelle Court to allow for the full turning intersection.</p> <p>Yours truly, [REDACTED] [REDACTED]</p>
<p>[REDACTED]</p>	<p>Zoom meeting of Dec 9th , 2020, 7:00pm</p>	<p>The discussion with the interested representatives from the Durham Region Cycling Coalition was well covered. There are many social , educational & economic purposes to be achieved through the completion of this public transportation improvement project.</p> <p>Safety and traffic flow considerations dictate the planning and seem to be well looked after in the proposal.</p> <p>In respect of the implementation and construction budget it would be a serious omission not to provide toilet facilities at some of the station locations. It is easier and less costly to include them in the original work. There are designs that are more efficient and environmentally useful from today's manufacturers .</p> <p>Thank you for the opportunity for input. today's</p>

[REDACTED]	access and left turns	<p>I am an owner of the major mixed use development at Markham and Ellesmere [REDACTED]. Also owner manager for [REDACTED]. We are very concerned about the proposed elimination of the left turn lanes. Some of the entrances are designated for shipping and if the major tractor trailers can't turn into the properties, this will be a serious impact on our tenants. The signalized intersection at Dolly Varden cannot accommodate the large trucks and wasn't designed to do so. Also the most easterly Ellesmere entrance services hundreds of cars daily to the office buildings on the corner. The only other main entry point is on Markham road and the left turns are limited to only a few hours a day.</p>
[REDACTED]	Usage of Military Trail to Kingston Road portion of DSBRT	<p>I would appreciate it if you could provide me the following:</p> <ul style="list-style-type: none"> a) Any research that you have done showing the number of people in the corridor between Military Trail and Kingston Road that are currently (i.e. 2019 or whatever your base year is) using the Pulse bus service to travel east. b) The annual forecast of people in the corridor between Military Trail and Kingston Road that are expected to use the DSBRT system to go east over the period 2020 to 2040 c) Alternative high and low scenarios associated with the forecast in b) above d) In your presentation you estimate the benefit cost ratio for the project to be 1.2. What will be this ratio under the alternative scenarios in c) above? e) Do you expect the impact of Covid 19 on the working patterns (i.e. telecommuting and om-line shopping) to affect the viability of this project? <p>Thank you in advance for your responses to my questions. Sincerely [REDACTED] [REDACTED] Highland Creek</p>
[REDACTED]	CONCERNING LEFT TURN FROM [REDACTED] ELLESMERE ROAD BUILDING	<p>I would like to say that when the left turn can hamper businesses, it should be reconsidered as business is the life blood of a city. I am one of the tenant of [REDACTED] ellesmere road.</p>

<p>[REDACTED]</p>	<p>Hilton Hotels in Ajax</p>	<p>Good afternoon, This is exciting news! The expansion will really help improve our transit system. I wanted to reach out to let you know that we have two hotels in Ajax near Kingston Rd. E. and Salem Rd, the Hilton Garden Inn Ajax with 134 guest rooms and Homewood Suites by Hilton Ajax with 104 guest suites. We'd love to offer you a preferred rate while you work on this project to create peace of mind for the price and an easier booking process. Could you please let me know who I can speak to about this opportunity? Thank you, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>
<p>[REDACTED]</p>	<p>Section between Lakeridge Road and Des Newman Parkway, Whitby</p>	<p>This will make the 3rd time I have submitted my questions with no response from you. These are my questions... 1. Is the currently existing sufficient road right of way to accommodate the additional lanes? 2. If not, and expropriation of a portion of some properties will be required, then, a) Will this be done on south or north side of Dundas, or both?, and b) are we looking at several feet or more? Please advise. [REDACTED] [REDACTED] Whitby.</p>

<div></div> <div></div>	DSBRT	<p>As a home owner and long resident of Highland Creek, I am very concerned about the negative impact the BRT will have on my community. I understand that this will be the only place in Ontario to have a rapid bus line traveling through a residential area and this will be very disruptive to traffic flow and the life of people in Highland Creek. Why do we need another bus line when there is TTC and PULSE buses on this street? With the pandemic and it's long term effects, will classes resume at UTSC or will the future be on-line for most aspects of our life? Who will take a bus from Oshawa to the heart of Scarborough or downtown when there is the GO train? I hope that this plan will be downsized to allow Ellesmere to retain the mature trees and prevent the blockage of so many intersections to left hand turns. Please do not tear Highland Creek apart.</p>
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Questionnaires

All questionnaire input can be found in the attached excel spreadsheet:

DSBRT_engagement_input_Nov20-Jan21.xlsx

Appendix F – Online Survey Results



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, December 1, 2020 5:01 PM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-01-20 3:03 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Tuesday, December 1, 2020 - 15:02

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Yes. Where will the traffic go

Putting it into a residential area that is not equipped to handle great plan

Schools daycares now to deal with highway traffic

Great plan

2. What aspects of the design do you like?

No aspects work for downtown whitby

You are creating a ghost town

3. Do you have any questions about the preliminary design related to your street or property?

No

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Rerouting traffic into heritage homes great plan

5. Do you have any other questions?

No other questions

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The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/822/submission/18504>



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From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, December 1, 2020 5:02 PM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-01-20 4:33 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Tuesday, December 1, 2020 - 16:32

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Hello. Comments regarding intersection area of Brock Street and Dundas..hwy 2.

2. What aspects of the design do you like?

None for this area.

3. Do you have any questions about the preliminary design related to your street or property?

I do, but I used the Drop Pin on the Preliminary Design map to ask questions. Questions related to halls road intersection and whether and land expropriation would be necessary, or if there is currently enough right of way to accommodate widening. Which side of road, or both?

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

I believe that shutting down Byron to Perry Street is a bad idea. Moving the high volume of traffic, both autos and trucks onto the narrow streets is not a favourable solution. The side streets are an older area of Town with houses closer to the road and parking on those roads with stop signs will cause a lot of backup, especially in rush hours could even impact Dundas by traffic waiting to turn onto the north or south side streets. The Mayor has suggested road bumps to slow traffic. These back traffic up and result in a constant bumping and decelerating sounds. Streets are close together also causing tie ups. The Mall, as the Mayor seems to like to increase pedestrian traffic to the small businesses...there aren't that many businesses along that portion, especially between Brock and Perry. For the matter of moving traffic, the Town should eliminate the parking on both sides of Dundas, opening up to 4 lanes, and the buses can merge in and out of traffic for the distance of 2 SHORT blocks. The move,ent time would be minimal and time could be picked up by the clear driving between Lakeridge and there.

5. Do you have any other questions?

A general idea of shovels in the ground , for east of Lakeridge to hwy 412

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 8:46 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 7:19 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 07:18

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

It's an absolutely awful idea and will negatively impact every business and tax paying citizen in downtown Whitby.

2. What aspects of the design do you like?

Absolutely nothing, whoever came up with this plan clearly doesn't live in Whitby and obviously doesn't care about our citizens or businesses in the downtown core. The entire team responsible for this ridiculous plan should be promptly fired.

3. Do you have any questions about the preliminary design related to your street or property?

See answer to question 5

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Extreme impact on downtown businesses, Excess and unnecessary traffic on residential side streets not designed for the load, overall impact of crippling such a major artery as highway 2 for something as useless as transit.

5. Do you have any other questions?

Who created this plan and why do they still have a job?

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 8:45 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 7:31 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 07:31

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Yes a lot of concern especially through Whitby's downtown. To further restrict traffic I'm wondering if you can suggest where these vehicles may go? Down a residential road? Which east west corridor and how would it be suggested that they get there? We have a Go train station a couple of kms south of this route. Why not focus on its development? Whitbys roads are already choppy and horrible this would make navigating the town even worse.

My next concern is the impact on local businesses. Has anyone from your organization actually walked around and visited these? What about people with mobility issues and how they can access these? The tire shop - will you be sending

busses there or are you expecting they just back up and leave? Funeral home - do we use a bus to access this or what?

2. What aspects of the design do you like?

Where the space permits on west side of Whitby, widening the road to permit a bus right of way.

But wait - didn't a new bridge just open over the 407? Doesn't seem wide enough to keep the 2 lanes and add 2 more for busses?

3. Do you have any questions about the preliminary design related to your street or property?

Not my property, however my community and the many local businesses which will be destroyed.

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Local businesses will be unable to survive. I've outlined several. Ridership will not reflect the massive cost of this undertaking and it's roads will not support the movement of its residents.

Downtown Whitby will be destroyed and businesses will not return.

5. Do you have any other questions?

Yes. Where is the foresight in this? The plan seems like something with total lack of imagination and a giant waste of already strapped resources. There are other east west routes that might accommodate this or a project like in Mississauga (along 403 corridor) where additional infrastructure was put in place to keep existing roads open. I'd truly like to know if you've counted how many people use the route currently, how many you expect to use it, versus how many cars pass through the area and now where you expect said cars to go? The shortsightedness in this plan blows my mind. Why not just get a wrecking ball and knock the buildings over - that would ensure a nice wide area for near empty busses to pass through and likely make things easier on the businesses you will kill. I'd actually

love to hear and I will contact you guys to see if you have any answers. Obviously this has been a negative input, I'd love to know how much support it's been getting and from who?

I am all for transit and improving the way transit is able to move, however highway 2 through downtown Whitby is not the corridor to do it. This plan lacks imagination and consideration of the impact it will have on the town.

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 8:38 AM
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 8:16 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 08:15

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Very concerned, as I live at the corner of [REDACTED]. Any construction diverting traffic will end up making my neighborhood way busier with traffic, and if the ultimate goal is to not have through traffic at the four corners, that means my neighborhood will be busier with traffic forever. The streets in my neighborhood are narrow, and I don't think an increase in traffic will be good for it. Also, the construction and bus lanes will make it more difficult for the businesses downtown. If you do construction in front of their shops, it could last years and they're already struggling due to Covid-19. How are businesses supposed to survive this? Also the medians will make it very difficult to get around and go to businesses on the south side of Dundas.

2. What aspects of the design do you like?

Nothing

3. Do you have any questions about the preliminary design related to your street or property?

I live at [REDACTED] and am concerned this design will negatively impact my street, as traffic will be forced to be diverted into my neighborhood. Do you have a plan in place to help with the traffic issue on my street?

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

I'm worried about the impact this will have on businesses that are downtown Whitby that are already struggling.

5. Do you have any other questions?

With transit in Whitby already being minimal, is there really a demand for this?

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 8:38 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 8:25 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 08:24

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Yes.

This is irresponsible use of tax money that could be put to necessary projects. Whitby needs to improve so many more things than saving a few minutes for transit commuters.

2. What aspects of the design do you like?

None.

This is not a very good idea.

3. Do you have any questions about the preliminary design related to your street or property?

Ridiculous!

Only right turns resulting in intersection u-turns ?? This is a bad idea. Most people struggle simply driving A intersection u-turn lane is too much unnecessary risk.

Only bus and pedestrians section east of garden st ?

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Tax money spent on this project.

This is not a priority!

Build a Whitby hospital.

Spend tax dollars on infrastructure for the RESIDENTS of Whitby.

5. Do you have any other questions?

Yes. Who is paying for this? Certainly not the people of Whitby I would hope! This does nothing for Whitby residents.

The people on buses should not be given priority over people in personal vehicles. This will increase personal vehicle commute time.

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 8:39 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 8:32 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 08:31

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

I have concerns that the largely senior public in Whitby will have difficulty getting to where they want to go.

2. What aspects of the design do you like?

I like that we are looking to transition away from cars. Climate change is a real problem.

3. Do you have any questions about the preliminary design related to your street or property?

I have none.

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

None.

5. Do you have any other questions?

None.

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 9:27 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 9:20 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 09:20

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

There are plans to launch additional HCD districts around the downtown core and including the downtown core. How are these incorporated into the plan?

2. What aspects of the design do you like?

I like anything that relates to traffic calming and rerouting traffic to garden street and lakeridge. Those should be the main traffic hubs.

3. Do you have any questions about the preliminary design related to your street or property?

yes i live on King street which is now part of a heritage conservation district. One of the benefits of this HCD is to make our neighbourhood a focal point and extension of the heritage feel of our downtown core. I don't see this type of plan for historic downtown brooklin or unionville which is ultimately what

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Heritage, heritage design and making the downtown a walkable downtown without constant bus traffic and other traffic.

5. Do you have any other questions?

There are plans to launch additional HCD around the downtown core and including the downtown core. How are these incorporated into the plan? As it currently stands i am not in support of this plan. Ideally, it should be moved up to taunton where major development is happening including the new spa, homes and malls.

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 11:04 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 10:19 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 10:19

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

*I have tremendous concerns about the preliminary design, specifically in regards to traffic flow and congestion. Currently, with 2 full lanes of traffic in each direction, Dundas street already experiences very high levels of congestion, especially between 3pm and 7pm.

1. At Dundas and Garden, there is already often a large backlog of cars waiting to turn north from the eastbound lanes. This often puts the left lane at a dead stop on a green light as cars are waiting to get into the left turn lane. The new design doesn't allow a long enough left turn lane, plus 2 full lanes of moving traffic are needed.

2. If traffic is only 1 lane in each direction on portions of Dundas, I imagine the

traffic lights will have to be reconfigured to allow more cars through east and westbound on a green light. This will then create a backlog of traffic on north and southbound lanes as they wait longer at the red lights.

3. If traffic flow becomes slower on Dundas due to lane reductions, people will choose alternate east/west routes which will increase traffic on already busy Rossland, Taunton, Victoria etc.

4. With dedicated transit lanes/raised medians, cars will not be able to turn left out of businesses and side streets. This will have a significant impact on traffic flow in neighbourhoods and/or cars making uturns at traffic lights.

5. If traffic is not permitted on Dundas through the downtown core, traffic on downtown side streets will become dangerous. For example, when travelling eastbound, cars will be diverted off Dundas, south onto Byron. Many cars will then go east on Colborne. There are no lights at Colborne and Brock. There are going to be significant accidents as cars try to cross Brock. There will also be a massive backlog on Colborne as cars wait to cross. Add go train arrival traffic into this equation and you have a mess.

*I also have concern for small businesses in the downtown core and areas where the number of lanes are reduced. If traffic is congested, people may avoid the areas altogether and choose to shop elsewhere (ie big box retailers and smart centres). There is also the concern of out-of-sight/out-of-mind. If residents are no longer driving past a business, they may forget that it is there.

2. What aspects of the design do you like?

I like the concept of dedicated transit lanes, however I don't think it's an appropriate option for areas that are already developed. It's like trying to force the wrong piece into a puzzle.

3. Do you have any questions about the preliminary design related to your street or property?

No

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Traffic flow, impact on small business

5. Do you have any other questions?

No

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 11:05 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 10:47 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 10:46

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Yes, that it will impact businesses that are already struggling due to shut downs due to Covid-19. There are some great businesses trying desperately to keep their doors open and I feel that this will adversely affect them.

2. What aspects of the design do you like?

None

3. Do you have any questions about the preliminary design related to your street or property?

No as I live in Brooklin, but am a frequent visitor to the four corners in downtown Whitby.

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Yes, that when I drive to downtown Whitby (as most do to shop or eat and spend money) that I will not be able to access parking that is close to these businesses.

5. Do you have any other questions?

Why were the businesses not consulted until final stages of development???

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 11:05 AM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 10:47 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 10:46

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Zero traffic lanes in downtown Whitby will effectively kill businesses that rely on vehicle traffic, and will force east-west traffic on to side-streets not designed for this traffic.

2. What aspects of the design do you like?

None

3. Do you have any questions about the preliminary design related to your street or property?

No

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Effect on businesses

5. Do you have any other questions?

No

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 11:06 AM
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 10:58 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 10:58

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Cutting off traffic in downtown Whitby completely, causing other traffic to divert on to side streets, reducing already limited parking, causing people to only be able to walk to downtown businesses (In Canada, in the winter, with an aging population... and a funeral parlor in the affected area to boot in addition to many struggling restaurants and other businesses affected horribly by current pandemic already) sounds like a horrible idea. Encouraging U-Turns, or redirecting traffic flow through side streets and residential areas also sounds very short sighted and unsafe.

2. What aspects of the design do you like?

Wider sidewalks, wider roads, and dedicated "other traffic" lanes for bikes etc sound like great ideas.

3. Do you have any questions about the preliminary design related to your street or property?

Has this been evaluated since ridership and businesses have changed due to COVID and such? How busy will this make bordering side streets and residential areas? How is encouraging U-Turns a safe alternative?

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

If you kill downtown by reducing / preventing access to businesses, we won't need transit anyways I guess... I suspect getting through Whitby a few minutes quicker by transit may not matter to anyone actually living / working here....

5. Do you have any other questions?

Does anyone outside transit think this is a viable plan for the city streets?

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 12:16 PM
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 12:12 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 12:12

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

I feel having a transit mall at Brock and Dundas is a horrible idea. It would cause major traffic flow disruption and be a terrible addition to our historic downtown.

2. What aspects of the design do you like?

I'm only here to comment on the poor decision of the transit mall.

3. Do you have any questions about the preliminary design related to your street or property?

Do you have a secondary option for placement of the transit mall?

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

As stated above. The transit mall location sounds like a truly horrible idea.

5. Do you have any other questions?

No.

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Wednesday, December 2, 2020 3:10 PM
To: Hailey McWilliam; Margaret Parkhill
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 2:25 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 14:25

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Yes - HUGE concerns on the traffic gridlock that is inevitable, the loss of local business and the overall effects to the town I love.

2. What aspects of the design do you like?

NOTHING

3. Do you have any questions about the preliminary design related to your street or property?

The overall design is flawed - Highway 2 is a HIGHWAY - meant to keep traffic flowing, to allow people to seamlessly travel

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Traffic gridlock, loss of local business, pedestrian safety

5. Do you have any other questions?

How in the world did this get as far as it has without a full public consultation?
Despite what Metrolinx may believe, it does NOT know what is right and good for the Town of Whitby.

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The results of this submission may be viewed at:

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Thursday, December 3, 2020 11:44 AM
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 3:10 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 15:09

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Yes, where does the traffic go between Byron and Perry Streets? Are you seriously pushing traffic to residential areas, there are day cares and churches on either side of Dundas. Is it really that congested for transit in that area that closing it off to vehicle traffic is necessary. Just make a transit lane between Henry Street and Green Street. or were alternate ideas not considered?

2. What aspects of the design do you like?

NONE!

3. Do you have any questions about the preliminary design related to your street or property?

No

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Impacts to residential area and diverting traffic around Brock and Dundas.

5. Do you have any other questions?

Who came up with this asinine idea? Obviously not a resident of Whitby.

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The results of this submission may be viewed at:

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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Thursday, December 3, 2020 11:44 AM
To: Margaret Parkhill; Hailey McWilliam
Subject: FW: Form submission from: Whitby

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December-02-20 3:49 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: Form submission from: Whitby



Hello Kristin Demasi,

Submitted on Wednesday, December 2, 2020 - 15:49

Submitted by user:

Submitted values are:

1. Do you have any concerns about the preliminary design in Whitby?

Lots of traffic will be re routed to side streets. Not what homeowners signed up for when purchasing homes.

2. What aspects of the design do you like?

Nothing

3. Do you have any questions about the preliminary design related to your street or property?

No

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)?

Impact on rush hour traffic. Two lanes for buses are not needed. Businesses downtown will be impacted negatively. Such a shame when the Town of Whitby has been so supportive of small businesses.

5. Do you have any other questions?

Why does Metrolinx have the power to come into Whitby and make such a mess?
Not impressed.

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Appendix G – Ask A Question Responses



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
This table records all correspondence received during the comment period for Public Information Centre #3 from November 16, 2020 through January 10, 2021 on the 'Ask A Question' webpage. All comments received and responses made are detailed in this table.								
2020-11-16	20:06	Anonymous	<p>BRT Stop Design:</p> <p>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.</p> <p>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</p>	11	2	<p>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.</p> <p>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.</p>	5	1

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			conditions buses may have even more trouble aligning the doors.					
2020-11-17	13:00	Anonymous	<p>BRT Stop at Rouge Park:</p> <p>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?</p>	1	2	<p>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</p> <p>The number of users of a stop at the Rouge Park is not expected to be very high, and the cost of an additioanl stop is not warranted. TTC services along this segment of the corridor may include a local bus service to augment the BRT, which could serve a stop at the park.</p>	0	2
2020-11-17	14:44	Anonymous	<p>Historic Pickering Village - Church/Kingston:</p> <p>This stretch of Kingston Road along the Historic Pickering Village will be severely impacted on a number of fronts. 1) A dedicated BRT lane will drastically reduce the number of vehicle lanes and will significantly increase the time it takes for vehicles to transit through this area. Recognizing that this is a mixed residential and commercial, the impact for residences in this area will be significant. Morning and evening traffic is already extremely heavy. This proposed change will only make</p>	12	4	<p>You raise three good issues:</p> <p>1) Today there are four lanes of traffic. Westbound traffic volumes in the morning are not as high as eastbound volumes in the afternoon. Our traffic analysis indicates that we can carry the traffic using three lanes and still keep the traffic moving. Placing buses in the dedicated median lanes will also help the single westbound lane by removing the need for buses to stop and block westbound traffic.</p> <p>2) The median bus platforms will be served by crosswalks at the signalized</p>	1	3

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			things worst. 2) Church/Kingston intersection is prone to frequent collisions. The proximity of Pickering High School and the challenging visibility due to heritage buildings are contributing factors here. Adding a bus stop in the middle of Kingston Road at Church St will introduce major safety concerns with the proposed U-turn if dedicated middle lanes are introduced into this area. 3) The proposed "modern" visual design of the bus stops does not align to the visual character of this historic area. All in all, this is not a favourable plan for this part of Ajax.			<p>intersection, allowing passengers to safely access the platforms. The added width between the left turn/u-turn lane and the first lane of traffic in the opposite direction will allow vehicles to safely make the u-turn movement, while all other traffic has a red light.</p> <p>3) The BRT system will use the architecture of the stops to help reinforce the transit brand, and will ideally be as uniform as possible along the corridor. There will be some flexibility to look at slightly different designs in special areas, and this could be considered for the Church St. stop. There are also contemporary designs that are compatible with historic architectural styles, allowing the two to co-exist. The actual design of the stop will be part of a detail design exercise in the next stage of the project.</p>		
2020-11-17	21:23	Anonymous	<p>Stations:</p> <p>Will stations have heated enclosures like the Viva stations in York Region do? It's a great benefit in the winter months given our climate.</p>	7	2	There are some locations where space constraints will not allow for heated enclosures. At a minimum we are looking at stop designs that provide overhead cover and windscreens to provide some shelter. The proposed 5-minute service frequency will also reduce the need to wait at the stop for long periods of time.	2	0

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
						Adding heated shelters to the stops will be suggested to the detail design team for consideration in the next stage of design.		
2020-11-20	09:17		<p>Information Centre:</p> <p>Thank you for the opportunity to learn. The Scarborough Community Renewal Organization (SCRO) is in the process of putting the information centre notice on our web page and sending out the Notice of PIC 3 through our newsletter.</p>	1	1	Thank you	0	1
2020-11-20	23:25	Anonymous	<p>Frequency:</p> <p>As a person who lives right next to York Region's vivanext bus lanes, it looks like a big waste for them to just sit there with the next bus scheduling to come fifteen minutes later. If the frequency is fifteen minutes per bus: is there a possibility for Metrolinx to do the same thing as the HOV lanes and give some drivers a permit to use the bus lane when buses are not using it?</p>	0	8	<p>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.</p> <p>Durham Region Transit (DRT), Toronto Transit Commission (TTC) and GO Transit buses will be able to use the dedicated lanes and stop and pick up people at the BRT stops.</p> <p>The ridership modelling indicates that the buses will be carrying more people per hour along their dedicated lanes than can be carried in a lane of general traffic. While the lanes may appear to be underused as the volume of buses is less</p>	2	2

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
						than the volume of cars, the BRT lanes will carry a significant number of people.		
2020-11-25	19:00	Daniel	<p>BRT Stations Design:</p> <p>Hi!</p> <p>I am concerned about the design of the stations for this project. While I am not against contemporary designs, these preliminary designs look very cheap and uninteresting. I don't think IBI should be the architect for these stations, since they usually do the bare minimum for their projects. Some things that could help is the use of colour, different materials (ex. Better metals, wood, brick), shapes (not just a boxy station), ambient lighting, more attractive fencing & barriers, good paving, and other strategies that would improve the customer experience and create a sense of place (with a memorable design). Viva's BRT stations (even if they're not perfect) in York Region are an example of stations that have a memorable design that creates identity and branding.</p> <p>Also, I think the side of each station that is adjacent to regular traffic should be fully covered in glass (along the entire station) to create an enjoyable experience for transit users. Doing this would reduce unpleasant noises from cars and trucks,</p>	5	0	<p>The stations are intended to be conceptual and illustrate the general massing and scale against the streetscape. The choice of materials has not been made and would be part of a future design exercise.</p> <p>The design team will use the concepts to feature BRT-specific branding, and there will be opportunities to customize certain elements to highlight neighbourhood features such as:</p> <ul style="list-style-type: none"> - 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 <p>The stops need to perform a number of functions, including providing a safe and comfortable environment for riders. The back side of the platforms will have</p>	1	2

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>and protect people from extreme weather and water splashes from the road.</p> <p>Thank you for considering my comments!</p>			<p>concrete bases to protect against vehicle intrusion, ample glazing to improve visibility into, out of and through the shelters for riders and the general public. Durability in the harsh road environment will also need to be considered.</p> <p>Accessible ramps and accessible waiting areas are also incorporated along with rider information and next bus digital signage.</p> <p>We are glad to hear that you like the IBI-designed viva BRT stations.</p>		
2020-11-28	16:18	Anonymous	<p>BRT Stop Design:</p> <p>The closed in design of the stops in Durham seem to just be a bad design all around, for many of the reasons already stated and many more. How will plows clear the snow properly in the winter? Where does the snowbank go? Will the doorways get shovelled, and if so will this design facilitate that easily? With the winter in mind, how can these stops be heated and/or be made to keep the people waiting comfortable? Why does the roof stop at the curb, and not extend further out to protect those boarding the bus?</p>	3	0	<p>The stations are intended to be conceptual and illustrate the general massing and scale against the streetscape. Note that Montreal is using a similar shelter design on the Pie IX BRT. The project team reviewed other BRT systems to understand operations and maintenance issues for different shelter designs.</p> <p>Details for winter operation and maintenance of transit stops will be confirmed during detailed design.</p> <p>The roof does not extend over the bus lane to conform with vertical clearance</p>	2	0

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			All around this design seems to be some artists wild dream, with no real thought about the day-to-day operations of a BRT.			requirements for buses and provide a cost-effective shelter design.		
2020-11-30	00:41	Anonymous	<p>Routing to KLM:</p> <p>Why is there no analysis to KLM (Kingston/Lawrence/Morningside) from downtown Pickering as mention in the IBC report? Is it no longer considered?</p>	3	1	<p>Multiple routes in the east end of Toronto were considered as part of the Initial Business Case. The KLM extension was considered as part of possible future service initiatives, to maximize potential benefits obtained from BRT infrastructure along Ellesmere Road and resulting changes to bus services to provide better service across the network. The IBC concluded that the Ellesmere Road route provided the shortest and most direct connection for greatest number of transit riders to 2041. It recommended the Hybrid infrastructure option, focusing on transit infrastructure to support the increased transit service along Ellesmere Road.</p> <p>While this project does not include transit infrastructure along Kingston Rd in Toronto to Kingston/Lawrence/Morningside intersection, the TTC can continue to operate bus service.</p>	1	0
2020-11-30	01:14	Anonymous	<p>Affichage bilingue:</p> <p>Pour les stations de voie exclusive aux autobus, y aura-t-il affichages bilingue?</p>	1	1	Les exigences spécifiques d'affichage pour chaque station seront déterminées au cours de la phase ultérieure de conception détaillée.	0	1

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			[English translation: For bus-exclusive lane stations, will there be bilingual signage]			[English translation: Toronto is a French Language Service Area and will have bilingual signage. Signage in Durham will be decided as the project moves to detail design.]		
2020-12-05	11:55	Anonymous	<p>Go station connections:</p> <p>The BRT and GO RER seems independent of each other with no opportunity for GO station connections to take advantage of new more frequent GO service along Lakeshore. Has the team considered routing the BRT to some of the GO stations? Especially the Pickering GO station pedestrian bridge at Pickering Parkway? It is still a considerable distance to walk to the GO station from Liverpool station. This should have a positive impact on ridership because medium and longer trips can be taken with GO and the “last mile” local trips with the BRT.</p>	4	0	<p>Durham Region Transit is always looking at ways to improve transit connections on north-south transit routes and GO Stations. In your example, the BRT stop on Kingston Road at Liverpool Road is about a 700 metre walk from the Pickering Parkway terminal and GO Station bridge. You would have the option of switching from the BRT to one of the local routes like the 120 or the 917 that circulates the mall.</p> <p>A benefit of bus rapid transit is the flexibility of routes that can evolve over time to best serve transit riders.</p>	2	0
2020-12-07	11:12	Anonymous	<p>Traffic:</p> <p>The projections for travel time are purely for those on transit; what changes can the average driver expect to their normal routes and drive times?</p>	2	1	<p>The average driver travelling east-west along the Durham-Scarborough Bus Rapid Transit corridor will benefit from signal timings that prioritize east-west travel.</p> <p>Buses currently driving in the same lanes as other traffic will be driving in the dedicated BRT lanes, removing them from</p>	0	2

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
						<p>the general traffic lanes. This will reduce some of the congestion caused when cars have to stop behind a bus serving a bus stop or change lanes to move around the buses.</p> <p>Intersections which are experiencing congestion today are likely to continue to experience congestion with BRT. This is primarily due to background traffic growth, the conversion of main street left-turn movements to fully-protected operations, and increases in U-turn demand.</p>		
2020-12-09	18:01	Anonymous	<p>Buses using Median Transit lanes:</p> <p>In different areas of the presentations presented through engage has stated the DRT PULSE, Toronto Transit Commission and GO Transit buses will be able to use the centre-median transit lanes on Ellesmere Road and Highway 2, In other areas it mentions that only DRT PULSE vehicles will operate in the bus lanes (as they should)</p> <p>So... I wanted to clarify the plan as many areas also said that buses would likely operate more frequently in the Scarborough portion of the line.. If only DRT PULSE vehicles use the bus lanes, how would it operate more frequently in</p>	1	0	<p>Durham Region Transit (DRT), Toronto Transit Commission (TTC) and GO Transit buses will be able to use the dedicated lanes and stop and pick up people at the BRT stops across the entire corridor. 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 to Scarborough Centre. Scarborough residents will also benefit from the project as TTC and DRT buses will also use the infrastructure and stops providing more frequent and reliable service.</p>	0	1

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			Scarborough. Just need clarification on what agencies will use the lanes and what frequencies will be used between DRT and the TTC along the bus lanes in Scarborough. Thank you!			<p>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 in busier sections during peak hours by 2041.</p> <p>While the design in this project focuses on infrastructure for bus to run on, including roads and bus stops, Service concepts will be continually evaluated for segments such as Ellesmere Rd between Scarborough Centre (SC) and UTSC in the future.</p>		
2020-12-09	18:10	Anonymous	<p>Transit routing within Pickering City Centre:</p> <p>I'd like to make a recommendation that buses within the Pickering City Centre (Liverpool Road - Glenanna Road. Presently both Metrolinx and the Region of Durham have indicated that the Pickering City Centre is identified as a mobility hub.</p> <p>I want to suggest that the BRT be deviated off of Highway 2 between these two major roads by using Highway 2, Liverpool Road, Pickering Parkway and Glenanna Road to get back to highway 2,. This would provide greater access to connecting transit service at Pickering Parkway Terminal, and new frequent all</p>	4	0	<p>Hi Jordan</p> <p>Thank you for your suggestion. We have passed it along to Durham Region Transit for consideration.</p> <p>While this project focuses on the infrastructure, including roads and bus stops along Highway 2, Durham Region Transit could decide to augment the PULSE service along the corridor with other routes that make a more direct connection to the GO Station in the future.</p> <p>Similarly, other DRT routes could run over part of the corridor and then leave the corridor to go to places like GO stations,</p>	1	0

**Durham-Scarborough Bus Rapid Transit
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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>day GO Train Service on the Lakeshore East line.</p> <p>This routing would also provide greater access to areas of the Pickering Town Centre, Condominium developments on Pickering Parkway, Glenanna Road, and Liverpool Road. This would also provide access to the Pickering Public Library, Pickering City Hall, and The Esplanade Park.</p> <p>This routing would act almost like the initial plan for service to Mississauga Square One Mall like was initially planned for the Hurontario LRT Project.</p> <p>This deviation also would advance progress open the Region of Durham's Transportation Master Plan and the City of Pickering Official Plan to redevelop Pickering Parkway in to a transit mall.</p> <p>Thanks for the consideration - Jordan Hollingsworth</p>			local neighbourhoods, bus terminals or other major faciities.		
2020-12-09	18:15	Anonymous	<p>Eastern Terminus of the Durham Scarborough BRT:</p> <p>One thing this project is currently lacking is a determined end of the line on the eastern side.</p>	5	0	<p>Thank you for your suggestion.</p> <p>The eastern limit for the current study was set at Simcoe Street for two reasons: Rapid Transit along Simcoe St is being planned for Durham Region Transit, and</p>	0	1

**Durham-Scarborough Bus Rapid Transit
'Ask A Question' Response Table for Public Information Centre #3**

Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>coincidentally Metrolinx is also currently planning the construction of four new GO Stations in Durham Region. One of these stations is located just five minutes south of Downtown Oshawa.</p> <p>Setting Oshawa Central GO Station as the eastern terminus for the line would make the new GO Train station in the centre of Oshawa a mobility hub for residents in Oshawa and would provide greater access to rapid transit, both on the BRT and on the Lakeshore East Bowmanville Extension.</p> <p>This could be accomplished by operating the DSBRT along Centre Street and Simcoe Street, which come spring 2021 is also planned to have curb side bus lanes through downtown Oshawa south until Olive Avenue</p> <p>Thanks for hearing my suggestions</p>			<p>the final configuration of the new Oshawa GO Station is still being determined.</p> <p>The DSBRT study will provide for good connection to the Simcoe Street corridor. A separate study will be required to propose service strategies that extend the DSBRT east of Simcoe to connect to the new GO station once the station design is set. As the timing is uncertain, this study limit purposely stops at east of Simcoe to allow flexibility for the future study to determine station connections.</p> <p>In the interim, the DSBRT service will operate in mixed traffic as far east as Ritson to take advantage of a temporary bus layover location on William Street.</p>		
2020-12-09	22:46	Daniel	<p>Request:</p> <p>Hi! I left a comment earlier under the same name (Daniel). Thank you so much for your informative response regarding the station design. Could you please forward my comments to the project team so that</p>	0	1	<p>Hi Daniel</p> <p>Your comments have been forwarded to the team and remain on record. All comments we receive on the project are</p>	1	1

**Durham-Scarborough Bus Rapid Transit
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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			they can be considered when the team is developing the detailed design? Thank you very much, I appreciate it!			considered by the project team. Thank you		
2020-12-17	19:32	Anonymous	<p>Ellesmere road expansion destroying trees endangering:</p> <p>Why would the designers widen the road and destroy a residential community of mature trees, increase traffic congestion, and create even more road noise with speeding busses (they speed, at over 65km/h both DRT and TTC I have videos), while claiming to care about the community? The carving up of the sides of road would bring speeding cars closer to the houses in either side of Ellesmere after meadowvale ave and before conlins. Why dont you Go though Kingston road and come out at uoft instead. Destroying property values in Scarborough isnt the solution. Your plan passes through mostly commercial areas which is fine, but start the plan after conlins. The metrolinx team dont give a hoot about people living on Ellesmere.</p>	2	1	<p>Multiple routes in the east end of Toronto were considered as part of the Initial Business Case. You can read that report at this link: http://www.metrolinx.com/en/regional/planning/projectevaluation/benefitsc...</p> <p>Residents of Highland Creek and Scarborough who rely on the TTC today will benefit from the bus lanes which will provide a more reliable level of service, as well as drivers who will not be delayed by buses in the curb lanes.</p> <p>A detailed tree inventory, as well as environmental investigations looking at vegetation impacts and proposed mitigation measures are being completed. This information will be available for the public's review as part of the fourth round of consultation in 2021.</p> <p>Buses using the proposed dedicated lanes will not be permitted to travel at speeds greater than the posted speed limits. If you see buses not obeying the current speed</p>	0	0

**Durham-Scarborough Bus Rapid Transit
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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
						limit, please call 1-866-247-0055 or 416-393-4636.		
2021-01-03	18:26	Anonymous	<p>Historic Pickering Village – Elizabeth Street to Rotherglen Road:</p> <p>I appreciate this investment in the community and value functional transit alternatives as a part of movement across the region. However, the preferred dedicated BRT approach strikes an inequitable balance that will negatively impact the community along this stretch of Kingston Road, in Pickering Village, on a number of fronts. Suggestions for a more local holistic and nuanced approach are highlighted below for public awareness, continued study and consideration.</p> <p>1) Renderings, Heritage and Property Impacts – While the property impacts will be determined in detail design and at a later date, that study's determination will be informed by this dedicated BRT preferred solution which will lead to considerable property impacts. Unfortunately, the renderings are deceptive in this regard as they seemingly show current structures removed from their actual locations in the proposed roadway at the intersection of Church St. and Kingston. Why was this false</p>	7	0	<p>Thank you for providing your comments and suggestions.</p> <p>1) The rendering was specifically created to illustrate the potential impact to the buildings on the southwest corner of the intersection. Seven properties have been reviewed through a draft Cultural Heritage Evaluation Report and were reviewed by the Ajax Heritage Committee in October 2020 (551, 575, 577, 579, 601, 605, and 607-611 Kingston Road West).</p> <p>The potential to move the two potential heritage buildings south is being assessed. This would maintain their relationship to the roadway while supporting sidewalk and road widening. The proposed south curb aligns with the designated right-of-way for Kingston Road and proposed development in the southeast corner of the intersection. Relocating the heritage buildings to address the new curbline will also align them with the facade of the new building on the southeast corner. Our cultural heritage specialists are assessing the properties and a full report on the impacts</p>	0	0

**Durham-Scarborough Bus Rapid Transit
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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>representation done? Does Metrolinx propose the relocation of these structures?</p> <p>The current preferred BRT design will seemingly lead to a loss of private parking for businesses in the Pickering Village Heritage Conservation District (HCD) west of Church Street. In addition, from my count at least eight (8) heritage buildings in the expanded Pickering Village (HCD), currently on the Town of Ajax's non-designated wish-list under the Ontario Heritage Act, will need to be demolished to accommodate the dedicated bus lanes and stops due to the limited width of the roadway. Many of these structures house local residents and businesses and contribute to the vibrancy of the HCD. Were impacts to the loss of local heritage and businesses considered as part of this preferred BRT solution in this area?</p> <p>The structures impacted on the Town's heritage wish list are: 567 Kingston Road W, 871 Kingston Road W, 575 Kingston Road W, 577 Kingston Road W, 579 Kingston Road W, 601 Kingston Road W, 607-611 Kingston Road W, and 613 Kingston Road W. Many more properties are impacted.</p>			<p>and potential mitigation measures will be made available when it is complete.</p> <p>As part of the Environmental Assessment process, a Cultural Heritage Assessment Report is being prepared, which identifies any properties with the potential for Cultural Heritage Value or Interest as well as recommended mitigation measures. In addition, a number of Cultural Heritage Evaluation Reports are underway in order to further assess the impacts to properties with potential cultural heritage value or interest.</p> <p>We will continue to consult with Town of Ajax and the Ajax Heritage Committee regarding impacts and mitigation measures.</p> <p>2) At PIC #2 held in Fall 2019, the technically preferred option was a four lane cross-section through Pickering Village, with dedicated curbside BRT lanes and one lane in each direction for traffic. The curbside lane option reduced road capacity in both directions, and was found to create traffic issues, including potential conflicts between buses and cars turning in and out of driveways and sidestreets. We also heard many concerns around traffic congestion and the mixing of</p>		

**Durham-Scarborough Bus Rapid Transit
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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>2) Preferred Alternative and Traffic Study – It is my understanding that the previous Public Information Centres' (PIC) recommended that the BRT share existing lanes with traffic due to traffic modeling at that time, as to not reduce the capacity of traffic lanes which were near (but not at capacity east of Church Street into 2041). This preferred solution was to include improved bus stops and slipways, signal priority and other supportive measures. The only traffic study I can find is Exhibit 2.9 from the 'IBI Durham-Scarborough Bus Rapid Transit Study, 2018'. Is there an updated traffic study that was conducted since then? Does that study include impacts to traffic from the dedicated bus lane and removal of a westbound traffic lane? Will there be a study conducted that considers the post COVID effect on traffic in the area (more people working from home)? This information is valuable in determining if alteration to the current roadway is justified.</p> <p>3) Alternative Design Suggestions – Further to the comments above, this proposed dedicated BRT roadway reconstruction, expropriations, and structure demolitions will be costly. Due to COVID unknowns, significant impacts to</p>			<p>transit and traffic in the curb lane. Since Fall 2019, the traffic analysis has been advanced. The results show that adding an additional eastbound lane for general traffic better supports projected traffic volumes to 2041, in particular for the afternoon rush hour. In addition, separating transit from traffic results in better travel times for both cars and buses. Traffic operations is one of many factors considered in developing the recommendation presented in this round of consultation.</p> <p>While COVID-19 will have a temporary impact on traffic patterns and transit ridership, it is expected that both will return to normal well within the project horizon, which is 2041. Metrolinx is underaking research to better understand potential future ridership patterns. Early information indcates that peak period ridership may not be as intense in the future, but that midday ridership may be higher. This potential shift to more evenly distributed ridership over the course of the day will still benefit from dedicated transit lanes and more frequent and reliable service.</p> <p>3) A number of BRT lane options were considered and presented during the</p>		

**Durham-Scarborough Bus Rapid Transit
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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>local businesses, residents, heritage and thru traffic, will alternatives to non-dedicated BRT roadway expansion be considered moving forward (alternatives that will support the local community and the effectiveness of the BRT in the broader region)? Perhaps less impactful (low cost but effective) solutions should be implemented before a decision is made to widen the roadway.</p> <p>Can the following be considered for this area as part of an alternative special bus priority scheme?</p> <p>a) Curbside Bus Lane – removing the need for a bus stop in the middle of the roadway to improve access and limit property acquisition, could also have a covered sidewalk at the bus stop.</p> <p>b) Curbside Bus Lanes with Intermittent Priority (BLIP) – To provide a compromise between dedicated bus lanes and buses operating in mixed traffic lanes. As a bus approaches, other vehicles are instructed to safely leave the lane (or are prevented from entering the lane), yielding right-of-way to the bus. Signage and other technology can be utilized to inform drivers a bus is approaching. This has been demonstrated</p>			<p>second round of consultation (PIC2). In general, dedicated transit lanes are preferred to support more reliable and efficient bus operations plus safer conditions for all road users. While there are higher initial capital costs, the on-going operating costs are lower as the number of buses needed to operate the service is reduced and the priority provided will be more attractive to potential riders. Thank you for the suggestions. The responses below provide more information on your ideas.</p> <p>a) The curbside option was presented in the second round of consultation. While this configuration would limit impacts to adjacent properties, it creates conflicts between buses in the curb lanes and cars turning at intersections and driveways. The integration of BRT shelters with the sidewalk is possible, but may require some land as the sidewalks in the village area are quite narrow.</p> <p>b) The BLIP concept is intriguing. As stated in the paper it does not solve the issues of right turning traffic or pedestrian activity. The paper referenced also states that “BLIP is best suited for bus routes with headways of 10 to 15 minutes” (page 4). The PULSE service operates with a</p>		

**Durham-Scarborough Bus Rapid Transit
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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>to be as effective as a dedicated bus lanes with lower costs and construction time. (Eichler M.D. (2005). Bus Lanes with Intermittent Priority: Assessment and Design. University of California Berkeley)</p> <p>c) Reversible Lanes and Traffic Signal Prioritization – There is a successful local example of this on Jarvis Street in Toronto. Reversible lanes are lanes on which traffic flows in one direction during certain times of day and in the opposite direction during other times of day. This can also apply to make a dedicated curbside transit lane during rush hour while maintaining two (2) traffic lanes. For example, altering the current four (4) lanes in the afternoon to 1 westbound mixed traffic and bus lane, 2 eastbound traffic lanes and 1 eastbound bus priority curb lane. This would limit costs, impacts to both transit and traffic, impacts to the local community and be more resilient to a changing community and traffic patterns in future without building hard barriers (e.g dedicated barrier bus lanes). (Agent, K. R. and Clark, J. D. (1980). Evaluation of reversible lanes (Nicholasville Road, Lexington, Kentucky). Lexington: Division of Research, Bureau of Highways, Dept. of Transportation, Commonwealth of Kentucky.)</p>			<p>bus every 7 or 8 minutes, and by 2041 the service will operate with a bus every 5 minutes. Kingston Road is not an appropriate location to test the BLIP concept.</p> <p>c) Traffic Signal Prioritization is being evaluated under traffic impact analysis. While the design of DSBRT focuses on infrastructure improvements, future traffic operation alternatives such as transit signal prioritization, could be explored further at a later date. Reversible lanes, such as Jarvis Street, only change the function of one of the road lanes. The concept discussed here requires that multiple lanes change function depending on the time of day. Providing adequate signage and monitoring would be challenging. Having a single off-peak direction lane for both buses and cars could also result in vehicles attempting to pass buses in the on-coming traffic lane, which could reduce road safety.</p> <p>d) Far-side bus stops, placed after the bus moves through the intersection, are preferred for most rapid transit corridors because they result in: fewer traffic delays and better safety, better pedestrian and auto sight distances, fewer conflicts between buses and pedestrians, greater</p>		

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Date	Time	Commenter	Comment / Question	Likes	Dislikes	Metrolinx Response	Likes	Dislikes
			<p>This can also be improved via Traffic Signal Prioritization to prioritize traffic, bus, and turning allowances at specific times of day. In addition, left turns can be restricted at Church Street and Rotherglen Road during rush hour to improve the efficiency of this design. Local motorists requiring left turns can use Randall Dr or Lincoln St to access Church St or Rotherglen Rd during those times.</p> <p>d) Moving the Dedicated Centre Lane Bus Stop at Rotherglen Road – As the existing Kingston Road Right-of-Way is wider east of the Rotherglen Rd intersection, would it be possible to move the eastbound stop to the east side of the road to limit impacts to private properties?</p> <p>Thank you for your time and consideration.</p>			<p>bus maneuvering area, and more effective priority signal treatments. At Rotherglen Road, the eastbound platform is currently located on the east leg of the intersection, opposite the eastbound left-turn lane. Locating the platform opposite the left-turn lane is the most efficient use of space at a 4-leg intersection.</p>		
2021-01-07	18:37	Anonymous	<p>Bus lanes projected for Whitby: First of all, I can't get into the meeting, which is frustrating. Now my husband finally got in.</p>	0	1	<p>Thank you for letting us know that there were issues getting into the meeting, and accept our apology for the technology issue. We will forward the issue to the meeting organizers. Thank you as well for participating in the Whitby Q&A meeting.</p>	0	0

Appendix H – Interactive Map Responses



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	BRT stops	The Bond/ Simcoe BRT Stop should be a near-side stop vs a far-side stop. The first reason is that as a far-side stop it places the stop too close to the next BRT Station at Bond/ Centre. The Second reason is that a near-side stop more easily facilitates transfers between Hwy 2 services and Simcoe Street services. A near-side stop also allows the stop to be integrated into future development of the vacant land at this corner	Thank you for your comment. The initial decision for a farside stop was supported by the fact that a dedicated right turn lane would benefit traffic and transit reliability at this intersection. Due to the challenges with the frequency of driveway accesses on the farside of the intersection, the farside platform needed to be placed further away from Simcoe St. Upon further discussion with Durham Region Transit, it was recommended that this platform be designed as a nearside stop with right-turning traffic sharing the BRT lane. Furthermore, with the added space, a full size stop platform can be accommodated on the nearside. Updated plans will reflect this change.	2020-11-18	6:50:24 PM
	BRT stops	In the event that this vacant lot is redeveloped integration of this BRT Stop into the new development should be pursued. Otherwise this stop would be more reasonably located closer to Simcoe Street	Thank you for your comment. Transit oriented development is a goal of the project.	2020-11-18	6:52:53 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	Active transportation	Multi-Use Pathway should be extended from Thornton to Stevenson (or Gibbons) to allow access to alternative bicycle routes through Downtown Oshawa >>> better access to Adelaide, Gibb, or Elmgrove-John-Eulalie Corridor	Providing a continuous active transportation network was a goal of the Durham-Scarborough BRT project. Unfortunately, it is not feasible to fit a multi-use path between Thornton Road and Stevenson Road due the Cemetery located on the north side and the constrained nature of the corridor between these two intersections.	2020-11-18	6:57:21 PM
	BRT stops	Potential location for new Oshawa Centre Bus Terminal with westbound BRT buses diverting via Gibbons then using a one lane busway south of King to reach terminal, then using a bus lane in the centre of Stevenson to return to Bond Street. Terminal layout could be similar to Brampton Gateway Terminal so on street buses do not need to circulate terminal	The BRT will utilize the existing DRT terminal near the intersection of William Street and Division Street.	2020-11-18	7:00:55 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	Traffic	To Make this Transit Mall Plan more viable, I suggest that a traffic diversion plan be presented to the public to show how traffic can seamlessly be diverted around the Downtown Whitby Transit Mall without traffic being halted at stop signs and causing major congestion on local streets	<p>A traffic analysis is being completed for the project. We are in the final stages of the analysis, which will determine how traffic patterns will change with the implementation of the BRT. Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby. To be categorized as a trip that 'travels through Whitby', the trip must begin and end outside of Whitby. For these longer trips, drivers will divert to other arterial roads.</p> <p>46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby. For the more local trips, traffic will redistribute on local streets. This will result in some minor increases in traffic on local roads.</p> <p>A traffic management plan will be developed to mitigate traffic impacts.</p>	2020-11-18	7:05:49 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	Other	Move Halls Road Carpool lot to Lakeridge/ Hwy 2 to allow for park and ride passengers for rural areas to access both GO Transit services and Pulse-Hwy 2 BRT service	The Halls Road carpool lot is owned and operated by MTO and is outside the scope of this project. MTO is a stakeholder and has been consulted as part of the design development.	2020-11-18	7:08:05 PM
	Traffic	I worry that like Downtown Whitby that this section through Pickering Village may also be subject to BRT Creep as there maybe some community pushback	Thank you for your comment.	2020-11-18	7:13:04 PM
	BRT stops	Potential site of new transit terminal where BRT services can divert to via Liverpool and Glenanna or Valley Farm to create regional transit hub with GO Transit rail Service	The BRT route was planned down Highway 2, without any diversions, to increase transit reliability and reduce travel time. Every time a bus has to make a turn increase the travel time which decreases the attractiveness of the service. Local service will be used to provide connections.	2020-11-18	7:24:05 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	BRT stops	Buses can pass under this pedestrian bridge if an expansion of Pickering Parkway Terminal is built to support BRT services. An island platform terminal layout can be used to allow buses to service the terminal in two directions and to turn around.	Please see response to comment 8.	2020-11-18	7:30:11 PM
	Active transportation	If a bus terminal was built at Stevenson and King and buses diverted via Gibbons and Stevenson, then the extra space on Bond that would have been allocated to a BRT Station and BRT lanes could be used for a road side multi-use pathway, cyclists could then use Gibbons to get to Adelaide or Elmgrove via internal mall roads to reach an alternate bike friendly route	Please see response to comment 4.	2020-11-18	7:54:34 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	BRT stops	High Level Transit Priority should be a priority throughout the entire corridor, buses should get priority over left turning traffic, with the left turning phase being moved to the end of the east-west cycle if necessary to accommodate transit vehicles. If transit priority is not pursued to the highest level it could result in buses stopping twice at intersections where there is far-side stops (which is almost every intersection in this plan).	You're right, transit priority is critical to the success of the project. Transit Signal Priority will be implemented to help buses move through intersections without delay. Transit Signal Priority will also help to keep buses on time by extending the green time for buses at intersections when they are behind schedule.	2020-11-18	8:12:44 PM
a	BRT stops	I would love to know how someone depending on transit would connect to the BRT (i.e. to go from new Seaton down to valley farm road) -- and would this be available in frequency?	Unfortunately Durham Region Transit does not serve the New Seaton area. Durham Region Transit continuously reviews its transit routes to determine how best to serve Durham Region residents. Routes will evolve as growth occurs in the Region and once the BRT is implemented.	2020-11-19	12:15:05 AM
	Active transportation	I like the idea of a transit mall. I think the wider more pedestrian friendly sidewalks will encourage more people to walk around the downtown.	Thank you. We agree that the transit mall will help revitalize Downtown Whitby and attract more pedestrians to the downtown.	2020-11-20	7:57:21 AM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	Other	Where will the numerous hydro poles be located?	The project team is working with the utility companies to develop relocation plans.	2020-11-22	11:51:50 AM
	Traffic	Plan calls for seven lanes - a turn lane counts as a turn lane!	The technically preferred option proposes 6-lanes: 4 general traffic lanes (two in each direction) and 2 dedicated transit lanes (one in each direction). Left-turn lanes are provided at all signalized intersections.	2020-11-22	11:57:03 AM
	Traffic	Where will the TTC bus shelters and stops be relocated?	In most instances, TTC stops will be maintained to provide local service.	2020-11-22	12:02:38 PM
	Natural environment	Loss of valuable and pollution aiding trees.	Where possible, trees will be transplanted. If trees cannot be transplanted, new trees will be planted to replace the lost trees.	2020-11-22	12:09:15 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	Traffic	Why do the BRT bus lanes suddenly stop just after Conlins and go into regular traffic - what is the point of doing all this for less than 2.85kms, especially again it all goes into regular traffic?	Between Morningside Avenue and Conlins Road, the buses will run in mixed traffic to accommodate the planned Eglinton East Light Rail Transit.	2020-11-22	12:15:22 PM
	Traffic	Why not convert Dundas Street to one way from Cochrane to Garden Street, and use /extend Mary Street for the other direction? This would be similar to Oshawa.	Thank you for this comment. Converting Dundas Street to a one-way street would require buses to turn off of Dundas Street. This is not preferred because each time a bus must complete a turn, it adds to the travel time, making the service less desirable.	2020-11-24	8:44:57 AM
	Access and driveways	A concrete median in front of this favourite local restaurant will drastically, negatively impact their business. No allowing patrons to turn into their driveway from westbound lanes will prevent drive by traffic from turning in, and will force others to enter quiet neighbourhood streets as a way to bypass the median. I ask that the east end of the curb end before the Butchie's™s driveway. The accessible driveway belongs to another property. We need to encourage access especially now!	The curb height raised median will prevent left-turns at unsignalized intersections, including Butchie's access. Customers travelling eastbound on Dundas Street will be able to make a right-turn into Butchie's access. Customers travelling westbound can make a U-turn at McQuay Blvd (less than 200 metres west of Butchies) to access the restaurant.	2020-11-27	1:11:45 AM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	Traffic	How will the westbound traffic from Church St enter the intersection of the platform is right there? There are many heritage buildings that need to be preserved. Road widening will take away much of the appeal. Progress is great, as long as it doesn't put businesses at risk for reduced funds. If the platform was	One westbound traffic lane will be maintained. Traffic will travel in the curbside lane and buses would travel in the dedicated transit lanes in the centre of the road. The technically preferred option best balances impacts to cultural heritage resources and impacts to traffic. As part of the project, sidewalks will be upgraded and streetscape will be updated to improve the public realm.	2020-11-27	1:29:26 AM
	Streetscape	The proposed barrier median will kill Butchie's business by restricting vehicle access. This popular restaurant does not deserve this !	Please see response to comment 20.	2020-11-27	12:12:07 PM
	Access and driveways	How the [REDACTED] are businesses supposed to maintain customer traffic when access is limited by these concrete barriers and no vehicle access? Ridiculous and a great way to destroy small business and the downtown core	The transit mall will restrict vehicular access on Dundas Street for approximately 200 metres, between Byron Street and Green Street. Within the transit mall, sidewalks will be widened and streetscape improvements will be made to enhance the public realm to help animate the downtown.	2020-11-27	12:19:46 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
	Access and driveways	SERIOUSLY?? No Vehicle traffic?? This will decimate the downtown core and small business	Please see response to comment 23.	2020-11-27	12:21:26 PM
	Access and driveways	Removing access to businesses by car might have a negative impact on the downtown core. Could something like the King St. project in Toronto be done here? Allowing access with right turning lanes (Westbound traffic is directed North on Brock, with the opposite for Eastbound)?	Please see response to comment 23.	2020-12-02	16:07:59
	Access and driveways	Please confirm that this design means that we will not be able to access Calthorpe by turning left off Ellesmere going east. This street was designed to give access to the subdivision. Seems very awkward. Median seems like a bad idea.	The curb height raised median will prevent left-turns at unsignalized intersections. When travelling eastbound on Ellesmere Road, to access Calthorpe Avenue, drivers could make a U-turn at Morrish Road to make a right-turn onto Calthorpe Avenue.	2020-12-05	12:55:18 PM

Durham-Scarborough Bus Rapid Transit
Interactive Map Comment Summary Table for Public Information Centre #3

Name	Comment Category	Comment	Metrolinx Response	Date	Time
██████████ ██████████	Access and driveways	This entrance is the only shipping entrance serving 7 industrial buildings. It is the only one where large transports can come in and maneuver safely around the buildings to the designated shipping area. The signalized intersection to the west at Dolley Varden will not accommodate the large transports. You cannot eliminate left turns into this entrance!!	Thank you for providing this information. To mitigate impacts to businesses along the corridor, a truck and haul route analysis will be completed to identify alternate truck routes so deliveries can be maintained.	2020-12-11	5:02:55 PM
██████████	Access and driveways	This is the main entrance to the corner office buildings ██████████ and ██████████ serving hundreds of cars daily. You cannot eliminate left turns in. If a eastbound car wants to enter, making a left at Markham does not help as the left turns off of Markham are also restricted at the ██████████ entrance from 3pm daily. And it is a very unsafe left turn.	As part of this project, left-turns and U-turns would be permitted during a protected phase at all signalized intersections along the corridor. This means that left-turns would no longer be restricted after 3 p.m.	2020-12-11	5:05:48 PM
██████████	Access and driveways	This is a very unsafe left turn off Markham Rd. and it is restricted after 3 pm daily.	Thank you for your comment.	2020-12-11	5:06:32 PM

Appendix I – Email Correspondence



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
This table records all public correspondence received during the comment period for Public Information Centre #3 from November 16, 2020 through January 10, 2021. All comments received, responses made and actions/commitments are detailed in this table.				
2020-11-16	██████████ ██████████████████	Your Scarborough – Durham Line Survey is not accepting submissions. How am I able to participate?	On 2020-11-26, DS BRT team responds: The link is up and running. Please let us know if you are still having problems accessing www.metrolinxengage.com/dsbrt Click on the preliminary design for a municipality and there is a survey option as well.	
2020-11-16	██████████ ██████████████████	I have a concern with regard to the design for the BRT Stops. I am concerned that level boarding platforms for buses while may seem great for accessibility may not be better than a kneeling bus or ramp deployment. The reason that I say this is that in many instances where level boarding platforms has been implemented using low floor buses it has required the vehicles to slow down to a crawl in order to properly dock with the level platform. Also the Durham Region Stops are proposed to have platforms that will be fully enclosed and require buses to align their doors to the same place at each stop, this may also require buses to crawl through stations. This proposal may also limit future		Added to project mailing list.

Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>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.</p> <p>*Also I posted this in the Ask a Question section and did not realize it was going to be posted publicly, if possible please delete that question from there.</p>		
2020-11-16	<div>██████████</div> <div>██████████</div> <div>██████████████████</div>	<p>Hi: we are property owners in Downtown Whitby and have a few commercial tenants there (2 buildings and 4 commercial tenants on Hwy 2 – at the 4 corners). I was invited to attend Public Information Center Number 3 purportedly starting today, but it doesn't seem to work, so I am providing you with comments/questions via this email.</p> <p>Our tenants and we are very concerned with removal of parking in the downtown core. It affects the tenants greatly. I would assume that you could locate any transit stops either east or west of the actual downtown core and just leave the downtown core as-is. There is much more room and there are more lanes available</p>		Added to project mailing list.

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		just one or 2 blocks east or west. I don't see why you would need to affect parking and the businesses in the core which is really only about a block long. I think you need to really consider the effect on businesses and property owners and locating a block or two east or west should be no problem. If there is a bit of congestion for a block or two for bus traffic, that should not be a problem I would think.		
2020-11-17	M. Parkhill emails Ellesmere Rd. Businesses: McCowan Rd. to Markham Rd.	<p>We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project. Public Information Centre #3 is now being held virtually on the project website: https://www.metrolinxengage.com/dsbrt. The Public Information Centre will be hosted from November 16 through December 18, 2020.</p> <p>Public Information Centre #3 presents the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.</p> <p>We need your feedback on the preliminary design. We also ask you to circulate this invitation to your colleagues, neighbours and friends.</p> <p>You can provide comments through the website by completing an online survey, or</p>		Attached Notice of PIC 3.

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>by emailing the project team at dsbrt@metrolinx.com.</p> <p>Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations.</p> <p>We appreciate your on-going participation in the project.</p>		
2020-11-17	M. Parkhill emails all recipients of project mailing list.	<p>We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project. Public Information Centre #3 is being held virtually on the project website: https://www.metrolinxengage.com/dsbrt. The Public Information Centre will be hosted from November 16 through December 18, 2020.</p> <p>Public Information Centre #3 presents the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.</p> <p>We need your feedback on the preliminary design. We also ask you to circulate this invitation to your colleagues, neighbours and friends.</p> <p>You can provide comments through the website by completing an online survey, or</p>		Attached Notice of PIC 3.

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>by emailing the project team at dsbrt@metrolinx.com.</p> <p>Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations.</p> <p>We appreciate your on-going participation in the project.</p>		
2020-11-17	██████████ ██████████████████	Unsubscribe		Removed from project mailing list.
2020-11-17	██████████ ██████████████████	Unsubscribe		Removed from project mailing list.
2020-11-17	██████████ ██████████████████	I was just wondering about the impact in pickering village. Basically from notion road to church street.	<p>On 2021-01-14, DS BRT team responds:</p> <p>We hope you have had a chance to review the design drawings for Ajax-located here: https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fsites%2Fdefault%2Ffiles%2Fajax_2020-11-12.pdf&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7C0131f339de02407fa16808d8b8ada045%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637462403152362851%7CUnknown%7CTWFpbGZs </p>	Added to project mailing list.

Durham-Scarborough Bus Rapid Transit
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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			b3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBtIl6lk1haWwiLCJXVCi6Mn0%3D%7C1000&amp;sdata=z%2FYpWzT%2FWCYH8jIJJU8rUlbo m6lmXlZH8KdAiuagY%3D&amp;reserved=0 As you can see we are proposing median transit lanes through Ajax with some changes to the existing traffic lanes in Pickering Village. The design will also see new accessible sidewalks and dedicated cycle/multi use paths. Please let us know if you have additional questions or would like more information.	
2020-11-17	██████████ ██████████████████ ██████████████████ ██████████████ ██████████	Beyond the obvious inconvenience for homeowners making a left turn into their driveways, I have a greater concern about the impact your 'preferred' plan has on the general neighborhood. The stretch of Ellesmere from Military Trail to Meadowvale and beyond is a residential community. Adding a center median will significantly alter the look of the neighborhood and, I fear, depress property values. As it is, Ellesmere is a bumpy road sitting, I am told, on a high water table. Already, the increased bus traffic has increased		

Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		vibrations caused by TTC and Pulse buses coming through. While I can understand the desire to increase public transit and all its requisite benefits, I don't see it achieving it this in this 'pinch point'. Beyond students going to and from the Scarborough College campuses, I don't see anyone else on those buses going to and from Durham region. Moreover, adding a center median in the pinch point will not speed up traffic as there is almost no one on the buses coming along Ellesmere between Kingston Rd and the university as it is and general car traffic is light. I understand your desire to improve transportation on Ellesmere along Morningside to the Scarborough Town center. There is far more traffic flowing which tends to slow public transit, particularly during rush hour periods. But east of Military Trail, there is no such problem, so I don't see the logic in spending money increasing lanes from 4 to 6 and building these eye-sore median lanes with their property-value depreciating effects. It's all fine and well for Ontario public servants to make plans but it's another thing to be a homeowner who stands only to lose. We absorb 'cons' you've not even identified in your "Pro/Con" analysis. I'm not sure your cost/benefit analysis has factored into the equation the negative externalities we homeowners		

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Public Correspondence Summary Table for Public Information Centre #3

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>along your 'pinch point' must absorb. And, for what? A little time saved? How much time? Seconds? Really? Time to rethink your preferred option. My advice is to repave Ellesmere from Military Trail eastward to where it ends and reduce the vibrations we have to endure from buses coming through and keep all else the same. It'll be smoother on your riders and keep buses moving at the speed limit.</p> <p>Moreover, I'm not convinced the Ellesmere 'pinch point' is the best route to connect Durham to Scarborough College and Ellesmere to the west. Consider this: Durham buses coming eastward along Kingston Rd. NOT turn right onto Ellesmere (which is a difficult turn, by the way) but, rather, continue along Kingston Rd., through Highland Creek village to Military Trail where they turn right and proceed to the university. After they've dropped the few people they carry there, they make a left onto Ellesmere and continue to the Town Centre or else turn around at the loop and go back whence they came. I'm sure you've thought about it and maybe I'm missing something.</p>		

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Public Correspondence Summary Table for Public Information Centre #3

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		Consider ALL COSTS and rethink what you see as BENEFITS. I'm not sure the latter outweigh the former.		
2020-11-19	██████████ ████████████████████	The section of the rapid transit through downtown Whitby is great for commuters but bad for local business. Whitby is primarily a car-based city. Most locals don't use transit. We are unfortunately not a pedestrian town The small businesses along this stretch would go. Please divert this stretch of the rapid line south of downtown.		Added to project mailing list.
2020-11-19	██████████ ████████████████	My first impression your plan for downtown Whitby is wrong. Vehicle traffic cannot go past Byron in the West and Green/Perry in the East. Merchants downtown will see a drop in business. Bikes moved away from downtown. A lot of money being spent on very few people that use the public transportation. Waste of money, inconvenience to vehicles wanting to pass through downtown, bike users shunted away from downtown. Bad planning.		
2020-11-20	██████ ██████████████████	I have lived in the middle of the area in question to be redeveloped for over 10 years now and I am glad you are attempting to evolve the local road and transit systems. However, I have to say, your first attempt including this bus mall and no through		Added to project mailing list.

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>traffic on why 2 at byron design has to be the worst thought through plan I have ever seen. Clearly designed by someone who has never lived or interacted with the area. I drive high way from Cochrane and Hwy2 to King and Ritson every single day and do not notice much of an issue. But if you were to stop through traffic at Byron you will effectively ruin the charm on downtown Whitby.</p> <p>What you budget should really include is dollars to expropriate all the properties along hwy 2 between brock st and the library in order to properly redevelop this area once and for all. The historic charm lacks in Whitby anyways, may as well get rid of some of the crappy store fronts and make it a proper 2 lane both way hwy with a bus route down the middle like you have down in any other suburb like Markham, etc.</p> <p>Please reconsider.</p>		
2020-11-21	<div>██</div> <div>██</div> <div>██</div>	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>We am writing to express our concerns with the deadending of Highway 2 in Whitby to accommodate the Whitby-Scarborough Rapid Transit expansion.</p>	<p>On 2020-11-21, D. Mitchell responds:</p> <p>Thank you for your email. I have copied the staff leads for Metrolinx and DRT with your comments to ensure they are considered through the process. All my best,</p>	Added to project mailing list.

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>We have serious concerns with the closure of Highway #2 between Perry and Bryon Streets. This closure will result in our downtown residential streets becoming major traffic thoroughfares. We note this is the only area of the entire project that completely shuts down Highway 2 putting further stress on residential streets that are already facing increased traffic with the much needed high density housing being built downtown Whitby.</p> <p>Highway 2 at Brock St in Whitby is already a pinch-point for traffic going east/west – we need to maintain the flow of traffic.</p> <p>As you are well aware, our downtown is already struggling and this redirect will further impact these struggling small businesses.</p> <p>It is our understanding that Durham Region ridership is currently 30%. This is no doubt an incredibly expensive infrastructure project that would disrupt far many more than it would it would assist.</p> <p>Our downtown historic are will be converted to a “transit mall” as described by Metrolinx. Is this what we want for Whitby?</p>	Don Mitchell, Mayor	

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>The few times downtown has is closed to through traffic for local events is always a nightmare for traffic trying to circumvent downtown and we most certainly would not want that to be the daily norm.</p> <p>We are very disappointed in the lack of communication/notification of this project. With all that we have been dealing with during Covid, it was only through a neighbour we were made aware of this proposal.</p> <p>While ongoing improvements to the Town and its infrastructure are necessary, we do not feel the closure of Highway 2 is an acceptable transit alternative and hope other more acceptable means can be found.</p> <p>It is our hope that Whitby Leadership can work with Metrolinx to find a much more acceptable solution.</p>		
2020-11-21	<p>██████████ ██████████████████</p>	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>I am writing you to inform you I do not like the proposal from Metrolinx to change the streets in our downtown. I live at ██████████ and will be directly effected by this proposal. Closing Dundas St off to regular traffic is a bad idea. It will reroute people</p>	<p>On 2020-11-21, D. Mitchell responds:</p> <p>Thank you for your email. I have copied the staff leads from Metrolinx and BRT to ensure your comments are considered through the process.</p> <p>All my best, Don Mitchell, Mayor</p>	<p>Added to project mailing list.</p>

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>through residential streets. We already have enough accidents on Green St. I use Dundas St all the time, and want to continue to do so. This insane proposal will destroy our downtown. Just take a drive through downtown Newmarket and see how confusing it is. I do not want my home town of Whitby destroyed by Metrolinx. Please do not approve this proposal. Leave downtown Whitby alone. It is fine the way it is.</p> <p>While we are talking streets, removing the toll on highway 412 will relieve some of the traffic coming through downtown Whitby.</p> <p>██████████ ██████████</p>	<p><i>DS BRT team provided a response on 2021-01-12.</i></p>	
2020-11-21	<p>██████████ ██████████</p>	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>I reside on ██████████ and the changes that are being proposed , would be redirecting traffic through residential areas, we already have lots of traffic coming along Reynolds</p> <p>You should also be putting up No Heavy Trucks signs on Reynolds, it's been getting worse over the years</p> <p>I am certainly against this proposal, please reconsider</p>	<p>On 2020-11-21, D. Mitchell responds:</p> <p>Thank you for your email. I have shared it with the staff leads for Metrolinx and DRT to ensure you concerns are reviewed through the process. I have also copied our Clerk.</p> <p>All my best, Don Mitchell, Mayor</p>	<p>Added to project mailing list.</p>

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
2020-11-21	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>I was very disappointed to learn of the most recent proposal by Metrolinx to:</p> <ul style="list-style-type: none"> - eliminate all traffic lanes on Hwy 2 between Byron and Perry streets and divert all traffic around downtown - reduce traffic lanes between Cochrane-Byron and Perry-Garden from 2 traffic lanes to 1 in each direction <p>While transit improvement, intensification and walkability are principles we should strive for, proposals also need to provide an economic/strategic benefit that outweigh the negative impacts.</p> <p>My comments and concerns are outlined below:</p> <p>IT'S a HIGHWAY</p> <ul style="list-style-type: none"> • Hwy 2 is a <u>highway</u> and the <u>ONLY</u> east/west thoroughfare through downtown Whitby to Oshawa and Ajax and beyond <p>TRAFFIC</p> <ul style="list-style-type: none"> • the section of Hwy 2 (between Garden and Cochrane) is already a pinch-point for traffic at rush hour – 	<p>On 2020-11-21, D. Mitchell responds:</p> <p>Thank you for your thoughtful and detailed email. I have copied the staff leads for Metrolinx and DRT as well as our Clerk to ensure your concerns are thoroughly considered through the process.</p> <p>Whitby would have been better served by having the BRT route on Rossland or Taunton. I raised that early in the project but the Highway 2 route works to some degree for all communities – unlike Rossland or Taunton. As is often the way, the project started with the easy areas in Pickering and Ajax where there is room to put many lanes of traffic. The pinch points were always going to be the problem and they have been left until the end. There are no easy choices for Whitby now because of this history.</p> <p>Dundas is a Whitby road now but both the Region and Province have the authority to take over any road they like. Metrolinx has presented two basic alternatives but neither have on-street parking through the core. One is buses and cars. With no room to</p>	Added to project mailing list.

Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>we need more lanes for traffic not zero – the current proposal will make traffic in this area worse</p> <ul style="list-style-type: none"> • closing the downtown blocks will have a disastrous effect on the surrounding residential areas and businesses, including the diversion of transport trucks through residential neighbourhoods • the negative traffic impact to nearby residential neighbourhoods will be compounded by the “no right turns” from Brock St onto Hwy 2 • we have experienced the negative traffic impacts whenever the downtown is blocked for weekend parades/carnivals – this would be exponentially worse if it were permanent during weekday rush hours • Metrolinx’ rationale that 20% will find other routes east/west like Bayly/Rossland/Taunton is illogical – if those were favourable routes, drivers would have taken them already • it would be useful to know the volume of daily traffic that flows through downtown (both peak and non peak) vs the daily ridership of transit through downtown Whitby 	<p>widen the sidewalks or protect pedestrians, I think this would be an unsafe and uncomfortable solution and pedestrians would avoid Dundas through the core. You would end up with no pedestrians and no store-front parking which to me would be a disaster for our businesses. It is the parked cars which now make it safe for pedestrians. Remove those and you have moving vehicles right beside our narrow sidewalks. Not good.</p> <p>And though both options presented have no on-street parking, people seem to be coming away from the public information sessions with the belief that we can keep on street parking. Metrolinx and DRT really need to be much more clear on the range of options.</p> <p>The other is the transit mall which would turn the two car lanes into pedestrian areas for shoppers. This would be very safe and would draw people to the stores.</p> <p>The “do nothing” option – meaning leave things as they are with on-street parking – is what most would support. I suspect Whitby council would</p>	

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		<ul style="list-style-type: none"> this requires a proper traffic study, not just a cell phone study <p>COMPARISONS (Vancouver – pop 0.7M, Ottawa – pop 1.4M, Calgary – pop 1.4M) – Whitby pop 135k</p> <ul style="list-style-type: none"> the cities Metrolinx offered as success stories are not comparable. These cities have <u>multiple</u> main streets through their downtown cores – downtown Whitby only has <u>one</u> main street in either direction in addition, the cited cities are significantly larger tourist areas with vibrant entertainment/bar districts and not relevant for downtown Whitby Metrolinx referenced London, Ontario's (pop 0.4M) rapid transit plan however, their plan maintains at least 2 traffic lanes and adds a transit lane (on mostly one-way streets) – again, not relevant to Whitby with <u>one</u> main street in either direction the presenters made no mention of Thunder Bay (pop 150k) – its' Victoriaville Centre opened in 1980 on a main east-west artery and was the city's vision of urban renewal. However, it severed 	<p>support this if it is available. There may be a queue jump option that would somewhat help the buses stay on schedule. But the congestion is pretty severe – and will only get worse – during peak times so the buses would be in that congestion. The question is whether BRT and Metrolinx can live with that. If they cannot live with that and both alternatives involve removing the on-street parking, then I think we would want to do a trial on both options so we have information rather than speculation. That trial would have to be well post-Covid when behaviours have normalized. Certainly not in 2021.</p> <p>Regardless of which option is chosen, implementation is still a long ways away.</p> <p>Thank you for your thoughtful input. All my best,</p> <p>Don Mitchell, Mayor</p>	

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		<p>Victoria St, was under-utilized and eventually led to the economic downturn in the Fort William BIA. As a result, it was deemed a failure and council voted in October 2020 to demolish it and reopen the street. Perhaps worth reviewing this experience.</p> <p>COMMUNICATION</p> <ul style="list-style-type: none">• I have contacted a dozen of my neighbours on Reynolds/Dunlop and none of us recall receiving the letter of communication from Metrolinx and none are aware of this proposal• I understand there have been 2 public forums, and that the most recent had 6 events within Toronto, Whitby, Pickering, Ajax and Oshawa – and only 110 participants registered in total – <u>so communication has been completely ineffective</u>• this needs a proper public forum with the ability to participate during the meeting (ie., zoom meeting) <p>TRANSIT</p> <ul style="list-style-type: none">• we don't have the transit density that would warrant closure of the main street to disrupt the only east/west thoroughfare through downtown		

Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table for Public Information Centre #3

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<ul style="list-style-type: none"> transit is currently operating at 30% capacity – we don't know what post-covid will look like and if it will ever return to previous levels to justify this level of investment it would be useful to know how many buses drive along Hwy 2 in a day – are we making this investment to accommodate 5 buses, 10 buses? it's a large investment to accommodate a small number of transit patrons relative to the number of people that will be negatively affected (local traffic, commuters, businesses) Whitby is a very car-centric town and this route is not likely going to change the behaviour of any significant number of drivers <p>PARKING</p> <ul style="list-style-type: none"> Metrolinx made the comment that people at gyms park as close as they can and yet made the statement that people are willing to walk – this is contradictory parking has been an ongoing issue for downtown business for 30+ years – this proposal will make the parking situation worse <p>DOWNTOWN Businesses</p>		

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<ul style="list-style-type: none">diverting traffic from downtown will destroy an already struggling downtown as people, forced to avoid the downtown core, are unlikely going to stop, park and walktoday I can park streetside for a quick takeout, a tan, pick up some flowers, my prescription glasses, run to the bank, pick up a gift, etc, etc – this elimination of streetside parking will be devastating for businessespeople taking transit are “in transit” and not stopping to frequent local businesses – is an unrealistic assumption that business in downtown Whitby will benefit from a transit mallis this what we want for our historic downtown? <p>WHO’S DECISION IS IT? This proposal fundamentally changes the downtown of Whitby. As such, it should be a Town decision and not decided by the province or Metrolinx.</p> <p>The proposal is may achieve Metrolinx goals but to the detriment of downtown businesses and the traffic impacts to local residents/commuters. We do need a bold vision, one that serves the benefit of transit</p>		

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>AND the residents and businesses of Whitby.</p> <p>I would ask that government representatives of Whitby strongly object to the proposed changes for the elimination and downsizing of traffic lanes in the downtown core.</p> <p>Feel free to share my concerns with the leads of Metrolinx and BRT.</p>		
2020-11-21	<div></div> <div></div>	<p>Please sign me up for the mailing this on this projectleas.</p>	<p>On 2020-11-26, DS BRT team responds:</p> <p>You have been added to the project mailing list.</p> <p>If you haven't already, please check out the projects website as our public engagement is currently underway. https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinxengage.com%2Fdsbrt&data=04%7C01%7Canthony.galloro%40ibigroup.com%7Cef1fa96684ad4e29ebed08d8921e7c1a%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637420006913187226%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJB Til6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=LuGBdlKn0Qqr2J7</p>	<p>Added to project mailing list.</p>

Durham-Scarborough Bus Rapid Transit
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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			FEEt4mYvym8dTT4pb6G23yVF9vbl%3D&reserved=0	
2020-11-21	██████████ ██████████████████	Why is the survey closed? I would like to comment regarding the Whitby portion.	<p>On 2020-11-26, DS BRT team responds:</p> <p>The survey has not closed- please go to https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3</p> <p>Click on the preliminary design box for Whitby and there will be a link to the survey. You can also email your feedback to this address.</p>	Added to project mailing list.
2020-11-21	██████████ ██████████████████	I don't see there being enough bus traffic to justify taking out commuter options. Change the rules surrounding the lanes. Like make them carpool/HOV lanes, motorcycles permitted, and time of use. Busses only during peak hours and then regular lanes during outside of those hours. Empty buses aren't helping anyone commute faster. High Occupancy Vehicle lanes are proven to be effective and reduce the number of cars on the road. If there's a benefit to a regular commuter and encourage them to carpool then this is a solid strategy. Otherwise put in a subway line across the town's and link		Added to project mailing list.

**Durham-Scarborough Bus Rapid Transit
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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		them to Go Transit and get people on trains.		
2020-11-22	██████████ ██████████	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>Council, a few concerns. Has the Active Transportation Manager, and Committee looked at the proposal in regards to the approved Active Transportation Plan of 2010. The proposed bike route is not what was envisioned 10 years ago. What impact does this proposal have on the on-street parking report that was just prepared? Can new parking spots be located when east and west bound cars are seeking alternate routes around the closed downtown core? The Remembrance Day Parade would be severely impacted. Will any existing Durham Transit bus routes have to be realigned?</p> <p>I hear The Mayor saying now may be the time for bold action. I think it is a case of hoping that Build It, They Will Come. Certainly would be useful if there were figures of ridership on the east - west corridor. Take the ridership and divide by cost - what is the benefit?</p>	<p>On 2021-01-12, DS BRT team responds:</p> <p>Thanks again for your interest in the project. We wanted to respond to both your emails to make sure that you received responses to all of your questions.</p> <p>Durham Region and Durham Region Transit are project partners, meaning they are involved in the decision-making process for the project. Durham Region and Town of Whitby staff have been consulted on the proposed active transportation facilities. In addition, the project team met with Durham Region Cycling Coalition members to review the proposed facilities and obtain their input. Generally, the proposed active transportation facilities align with the local and regional active transportation plans. Some changes were required as a result of the emerging technically preferred design, as the transit mall was not previously considered in the development of the active transportation plans.</p>	Added to project mailing list.

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaces. It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street.</p> <p>The Remembrance Day Parade, and other local events could continue to be accommodated with the implementation of the Transit Mall, however there may need to be some small changes to minimize impacts to transit and traffic.</p> <p>Local Durham Region Transit routes will continue to service the corridor to provide local service in between BRT stops. Some routes may be revised to eliminate overlaps and provide the more efficient service.</p> <p>As part of this preliminary design phase, a Preliminary Design Business Case will be developed. A cost estimate is being developed to support this work. The Business Case</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>evaluates the preferred design to make sure that the project remains a wise investment. A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021.</p> <p>The Preliminary Design Business Case is the next step towards securing funding for procurement and construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.</p>	
2020-11-24	██████████ ██████████	Please add me to the email list for further information on this proposal. Thank you.	<p>On 2020-11-26, DS BRT team responds:</p> <p>You have been added to the project mailing list.</p> <p>If you haven't already, please check out the projects website as our public engagement is currently underway. www.metrolinxengage.com/dsbrt</p>	Added to project mailing list.
2020-11-24	████████████████████ ██████████ ████████████████	<p>On 2020-11-24, M. Parkhill emails:</p> <p>██████████ Would Wednesday, December 2 at 7 pm work for DRCC?</p>	<p>On 2020-11-24, DRCC respond:</p> <p>Thanks for the reply. It is possible to get the online meeting setup for Wednesday the 9th at 7:00pm?</p>	

**Durham-Scarborough Bus Rapid Transit
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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>If yes, we will set up a Microsoft Teams on-line meeting. If I send the meeting link to you, can you circulate to others in the Coalition?</p> <p>My apologies for the delay in responding, we've been busy getting the on-line content for Public Information Centre #3: www.metrolinxengage.com/dsbrt Let me know,</p>	<p>I ask because the Provincial (Share the Road) Bike Summit is December 1-3 which is an all day, 3 day event (via online this year). So after a few hours of sitting and participation, many of us might be a bit tied of sitting.</p> <p>Let me know.</p>	
2020-11-24	<div></div> <div></div> <div></div>	<p>On 2020-11-24, M. Parkhill emails:</p> <p>Confirming Wednesday, December 9 at 7 pm works for our team. I'll send you the meeting invite to forward to others.</p> <p>Proposed agenda:</p> <ol style="list-style-type: none"> 1. Introductions 2. BRT Project overview 3. Proposed preliminary design of Active Transportation facilities in Durham Region 4. Questions/ discussion 5. Next steps 		
2020-11-25	<div></div> <div></div> <div></div>	<p>Is this attached PDF the latest design/public document? If not, please point me where we can find it, so we can pass it on to our meeting participants. We will be enquiring about the latest planning/thinking for</p>	<p>On 2020-11-26, M. Parkhill responds:</p> <p>Yes, the proposed design for cycling facilities generally follows OTM Book 18 guidance.</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>continuous safe cycling routes through the "pitch points" in Durham, plus over the Rouge River in Pickering, plus Oshawa's Mary Street and the existing N/S AT/Cycling corridor on Mary. Plus questions regarding the integration of the BRT AT to existing/plus planned local and Regional Cycling networks. Also Cycle Track vs On-road/MUP, plus Cross rides type Book18 treatments (rev 01) and additional safety enhancements being considered. The existing cycling in Ajax HWY 2 is completely unsafe, thus virtually no one rides there. Lastly generally about funding (i.e. will cycling corridors be funded by BRT or downloaded to Region/local municipalities?).</p> <p>Just FYI - Many Durham people on bikes are still really mad/frustrated about the mess the MTO left behind with the recent 407, 412 and 418 project, which has really screwed up Durham for generations of AT/Cyclists users. Sad for 2015/17 provincial project. We are trying to avoid a repeat of that mess with BRT. That 407/ETR Project EA is full of cycling comments, which the MTO/Province totally trashed and ignored. EA, MTO and Province Of Ontario are bad words to use in Durham Region with cyclists. The Ministry of Cars is what they are called.</p>	<p>This means uni-directional cycle tracks are proposed on either side of the road, not on-road bike lanes. Cycle tracks are raised to the level of the sidewalk and located in the boulevard.</p> <p>In some locations the design proposes bi-directional multi-use paths on one or both sides. This might be to better connect to the surrounding network, or due to buildings or other constraints along the road.</p> <p>Maps that illustrate the integration of the BRT cycling facilities to existing and planned networks are included in this PDF: https://www.metrolinxengage.com/sites/default/files/pic3_boards_traffic_at_2020-11-12.pdf</p> <p>The current preliminary design for the whole project can be viewed through an interactive map here: www.DSBRTmap.ca And you can drop a pin to leave location-specific comments.</p> <p>You can also review the preliminary design by municipality using the</p>	

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		<p>Several of us have cycled the York Region #7 BRT corridor.</p> <p>We are looking forward to this discussion, many of us have participated in previous in person BRT meetings all across Durham.</p>	<p>videos and PDFs available at the following links: https://www.metrolinxengage.com/en/content/pickering https://www.metrolinxengage.com/en/content/ajax https://www.metrolinxengage.com/en/content/whitby https://www.metrolinxengage.com/en/content/oshawa-east-turn-around</p> <p>Let me know if there is any other information you'd like to see before we meet on December 9,</p>	
2020-11-26	<div data-bbox="346 797 508 829" style="background-color: black; width: 60px; height: 20px;"></div> <div data-bbox="346 834 685 867" style="background-color: black; width: 126px; height: 20px;"></div>	<p>I was recently directed to your request for feedback on the potential rapid transit lanes through Durham region. As a Whitby resident, and a commuter, there is nothing about eliminating car traffic in downtown Whitby that is convenient. The road is already busy, between regular commuter traffic, not to mention if there are accidents on major routes like the 401, diverting traffic would make crossing brock street next to impossible.</p> <p>This would inconvenience more commuters who rely on cars than it would benefit bus traffic. The lanes would be empty a huge portion of the day.</p>		Added to project mailing list.

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		It would eliminate top of mind awareness for retail locations throughout this stretch and majorly impact sales for small local business owners who are already struggling to deal with the impact of covid19		
2020-11-27	██████████ ████████████████████	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>Mayor Don, (not to be read aggressively or angrily... I'm just curious 😊) With respect to the transit route downtown, what is the point of this? To discourage driving and to get people to take transit? Do you think this will attract business? Isn't Whitby's #1 issue property taxes? When you have people who have lived in Whitby all their lives moving when they retire because they can't afford the property taxes, that's a big problem. Is this going to help the property tax issue? I guess I don't see what's in it for Whitby.</p>	<p>On 2020-11-27, D. Mitchell responds:</p> <p>Thank you for your email. The preferred alternative presented by Metrolinx for Bus Rapid Transit on Dundas Street through the historic core has generated a lot of interest and attention. Appropriately so as whatever solution is adopted will impact our downtown for decades.</p> <p>Council has directed additional consultation with Metrolinx. In addition, I am presently organizing a town hall which I hope will be a useful discussion about future options and opportunities. I will ask that you be emailed directly with details about the town hall when they are available.</p>	Added to project mailing list.
2020-11-27	██████████ ████████████████████	Thanks for the email - but I don't think you answered the question. What is the point of this? How does this benefit Whitby? How far along is this project? Is this a sure	<p>On 2021-01-12, DS BRT team responds:</p> <p>Thank you for your questions on the Durham-Scarborough Bus Rapid Transit project.</p>	Added to project mailing list.

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		thing? Or are they simply proposing it? what will it cost and who will pay for it?	<p>The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. Dedicated transit lanes are proposed to improve efficiency and reliability. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes. DRT, TTC and GO buses will be able to utilize the dedicated bus lanes.</p> <p>The Durham-Scarborough Bus Rapid Transit project will provide upgrades to the entire 36 kilometre corridor by renewing infrastructure, improving active transportation facilities, and enhancing the streetscape. Cycling facilities and improved sidewalks, including filling in missing segments along the corridor, will encourage more walking and cycling. Whitby residents will realize these benefits, including an expanded public realm between Byron Street and Green Street to help animate Dundas Street and attract people to the Downtown.</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>A significant number of Whitby residents currently use transit. The project will improve service for existing and new riders, reducing the demand for auto travel, which also has general benefits to the community.</p> <p>The project is currently in the preliminary design phase. As part of this phase, the project is undergoing an environmental assessment called the Transit Project Assessment Process. The environmental assessment is anticipated to be completed in late 2021. After, the project will advance to detail design prior to construction.</p> <p>The project has not yet received a full financial commitment for construction. As part of this preliminary design phase, a Preliminary Design Business Case will be developed. A cost estimate is being developed to support this work. The Business Case evaluates the preferred design to make sure that the project remains a wise investment. A draft of the Preliminary Design Business Case will be available for public review at</p>	

**Durham-Scarborough Bus Rapid Transit
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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>Public Information Centre #4, planned for mid-2021.</p> <p>The Preliminary Design Business Case is the next step towards securing funding for procurement and construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.</p> <p>More information is available on the project website: https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fengagement-initiatives%2Fdurham-scarborough-bus-rapid-transit-public-information-centre-3&data=04%7C01%7Canthony.galloro%40ibigroup.com%7Cc17a4b8d63f9435bcdcc08d8b735938b%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460788032262827%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLlCjBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=oMLLBz%2Bde9tmzmzXFQm87pYRA%2BIHPSxajpaYzt6ILOvU%3D&reserved=0 </p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com .	
2020-11-27	[REDACTED] [REDACTED]	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>The proposed Metrolinx project gives me great concern. I owned a business in downtown Whitby for many years, and have now sold that company [REDACTED], see below), but purchased a home in downtown Whitby to retire in with my wife. The property is on Mary Street, and once I read the plans I regretted our decision. There are two primary reasons for my opposition to the closure of Dundas to traffic in the core. It will harm local businesses, and it will harm local residents. Small businesses have a difficult time as it is in downtown Whitby, with the removal of one of the main parking lots, and the project as envisioned only worsens that. Residents in downtown Whitby enjoy the access to local restaurants and businesses, but if they fail, there is no reason to live in the area. We bought a home in teh area because we</p>	<p>On 2021-01-12, DS BRT team responds:</p> <p>Thank you for your questions and providing input on the Durham-Scarborough Bus Rapid Transit project.</p> <p>We understand your concern related to the loss of on-street parking in Downtown Whitby and its impact on local businesses. The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaced. It appears that 34</p>	Added to project mailing list.

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>wanted to be part of a revival of the downtown core, but this project would cause it to die.</p> <p>Nobody is against rapid transit, everybody would agree that in a perfect world we all would get out of our cars and use public transit whenever possible. But this is Whitby, not downtown Toronto. We need cars for grocery shopping, getting to work, recreation etc. Our necessary services are not all within walking distance, and are not reasonably accessible via transit. When we were looking for a condominium in the area we looked at Sailwinds and the other projects in the south end, we looked at the new projects like Station 3 as they were being proposed. We bought at 110 Mary because it was one of the only options that offered parking for two cars. Although living in downtown Whitby allows us to walk to many places, and that is one of the primary reasons we bought there, the reality of the situation is that my wife and I both have cars. She will be working for another year or two in an area that is totally inaccessible by public transit, and I require a car for getting to my golf games, my volunteer activities and so forth when she is at work.</p>	<p>spaces could be accommodated near the intersection of Byron and Elm Street.</p> <p>We understand the importance of supporting local businesses. We continue to meet with business owners and residents within the study area to determine business needs and how they can best be accommodated. Delivery vehicles will be permitted to use dedicated spaces within the transit mall to service businesses. The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby.</p> <p>A significant number of Whitby residents currently use transit. Some people do not have the resources to own a car. In fact, based on data from the Transportation Tomorrow Survey (2016), within the wards that are adjacent to Dundas Street in Whitby, 3 to 10% of households do not own a car.</p> <p>As transit reliability increases, more people will begin to choose transit over driving to complete some trips.</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>We support a transit corridor, we absolutely do not support the closure of Dundas to traffic. Although it may be some sort of an idealized solution in some world that is 50 years away, it is not good for Whitby businesses, it is not good for Whitby residents.</p> <p>Should the project proceed in this form, extensive roadworks would be required to accommodate changing traffic patterns. Who pays for this? Is it even possible from an engineering standpoint? It would be doubly infuriating if a project that is unwanted by locals would result in an increase in taxes.</p> <p>From my conversations with local residents and businesses to date, I am unaware of anyone that is in favour of the project in this form. Council needs to set aside idealism and act according to the wishes of its citizens.</p>	<p>This shift will have a positive impact on the road network and travel times for all modes.</p> <p>To cost and duration of constructing the Transit Mall would be minimal, as it would be limited to sidewalk widening and adding signage and pavement markings to distinguish the dedicated transit lanes. Outside of the Transit Mall, construction become more major, as it requires widening the road to add dedicated transit lanes and requires utility relocations in some areas.</p> <p>The project has not yet received a full financial commitment for construction. As part of this preliminary design phase, a Preliminary Design Business Case will be developed. A cost estimate is being developed to support this work. The Business Case evaluates the preferred design to make sure that the project remains a wise investment. A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021.</p>	

**Durham-Scarborough Bus Rapid Transit
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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>The Preliminary Design Business Case is the next step towards securing funding for procurement and construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.</p> <p>More information on the proposed transit mall is available on the project website: https://www.metrolinxengage.com/en/content/proposed-transit-and-pedestrian-mall-downtown-whitby</p> <p>We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com.</p>	
2020-11-27	<div data-bbox="346 1161 513 1195" style="background-color: black; width: 62px; height: 21px;"></div> <div data-bbox="346 1195 688 1230" style="background-color: black; width: 127px; height: 22px;"></div>	Hello Kristin. I am a long time resident of Whitby and want to strongly voice my objection to the proposed Metrolinx project to be built through the centre of town. I know there are traffic and transit concerns but I would rather put up with it than lose my freedom to make left and right turns	<p>On 2021-01-14, DS BRT team responds:</p> <p>Thank you for your email. We will add you to the mailing list</p>	Added to project mailing list.

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>from anywhere on your proposed route. If you cut me off from making some of these turns I will be losing my access to some of my favorite businesses. And quite frankly I love buying from our small stores instead of the big boxes. This is part of the charm of Whitby and one of the main reasons we moved here. Please don't change our town.</p> <p>Maybe if you hadn't made a Lakeridge exit off the 401 most of the traffic congestion would not exist through town. Have you seen all the traffic? Now you want to force all those cars down our side streets instead. What a nightmare that's going to be. Would you like that down your quiet street? Why don't you look at putting it along Bayly/Victoria by the Go stations. Or maybe along Rossland . Those makes more sense to me.</p> <p>I hope our politicians have more sense than to do this current proposal. Their decision will certainly impact their futures in our government. Voters don't forget big changes like this.</p> <p>Please add me to the project mailing list. I will continue to speak to my friends and neighbours about this and would like to be kept informed.</p>	<p>We are reviewing your comments and will get back to you with a response.</p> <p>Thanks for your input</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
2020-11-27	[REDACTED]	Sending my opinion on the rapid transit proposal for Dundas St in Whitby. This will Destroy all of the small businesses that have already had a heavy blow from the virus. Please reconsider a way to do this elsewhere where it won't kill these businesses that we also need desperately. And who need to earn a living and not lose their life savings. Thank you.		Added to project mailing list.
2020-11-30	[REDACTED]	I have given your proposal alot of thought on paper it wirks out great, however in reality not so much. I am not sending you an email to shot everything down iam going to give you almost 40 years of driving experience, First you have been given a large sum of money from the federal government. Don't spend it like a drunken salor, invest it into technology that will be more useful for you. In the future. As you know pickering, Ajax,Whitby, are expanding at an alarming rate. If your heart is set on going through these places then could you consider moving the project a little north to Roseland,the reason is Hwy#2 is supper busy with cars and busses at the moment. It will only get worse, i would like to let know more but the fact that I am a truck driver is limiting my time. Thanks in advance [REDACTED]		Added to project mailing list.

**Durham-Scarborough Bus Rapid Transit
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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		I am a resident of Whitby since 2001		
2020-11-30	██████████	<p>On 2020-11-30, K. Demasi called ██████████:</p> <p>K. Demasi discussed ██████████ concerns over the telephone. Sean lives at Rotherglen Rd and Hwy 2 and wanted to discuss concerns regarding property impacts, including safety and dust as a result of construction. Kristen explained the project is still in the planning phases and that Metrolinx will complete a detailed construction plan for when construction commences in several years.</p> <p>Other items discussed included concerns to existing GO bus service changes, and support for more virtual meetings.</p>		K. Demasi called ██████████
2020-11-30	██████████ ████████████████████	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>My household is just floored you'd support such an absurd design for Brock st. A pedestrian mall for buses would be barely used while so much volume of traffic would be backlogged as it tries to turn onto side streets.</p> <p>This is a terrible design. Whatever consultant or person came up</p>	<p>On 2021-01-12, DS BRT team responds:</p> <p>Thank you for providing input on the Durham-Scarborough Bus Rapid Transit project. We understand your concerns related to the Transit Mall's impact on traffic.</p> <p>A traffic analysis being completed for the project. We are in the final stages of the analysis, which will determine how traffic patterns will change with</p>	Added to project mailing list.

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>with this should be fired. Elections are coming - don't forget that.</p> <p>Hwy 2 is a major artery. You stop that flow, and a backlog of traffic will occur. Including the buses that would be on that route.</p> <p>Neighborhood groups are sounding the alarm. Not any positive comments in it.</p>	<p>the implementation of the BRT. Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby. To be categorized as a trip that 'travels through Whitby', the trip must begin and end outside of Whitby. For these longer trips, drivers will divert to other arterial roads.</p> <p>46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby. For the more local trips, traffic will redistribute on local streets. This will result in some minor increases in traffic on local roads.</p> <p>The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. Dedicated transit lanes are proposed to improve efficiency and reliability. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes. DRT, TTC and GO buses will be able to utilize the dedicated bus lanes to provide a more</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>wide-scale reduction in transit travel times.</p> <p>A significant number of Whitby residents currently use transit. Based on data from the Transportation Tomorrow Survey (2016), within the Whitby wards adjacent to Dundas Street, 3 to 10% of households do not own a car. As transit reliability increases, more people will begin to choose transit over driving to complete some trips. This shift will have a positive impact on the road network and travel times for all modes.</p> <p>More information is available on the project website: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3</p> <p>We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any</p>	

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			time by emailing dsbrt@metrolinx.com .	
2020-11-30	██████████	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>The Metrolinx proposal to close Dundas/Brock intersection to only buses is a mistake as presented and is not for good of Whitby. I am totally against this. It will only accomodate people traveling through Whitby. We must find a way to allow all vehicles to be able to travel to and through the downtown area. Please do not allow this Metrolix proposal to go through as presented, it will kill the downtown area and totally upset all residents of Whitby. Please put a stop to this.</p>	<p>On 2021-01-12, DS BRT team responds:</p> <p>Thank you for providing input on the Durham-Scarborough Bus Rapid Transit project. We understand your concerns related to the Transit Mall's impact on traffic.</p> <p>A traffic analysis being completed for the project. We are in the final stages of the analysis, which will determine how traffic patterns will change with the implementation of the BRT. Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby. To be categorized as a trip that 'travels through Whitby', the trip must begin and end outside of Whitby. For these longer trips, drivers will divert to other arterial roads.</p> <p>46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby. For the more local trips, traffic will redistribute on local streets. This</p>	Added to project mailing list.

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			<p>will result in some minor increases in traffic on local roads.</p> <p>All modes will still be able to access the Downtown. Buses, emergency service vehicles, and service and delivery vehicles will be permitted to use the dedicated transit lanes in the Transit Mall. Drivers will access Downtown through other east / west streets such as Mary and Colborne Street with minimal impacts.</p> <p>More information on the proposed transit mall is available on the project website: https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Fproposed-transit-and-pedestrian-mall-downtown-whitby&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7C9408e7d4aa59498ae25f08d8b737a6bf%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460796929957266%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&data=oZTMZ3ExHfyIh%2Bla2V2wCDUWsV8</p>	

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			G%2B4IQM9pDL3n8bBM%3D&r eserved=0	
2020-12-01	<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 80px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 110px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 110px; height: 15px;"></div>	<p>Hi Margaret,</p> <p>I emailed my comments (as an attachment) regarding the DSBRT PIC#3 to the Metrolinx email address (DSBRT@metrolinx.com) on November 24, 2020. I requested an email acknowledging receipt of my comments but have not received any response yet. I contacted Kristin Demasi at Metrolinx by telephone on November 26, 2020. Kristin was not able to find my email. She asked me to send the email with the attachment to her email address (kristin.demasi@metrolinx.com). I did so and again requested an email acknowledging receipt of my comments but have not received any response yet. Perhaps the Metrolinx mail server is blocking my emails (possibly a problem with the attachment?).</p> <p>I am sending this email to you with my comments attached regarding the DSBRT PIC#3 . I have changed the format of the attached file from docx to pdf in case the docx format is causing a problem with email servers. I hope you are able to receive this email and attachment.</p>	<p>On 2020-12-02, M. Parkhill responds:</p> <p>Good morning [REDACTED]</p> <p>Confirming that your email and the attachment was received. The project team will review your comments, and all comments will become part of the public record.</p> <p>We have also added your email to the project mailing list. Thanks for your interest in the Durham-Scarborough Bus Rapid Transit project,</p>	<p>Attached letter from [REDACTED]</p> <div style="background-color: black; width: 50px; height: 15px; margin-top: 10px;"></div>

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		Could you send me a return email confirming that you have received my comments and that my name has been added to the project mailing list?		
2020-12-03	Unavailable	Package containing PIC information was requested and mailed to: [REDACTED] [REDACTED] [REDACTED]		
2020-12-03	[REDACTED] [REDACTED]	Frustrated because Downtown is landlocked. You can't run bus or bicycle lanes (which is a [REDACTED] political propaganda that NOBODY uses. Now you want to destroy an ailing downtown core so your buses don't have to swerve around parked cars for 2 blocks. Guess what . Those businesses will all be closed in a year and you won't have to worry about parked cars. IF you can run them "ON TIME", if you can run "A COMPETENT" operation. I cannot believe the Ontario government allows a company like Metrolinx to take control and issue ultimatums to communities. Speaking of CONTROL, you are out of control. Enjoy your golf in Las Vegas	Response sent to correspondence from [REDACTED] received 2020-12-04.	Added to project mailing list.

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2020-12-04	[REDACTED] [REDACTED]	Durham doesn't have rapid transit, Durham has snail transit. Half to one hour waiting times. Worst transit system in the world. Cancel routes, can't get anywhere. Union morons running the business ???? OF COURSE RIDERSHIP IS DOWN, you idiots, you don't provide a SERVICE, nobody's going to take the BUS.	<p>On 2021-01-14, DS BRT team responds:</p> <p>Thanks for your email. One of the goals of this project is to increase frequency and reliability of DRT PULSE buses along the corridor.</p> <p>Please refer to the website for information and upcoming consultation events https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinxengage.com%2Fdsbrt&data=04%7C01%7Canthony.galloro%40ibigroup.com%7Cceb840a8cea84c66896608d8b8abf4aa%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637462395979413228%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=ViydBHX%2Bnc78FwvS7oEy3CMixp3TZrQhMAVFUSZZapo%3D&reserved=0</p>	
2020-12-05	[REDACTED] [REDACTED]	Dear Metrolinx, I believe that the pinch point in Downtown Whitby will adversely affect the downtown businesses. I do not like the idea of parking being diverted several blocks away from the businesses. I feel that it is important to be able to easily		Added to project mailing list.

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		access downtown businesses and services and the proposed plan will destroy the feeling of the downtown core. Dundas Street is not a bus lane!		
2020-12-05	██████████ ██████████████████	I am not a fan of the proposed BRT plan! I travel to work every day from Whitby to Ajax along Hwy 2. I have already had to replan my route several times due to construction for the 412, new housing areas and it takes me longer to get to work than it used to! This plan will cause a huge problem for myself and many others trying to get to work! It will increase my time getting to work even more and I am not looking at the option of taking public transit! Not to mention the horrible repercussions for the business that are located right along Hwy 2! Our downtown core (Whitby) will be destroyed! The businesses will suffer and where do you plan on putting extra parking for people wanting to shop? We have very little parking options to begin with! This proposal needs a lot more thought and planning before it is bulldozed through!		Added to project mailing list.
2020-12-06	██████████ ██████████████████	[Email sent to office of Whitby Council/ D. Mitchell] The following comments have been submitted to Metrolinx via its website. I ask	On 2020-12-07, A. Quinn-Nilas responds: Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative	Added to project mailing list.

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		<p>the council to consider them as well, thank you:</p> <p>1. Do you have any concerns about the preliminary design in Whitby? *</p> <p>a) Demands on local traffic routes: a reasonable assumption is that at the points of the reduction of traffic lanes, there will be a redirection or re-routing of traffic onto neighbouring side streets, resulting in significantly increased traffic and impact on roads, vehicular and pedestrian traffic, and intersections. How are these going to be addressed?</p> <p>b) There may be significant impact on businesses that rely on egress and access onto Dundas. How is this going to be addressed.</p> <p>c) I am not aware of any other alternatives being considered by Metrolinx. A full analysis should be undertaken and shared with all of the stakeholders, including the public.</p>	<p>for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.</p> <p>Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you</p>	

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			are notified of any future steps or reports. <i>DS BRT team provided a response on 2021-01-12.</i>	
2020-12-06	██████████ ██████████	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>Some comments: Mayor Mitchell's comments were the best of all presenters. He spoke to the audience, he did not read a script filled with all the correct buzzwords (DRT rep was just reading a script).</p> <p>I was somewhat alarmed by the mayor's comments, something like they can do as they please. I realize it is a regional road, and DRT has a mandate to follow. I sincerely hope all this public consultation is not window dressing. This is the first time I heard of a timeline. Ten to 20 years out.</p> <p>The GO Train east line now carries on average 27,000 people per day. I heard that in 2041 DRT projects 9,500 users of the line. Seems kind of small to me. Mayor Mitchell early in his comments made reference to the pedestrian malls in Ottawa and Quebec City. We go there, and come</p>	<p>On 2020-12-07, A. Quinn-Nilas responds:</p> <p>Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.</p>	

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		<p>back and talk about how great they were. The Sparks Street Mall in Ottawa is Canada's oldest being over 50 years old. In Quebec City it is rue du Petit Champlain. Both are pedestrian only. The consultant vastly over sold the benefits of what amounts to be a wide sidewalk. Not only that, a sidewalk separated by two lanes where buses will go every 5 minutes. Certainly not conducive to pedestrian traffic. May I suggest the consultant look at closing Dundas at Green and Perry, and as far west as Centre St in the west. Now you have a pedestrian mall that is the anchor to downtown. The attraction that brings people downtown. Cars are going to be rerouted anyway, what is added to the mix are the buses. By then the buses will be electric, I would hope, which means they will be silent. Mary and Colborne Streets would be one way from Henry/Euclid to Green/Perry. Buses and cars heading west would turn onto Perry, left onto Mary and continue to Euclid. Then a right turn to Dundas and continue west. For buses going east, they would make a right onto Henry, a left on Colborne and continue to Green. A left on Green to Dundas and then continues east. Corners would have to be widened for buses, stop lights adjusted to allow for green lights for buses (technology exists) and perhaps the town builds a parking</p>	<p>Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.</p> <p><i>DS BRT team provided a response on 2021-01-12.</i></p>	

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		<p>garage sooner than it intended. All I ask is that the idea of one way streets to bypass the downtown be examined again. The consultant said it was considered, but dismissed.</p> <p>The consultant says he travels by public transit. Good for him. I did for years when I was employed in downtown Toronto. DRT to the GO train, and downtown in under 1 hour. Great. Then my employer moved the department to Scarborough in the Warden - Eglinton area. Now it was DRT to GO, off at Eglinton GO station, TTC to Kennedy Station to transfer to a bus going west on Eglinton and arrive at destination. I lasted one winter. It is no fun standing in minus 20 degrees waiting for a bus. When one comes along it is full, the second one is full and then you are squished in like sardines when you get on. I had the resources to buy a second car, so I did and commuted by automobile. Public transit will only succeed when it offers the speed, comfort and convenience of the automobile. Not there yet.</p> <p>Last point. So you get people to Scarborough, now you are at the mercy of the TTC. Heaven forbid. I will be dead by 2041, and perhaps 2031. You only get 1 time to make this right for</p>		

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		the citizens of Whitby. Yes Whitby, not Durham Region. I hope your choice is the right one.		
2020-12-06	██████████ ██████████████████	I have been trying to provide a submission through your website in regards to the downtown Whitby bus proposal however it won't take my input and says submissions are closed. I thought submissions were open until Dec. 18?	On 2021-01-14, DS BRT team responds: Please forward your input to this email address- the recent submissions closed Jan 10 but you can get in touch with the project anytime via this email address	Added to project mailing list.
2020-12-06	██████████████████ ██████████████████████████████	Why would people in Durham want to come to Highland Creek or the Ellesmere corridor? If the intention is to get people from Durham to downtown Toronto, they can use the GO rail route to Union Station. If they want to get to Scarborough Town Centre or the TTC routes from STC, the proposed buses should take the 401 through the east end of Scarborough. We don't need Durham commuters messing up our quiet Scarborough neighbourhood!		Added to project mailing list.
2020-12-07	██████████████████ ██████████████████████████████	Kristin Please see attached letter regarding the Toronto & West Turn Around Bus Rapid Transit.	On 2020-12-11, K. Demasi responds: Thank you for your email. We are reviewing all comments for the project and these will also form part of the public record. Have a good weekend	Attached letter from ██████████ (letter was also emailed to project team and is included in the correspondence below).

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				Added to project mailing list.
2020-12-07	██████████ ██████████	<p>We have reviewed the public documentation as detailed on the Metrolinx website regarding the Durham-Scarborough Bus Rapid Transit, specifically regarding the Toronto & West Turn Around. We own the property at ██████████ (Ellesmere Road and Mornelle Court) that currently has a full turning traffic intersection. The Rapid Transit and raised median along Ellesmere will result in access to Ellesmere and Mornelle to only be right in and right out which will restrict the flow of traffic into our property coming from the west, causing additional traffic pressures to the east for traffic doing u-turns. In addition, traffic looking to travel eastbound on Ellesmere from Mornelle will be impacted with being forced to go west and do u-turns.</p> <p>We have concerns that the raised center medians and right in/right out intersections cause severe inconvenience for traffic patterns for property owners and residents who are looking to access their street. We would like the raised median to be stopped before Mornelle Court to allow for the full turning intersection.</p>	<p>On 2021-01-08, M. Parkhill responds:</p> <p>Thank you for your letter regarding the property at ██████████ (Ellesmere Road and Mornelle Court).</p> <p>For safety reasons, a raised island is proposed along Ellesmere Road with the introduction of dedicated transit lanes. This raised island will prevent left-turns at unsignalized driveways and side streets. A driver wanting to turn left at an unsignalized side street would continue to the next signalized intersection and make a U-turn.</p> <p>Adding a traffic signal at Mornelle Court is not being recommended as part of the Durham-Scarborough Bus Rapid Transit project. Note that Mornelle Court is less than 200 metres from the next signal at Morningside Avenue. So drivers travelling eastbound on Ellesmere Road could continue to Morningside and use the dedicated left-turn lane to make a U-turn, and then travel westbound on Ellesmere and make a right-turn onto Mornelle Court. Drivers may also choose to take a different</p>	

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			<p>route, such as along Morningside Avenue instead of Ellesmere Road.</p> <p>With the bus lanes in the middle of Ellesmere Road, there is added width between the left turn/u-turn lane and the first lane of traffic in the opposite direction. This makes it easier for vehicles to make the u-turn movement at the signalized intersection, while all other traffic has a red light.</p> <p>We have added you to the project mailing list. You can unsubscribe at any time by emailing DSBRT@metrolinx.com with the subject line “unsubscribe”.</p>	
2020-12-07	<p>██████████</p> <p>██████████████████</p> <p>██████████</p> <p>██████████████████████████████</p>	<p>[Email sent to office of MPP Vijay Thanigasalam]</p> <p>I ██████████; I’ve jotted down parts of our conversation</p> <p>Our voices need hearing; our land saved; our homes safe from construction, our trees and fresh air preserved for our future generations.</p> <p>We have lost so much with natural disasters. We need to save the environment; the trees and animals need a</p>	<p>On 2021-01-13, DS BRT team responds:</p> <p>Thank you for your letter. You raise several important issues, including the environment, changes along the corridor, emergency services, local travel patterns, transit ridership, and construction impacts.</p> <p>We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design,</p>	

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		<p>place to live too! The Eco System needs balance.</p> <p>We have lived in the Highland Creek neighbourhood for almost 38 years now. Many changes to the neighbourhood have come and gone; most of which have been a welcomed change to make the neighbourhood what it is today.</p> <p>A community of people that share the same values; keeping the homes and land beautiful for all the enjoy. Someone once said that this was a safe and wonderful place to live. "All the homes represent a vast number of people from different parts of the world, and here we are all one; and can be neighbors looking out for one another and feel safe".</p> <p>We all worked hard; keeping the homes and land beautiful for all to enjoy. Many of us keep the boulevards vibrant and joyful; our trees line the roads with pride and protection of nature's balance and the safety from the traffic.</p> <p>When we first moved into the Highland Creek neighbourhood, Ellesmere Road was under construction from a 2-lane roadway</p>	<p>funding, additional technical studies, and future consultation.</p> <p>We agree that we need to protect and improve the environment. One of the ways we are doing that is by providing improved transit options to allow people to make more environmentally conscious choices in how they travel. The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor.</p> <p>You must have seen a lot of change in the Highland Creek area over the last 38 years. Population and employment growth in Scarborough is predicted to continue for the next 30 years. Scarborough Centre is expected to experience a great deal</p>	

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		<p>to a 4-lane roadway. During this time, we seen unfortunately many tragedies of accidents where a few lost their lives.</p> <p>My Mother said; “We are lucky to live here; when we get old and need help; we are so close to the Fire Department and the Hospital”. As it has it, my parents have gotten older and unfortunately require the emergency services of the Fire Department, Ambulance and Hospital quite frequently. Seconds count and we have been lucky that there has been no obstacles to prevent the prompt emergency services.</p> <p>We love our Highland Creek neighbourhood; we love our space; our feeling of caring and knowing one another. Many of the homes have seen new owners but the feeling has never changed. We are a community that cares.</p> <p>Many of us have stayed from the beginning; families growing; grandchildren and great grandchildren welcomed into a safe neighbourhood to play and grow, always feeling safe.</p> <p>There are many people in the neighbourhood that depend on others;</p>	<p>of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America’s fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.</p> <p>We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers, minimize impacts to the natural environment, and the cost of constructing and operating the service. We have completed a review of existing environmental conditions,</p>	

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		<p>emergency personal; nurses and personal support workers that come to the homes; the way the Highland Creek neighbourhood is set up; it makes it easy for those coming to the need of others to easily reach them on time and feel safe.</p> <p>All the years of facing Ellesmere the traffic was never an issue; the noise never an issue; a welcomed convenience to travel freely and easily.</p> <p>Now with the proposed Durham-Scarborough Durham-Scarborough Rapid Transit; land taken; lives affected; years of noisy construction; safety issues to connect Durham with Scarborough. The current Durham bus runs empty most of the time; the TTC bus runs empty most of the time.</p> <p>Prior to Covid-19 we would sit outside and watch the busses; you could count how few people travelled and when you speak to most people; no one understands why the added transit line was there; other than to connect people to the University.</p> <p>Now that we live in a Covid-19 world, working and learning from home; on-line shopping; vaccine or not; people have</p>	<p>traffic and travel patterns. The Metrolinx regional forecasting model indicates that the DSBRT will encourage nearly twice as many transit trips in the corridor than are there today, significantly reducing pressure to expand roads to accommodate more cars.</p> <p>The team are consulting with police, paramedic and fire services to develop a design that does not impact delivery of critical emergency services. The transit lanes will be available for emergency service vehicles, providing them with a dedicated lane to move around traffic congestion.</p> <p>The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to turn left at signalized intersections. Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn “green arrow”. This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.</p>	

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		<p>changed, the world has changed. Our need to travel to and from work and studies has changed. The future need to commute is becoming less and less as we have seen in the last 10 months. We have adapted in the most part to a successful way of living and staying safe.</p> <p>With the changes, we now depend more on the home services, the emergency response teams that get around, protect us, and keep us safe. All our essential services affected just as we need them the most.</p> <p>Durham-Scarborough Rapid Transit construction being added separating the roadways; preventing left turns; preventing access to our properties; the noise the loss of environment; the loss of feeling safe, the loss of a neighbourhood, and the loss of land; and driveways. Taking away what little joy and pride we as a community have. No more walks; No more walking dogs; no more community connection. No more fresh air; no more greenery.</p> <p>Now we must watch empty Durham-Scarborough Rapid Transit vehicles run by</p>	<p>Transit service east of Military Trail is provided by the TTC Route 95A, which ends about four blocks or 1 kilometre east of your house. As with most bus routes, the ridership near one end of the route is lower than the other end. Transit demand increases as you travel further west along Ellesmere Road toward Scarborough Centre. Once the DSBRT is in place the TTC is considering extending Route 95A easterly to Sheppard Avenue/Port Union Road, and Durham Region Transit intends to extend the PULSE service to Scarborough Centre. These transit route extensions will increase access to services and ridership in the Highland Creek area and the buses will be busier. Residents will be able to travel via both TTC and DRT services along Ellesmere Rd in Scarborough. TTC, DRT and GO buses all regularly monitor and collect ridership information as well as forecast future ridership.</p> <p>Over the last several months, COVID-19 has had a large impact on travel patterns. While there is uncertainty surrounding the “new normal”, we</p>	

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		<p>the house from our windows, as there will be no more land to sit outside and enjoy.</p> <p>How many lives will be lost during construction and afterwards? We experienced havoc for emergency response for the so-called small construction projects of Morningside and Ellesmere; on Morningside taking away traffic lanes to add the red lanes, that you never see used. Ellesmere road repairs on the hill west of Morningside. How many people lost his or her lives; how many first responder's lives were at added risk trying to get to a call on time; get someone to the hospital in time! We've experienced the challenges first hand; where an ambulance had no choice but the drive up the Morningside hill on the sidewalk to reach the hospital in time, as the construction and traffic blocked the way.</p> <p>Now with the proposed Durham-Scarborough Rapid Transit, construction more lives will be lost; I hope not mine or not my family or yours as a result. Why create jeopardy to all around us? We cannot replace the tree's, the animals that our children and grandchildren; great grandchildren will never see or know about</p>	<p>know that the use of private cars for all trips is not sustainable or viable. Transit ridership patterns go up and down but over time, the long-term trend is continuing up. The region will continue to grow and we will need to find solutions to move more people more efficiently. Cities around the world have found that public transit plays a vital role in the mobility of urban areas.</p> <p>Roadway construction projects can be disruptive. Metrolinx and the City of Toronto will work together to maintain local access, especially emergency services access, during construction. Metrolinx and the City are aware of the impacts of construction on local businesses and will be developing a plan for this corridor as the project moves from the current planning phase to detail design.</p> <p>In summary, the aim of the project is to provide dedicated transit lanes to support existing bus services along Ellesmere Road to operate more reliably. This includes both Durham Region Transit's existing PULSE service and TTC services. Residents</p>	

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		<p>except when they look on-line and old family photographs. However, we want our future generation to live and now a place they can call a home in a caring neighbourhood.</p> <p>An example of what we thought was a good thing; and now I am not so sure.</p> <p>The Eglinton Crosstown has been under construction since 2011; changing the landscape; with impact to everyone that travels along Eglinton. Business suffered; pedestrians struggling to stay safe as they move around. Emergency response times had increased; with new routes and being bogged down in traffic that could not get out of their way. No one shares or talks about how many people may have lost their lives from pedestrians struck; the medical emergencies; and fires that received delayed response times; even by seconds, when a life is on the line every second counts. We are expecting to see the opening of the Cross Town sometime in 2022. We lost a neighbourhood; businesses, and people's lives and the world has changed since the start of construction.</p>	<p>of Scarborough will benefit from the more frequent and reliable bus service which will connect destinations within Scarborough and Durham Region. Dedicated bus lanes will provide better service for those already using transit, encourage increased transit usage through better and more reliable services, and help reduce the pressure to build more roads for cars. The project balances local needs, environmental factors and corridor needs to achieve its objectives.</p> <p>The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.</p>	

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		<p>Ridership declines now and in our future; where is the value in all that we lost to build what few will benefit from?</p> <p>Where is the value in the Durham-Scarborough Rapid Transit Plan?</p> <p>Destruction and mayhem in our futures for what?</p> <p>We are moving towards a restructured world of working and learning from home, reducing travel and our carbon footprint.</p>		
2020-12-07	<div></div> <div></div>	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>I have recently seen articles in the local weekly paper about a Metrolinx proposal that would fundamentally change downtown Whitby by prohibiting parking on Dundas between Perry and Byron. I fail to see what benefit there is in banning parking on Dundas. The local businesses in that area are already reeling from the pandemic and do not need this kind of further blow to their businesses. What exactly is the objective of this exercise? There must be some benefit but I fail to see what it might be. The Town has gone to considerable length to encourage investment in the downtown</p>	<p>On 2020-12-07, A. Quinn-Nilas responds:</p> <p>Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to</p>	

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		<p>area and has been preaching to local residents to support merchants and this seems totally counter to that. I would be interested to hear what the proposed benefits are from your perspective. Thank you.</p>	<p>identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.</p> <p>Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.</p>	
2020-12-07	<p>██████████ ████████████████████</p>	<p>Thank you for your prompt reply to my concern about the proposal to restrict parking on Dundas. While I appreciate your response, it still does not answer my main question, specifically, what does the proposal do to improve transit? I fail to see how restricting parking is going to result in improved transit operation. That area is not</p>	<p>On 2021-01-12, DSBRT project team responds:</p> <p>Thank you for your questions and providing input on the Durham-Scarborough Bus Rapid Transit project.</p>	

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		a bottleneck now and buses do have priority right of way now. Thank you.	<p>The purpose of the project is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. The dedicated lanes maintain transit service in bad weather or when other traffic incidents increase volumes along Dundas Street. The consistent speed of the buses and the improved reliability that the lanes provide will make transit more attractive to current riders and to potential new riders. The modelling work we have done indicates that travel times along the corridor will be reduced by 15-25%, and the reliability of the service will save a further 10%. The same modelling indicates that ridership will double, reducing the need for travel by private car, thereby reducing pressure on the roads and reducing pollution.</p> <p>We understand your concern related to the loss of on-street parking in Downtown Whitby. To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking</p>	

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			<p>spaces. It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street.</p> <p>The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby.</p> <p>Dedicated transit lanes improve efficiency and reliability. DRT, TTC and GO buses will be able to utilize the dedicated bus lanes. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes (outside of proposed Transit Mall).</p> <p>More information on the proposed transit mall is available on the project website: https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fcontent%2Fproposed-transit-and-pedestrian-mall-downtown-whitby&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7Ca0f86f2869b142f641a608d8b7197ba8%7C9093f1a387714fb78596d51eeef18c</p>	

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			da%7C0%7C0%7C637460667382327310%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=nksYM%2B3N3m6NU%2BPGkpDYEgRpx7dHRPDUQt4CWYwKppk%3D&reserved=0 We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com Thanks again for your input	
2020-12-08	<div style="background-color: black; width: 100px; height: 1.2em; margin-bottom: 5px;"></div> <div style="background-color: black; width: 130px; height: 1.2em;"></div>	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>Thank you for your response and the information. I have always thought a pedestrian-friendly environment in the downtown core, like a pedestrian mall on a few of the streets, would be exceptional for Whitby, and something to work towards. However, the transit element is of some concern. In some cities around the world, there are pedestrian malls with intermittent transit traffic in the form of</p>	<p>On 2021-01-12, DS BRT team responds:</p> <p>Thanks again for your interest in the project. We wanted to respond to both your emails to make sure that you received responses to all of your questions. BRT is the preferred technology for the Durham-Scarborough corridor. LRT and BRT were evaluated as part of the Initial Business Case, completed in 2018. BRT was</p>	

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		electric streetcars or modern variants thereof. Perhaps that would be something to consider.	<p>preferred for its cost effectiveness to 2041 the projects horizon year. The technology is also preferred for its flexibility over LRT.</p> <p>The project will make use of the PULSE buses that Durham Region Transit has invested in. The system could be converted to LRT in the future, should the increases in ridership warrant the upgrade.</p>	
2020-12-08	H. McWilliam emails Ellesmere Rd. Businesses: McCowan Rd. to Markham Rd.	<p>Thank you for taking the time to meet with us on October 9 to discuss the Durham-Scarborough Bus Rapid Transit environmental assessment and preliminary design project.</p> <p>Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by next Friday, December 18.</p> <p>As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com.</p>		Meeting minutes attached for review.

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		We appreciate your participation in the project.		
2020-12-09	[REDACTED] [REDACTED] [REDACTED]	I'm having some difficulty adding our few members email/names to our Microsoft Teams meeting for tonight? Do I need to forward the names to you? Or can you change the meeting settings to allow me to invite them?	On 2020-12-09, M. Parkhill responds: You should be able to forward the meeting invite. Or you can send me the emails and I can add them. Let me know what you prefer,	
2020-12-09	[REDACTED] [REDACTED] [REDACTED]	I just forwarded the invitation this time, it seemed to work? I was trying to invite via Google Calendar and that didn't appear to be working. Can you tell if these names attached show up from your end?	On 2020-12-09, M. Parkhill responds: I can see that the following email addresses have accepted the meeting: [REDACTED] [REDACTED] [REDACTED] [REDACTED] It is an Outlook meeting appointment, and I know Outlook and Google calendar don't get along nicely! Let me know if you'd like me to forward the invite to others,	
2020-12-09	[REDACTED] [REDACTED]	[REDACTED] [REDACTED]		

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	[REDACTED]	<p>[REDACTED] [REDACTED]</p> <p>These 4 people are missing off your list.</p> <p>Plus add myself [REDACTED] Thanks for your help.</p>		
2020-12-10	[REDACTED] [REDACTED]	<p>The discussion with the interested representatives from the Durham Region Cycling Coalition was well covered. There are many social , educational & economic purposes to be achieved through the completion of this public transportation improvement project.</p> <p>Safety and traffic flow considerations dictate the planning and seem to be well looked after in the proposal.</p> <p>In respect of the implementation and construction budget it would be a serious omission not to provide toilet facilities at some of the station locations. It is easier and less costly to include them in the original work. There are designs that are more efficient and environmentally useful from today's manufacturers .</p> <p>Thank you for the opportunity for input. today's</p>		
2020-12-10	[REDACTED] [REDACTED] [REDACTED]	<p>We have completed the online survey and we just wanted to make sure that you get a</p>	<p>On 2020-12-10, H. McWilliam responds:</p>	<p>Attached record of petition signatures.</p>

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	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	copy of it as well all the petition signatures that we have here to submit for our cause. Please kindly confirm that you have received our e-mail.	Thank you, [REDACTED]. I have received your email.	Added to project mailing list.
2020-12-10	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Thank you Hailey.		
2020-12-11	M. Parkhill emails all recipients of project mailing list.	Durham-Scarborough Bus Rapid Transit Public Information Centre #3 Extended to January 10, 2021 We need your input on the proposed preliminary design. https://www.metrolinxengage.com/dsbrt You can provide feedback on the preliminary design by completing an online survey or through the interactive map: www.DSBRTmap.ca You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.		

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		<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>We appreciate your on-going participation in the project.</p>		
2020-12-11	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>I am an owner of the major mixed use development at Markham and Ellesmere</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED] We are very concerned about the proposed elimination of the left turn lanes. Some of the entrances are designated for shipping and if the major tractor trailers can't turn into the properties, this will be a serious impact on our tenants. The signalized intersection at Dolly Varden cannot accommodate the large trucks and wasn't designed to do so. Also the most easterly Ellesmere entrance services hundreds of cars daily to the office</p>		<p>[REDACTED] was invited to Ellesmere Road business owners information session hosted on 2021-01-28.</p>

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		buildings on the corner. The only other main entry point is on Markham road and the left turns are limited to only a few hours a day.		
2020-12-11	██████████ ██████████	<p>[Email sent to office of MPP Vijay Thanigasalam]</p> <p>Hi ██████</p> <p>Here is the email regarding the bus lane being proposed by metrolinx.</p> <p>My family has lived in Highland Creek for over 23 years and have always been proud to call it home. However, we are saddened by the destruction of this unique and beautiful neighbourhood by what Metrolinx is proposing with it's rapid transit.</p> <p>I attended one of Metrolinx's session earlier this year and was very surprised how little had been communicated to the community as Metrolinx had already come with a done deal of what they will be doing.</p> <p>When asked why Sheppard Ave was not presented as a choice the answer was Ellesmere Road was better but no reason/ explanation provided.</p> <p>When asked why the current curb lane from</p>	<p>On 2021-01-13, DS BRT team responds:</p> <p>Thank you for your letter. You raise several important issues, including route selection, changes along the corridor and local walk patterns and emergency vehicle access. The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.</p> <p>As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the</p>	Added to project mailing list.

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		<p>Kingston Road to Military Trail could not be used as the dedicated bus lane through this section the answer was, was this something that would be of interest. The curb lane on Morningside Road has been designated as a bus lane when houses do not front unto it. While in Newmarket where rapid transit lane was built by Metrolinx no dedicated centre bus lane was run through residential area. Therefore have to ask myself why is this being allowed to happen in Scarborough/Highland Creek?</p> <p>Having our houses fronting onto six lanes of traffic means that the entire community will change and not for the better. Do not know of any residential street that sits on six lanes of traffic. Most areas in the city that have centre bus lane is through commercial / business areas.</p> <p>The reason we all chose to live in Highland Creek was for it's peacefulness, beauty and uniqueness all of which will be lost with centre bus lane from Kingston Road to Military Trail. Going for a simple walk will means transversing across 6 lanes of traffic. Having relationship with your neighbor across the street will be lost, so much for that community feeling. All the mature trees along the road will be destroyed instead of being</p>	<p>region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.</p> <p>In the previous stages of the project a range of potential solutions were developed. This included an option to use dedicated BRT curb lanes. There were several reasons why the curb lane option was not selected as the preferred alternative including:</p> <ul style="list-style-type: none"> • Conflict with cars turning in and out of driveways needing to cross the bus lanes • Challenges for emergency services and deliveries that would block the curbside bus lanes 	

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		<p>preserved. How is this environmentally healthy for us or our community. Metrolinx will be expropriating our land while telling us that will not happen. Our houses will be sitting closer to the road with exhaust fumes, pollution etc coming into our houses. Nor can we forget the fact that we will not be able to make left turns from our driveways.</p> <p>Metrolinx states that centre bus lane will be used by emergency vehicles. However, most roads in Scarborough/Ontario/Canada do not have centre bus lanes and emergency vehicles have no difficulty getting to their destinations. In fact, centre bus lane would cause delay for emergency vehicles with all the buses in them. In an emergency the lives of the residents along Ellesmere Road are being put at risk by centre bus lane, as emergency vehicles will only be able to turn at certain places. As every second count In a medical emergency lost of live could be had.</p> <p>With three lanes of traffic each way this will also mean three lanes of snow being pushed into our driveway which is currently not being opened up by the city. If it is a struggle to clean deposit of two lanes just imagine how three will be for the many seniors that live on the street.</p>	<ul style="list-style-type: none"> • Problems with enforcement • The mixing of traffic in the curb lanes reduces the effectiveness of the lanes by reducing the reliability needed to maintain the service. <p>There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. The experience in the majority of other similar transit projects is that there is either no impact to property values, or the value of land increases as the added mobility provides a net benefit to the neighbourhood.</p> <p>Crossing the street at signalized intersections will be no different than it is today. At locations with stops, there will be an added refuge area in the middle of the road at the end of the access to the bus platform. Along Spadina Avenue and St. Clair</p>	

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		<p>As someone who often uses TTC, not true when Metrolinx says that Highland Creek residents who use TTC today will benefit from more reliable service. Currently the TTC service is very reliable.</p> <p>Other options such as Sheppard Ave and use of current curb lane from Kingston Road to Military Trail needs to be looked at. We need for Highland Creek politicians and leaders to stand up for Highland Creek and it's residents especially those living along Ellesmere Road. Our politicians and leaders along with other politicians who call themselves friends of Highland Creek need to demand better for this community and not allow for Highland Creek to change for the worst because it is part of Scarborough. We are proud to live in Scarborough and the uniqueness and beauty of the neighbourhood needs to be preserved.</p>	<p>Avenue, the less frequent transit vehicles provide opportunities for pedestrians to pause in the center of the road while crossing. It is unlikely that there will be any significant change for pedestrians crossing the road.</p> <p>Emergency vehicle have had the use of the Spadina and St. Clair dedicated streetcar lanes, and it has sown to be beneficial for access during bad weather, when there is local road congestion and at peak hours when traffic speeds are reduced. Allowing emergency vehicles to use the lanes when it is helpful is one of the added benefits of the transit priority infrastructure. We are also planning for the long-term future when traffic volumes will be higher and when this form of priority will provide more benefit. While transit service is reliable today in certain sections of the corridor, our modelling shows that this will change as population growth occurs and traffic volumes increase.</p> <p>Winter maintenance is a significant issue. Snow handling is being reviewed by the design team as work progresses. Removal by truck after</p>	

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			<p>the snowstorm has ended is one option that is used in other denser areas of the city where snow storage is problematic. There are solutions that have been used successfully elsewhere in the city and the team is reviewing these as the project progresses.</p> <p>The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.</p>	
2020-12-12	<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 115px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 105px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 90px; height: 15px; margin-bottom: 2px;"></div> <div style="background-color: black; width: 75px; height: 15px;"></div>	<p>[Email sent to office of MPP Vijay Thanigasalam]</p> <p>I recently submitted the following comments to Metrolinx about the changes proposed for Ellesmere Rd. from Military Trail to Highway #2. I have also been in contact with neighbors and can assure you that many of us are very concerned that these proposals will adversely change the neighborhood we live in and hold so dear.</p> <p><i>To Metrolinx</i></p>	<p>On 2020-12-14, T. Borovilos responds:</p> <p>Thank you for bringing your concerns regarding the Durham-Scarborough Bus Rapid Transit project to MPP Thanigasalam's attention.</p> <p>MPP Thanigasalam has been involved in conversations with this project with the Highland Creek Association and Metrolinx.</p>	

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		<p><i>Many, many concerns. Your plans for Ellesmere from Military Trail to Highway #2 are very problematic for those of us who live along what you call a 'pinch point'.</i></p> <p><i>If there were a cost-benefit analysis done for the residents of Ellesmere, I'm not sure you could find a benefit of any kind but you would surely find many 'costs' or negative externalities. I list a few below.</i></p> <p><i>#1. Your plans to expand Ellesmere to six lanes between Military Trail and Meadowvale will require the cutting down of hundreds of mature trees along the boulevards. I'm not sure that that's consistent with the long-term environmental goals set by the city of Toronto years ago.</i></p> <p><i>#2. The houses on Ellesmere between Military Trail and Highway #2 actually face the road; they do not back onto it. Thus, the reserved BRT lanes bounded by raised barriers will be unsightly and likely lower property values.</i></p> <p><i>#3. The reserved BRT lanes will create unnecessary inconvenience to the homes along Ellesmere. Only 'right turn' entrance into driveways means that many of us who live on the [REDACTED] will exit</i></p>	<p>He continues to provide feedback on the project to Metrolinx and the Ministry of Transportation on behalf of all residents who have contacted him regarding their concerns.</p> <p>Metrolinx previously informed us and constituents that The Durham – Scarborough Initial Business (IBC) in 2018 analyzed alternative routing options along Ellesmere Rd. Kingston Rd. and Highway 2A. Ellesmere Rd. was found to be the preferred option for the following reasons:</p> <ol style="list-style-type: none"> 1. It provides the most direct connection to key destinations within Scarborough saving travel time savings to transit users and operating costs. 2. It maximizes access to the corridor for the existing transit service network in Toronto and Durham region. 3. Provides the biggest benefits in connecting residents and employment to the wider transit network through to 2041. 	

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		<p><i>the 401 with our cars at Morningside rather than Meadowvale. This will increase traffic through the tight intersection at Military Trail and Ellesmere where hundreds of cars and pedestrians cross during the day.</i></p> <p><i>#4. The amount of traffic on Ellesmere between Military Trail and Highway #2 is minimal. Most coming from the east along Highway 401 in their cars do not exit at Port Union to come along #2 and turn onto Ellesmere. Those that use Ellesmere in cars are mostly residents getting to and from work, shopping etc. It is not a 'thorough fare'. Those that travel by TTC through that stretch of Ellesmere are very few and they are residents who live along and on the side streets of Ellesmere. Those who use Pulse buses coming from Durham are students going to UTSC. I'm not sure why any other Durham resident would be riding Pulse into Scarborough along that route. Thus, I'm not sure the investment of money in all these changes and the disruptions caused makes any short or long-term sense.</i></p> <p><i>My overall advice would be to leave the 'pinch point' alone. There is no need for designated lanes for buses between Military Trail and Highway #2 along Ellesmere. It seems to be working fine. Keep Ellesmere</i></p>	<p>4. Protects the future rapid transit expansion within Scarborough.</p> <p>At this time Metrolinx is currently hosting an online Public Information Centre #3.</p> <p>Durham-Scarborough BRT Project The purpose of the Public Information Centre is to present and seek feedback on the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures. The Public Information Centre will run until Sunday, January 10, 2021</p> <p>New metrolinx Virtual Event #3 November 16 – January 10 2020</p> <p>www.metrolinxengage.com/dsbrt</p> <p>https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3</p> <p>We had asked for an extension to January 10th based on feedback received from residents in the riding.</p>	

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		<p><i>from Military Trail to Highway #2 at four lanes. There's no need to expand the road. The amount of bus ridership -- TTC or Pulse -- along that stretch is minimal. What I would suggest, instead, is investing in a complete repaving of Ellesmere from Military Trail to Highway #2 to eliminate the bumps and vibrations. It will make for smoother and faster movement of all people, in cars and buses, while maintaining the integrity of what is a beautiful neighborhood.</i></p> <p><i>There's not much more to say. My neighbors and I have been discussing this. We're not upset with your BRT plan just because it will disrupt our neighborhood which it inevitably will. We're also upset because the plans don't seem to be worth the cost to the taxpayer. Again, lots of costs -- explicit and implicit; few, if any, benefits!</i></p>	<p>It should be noted that all PIC materials will remain on the website after the official consultation period ends and the public is encouraged to continue to write to the project team at dsbrt@metrolinx.com with their feedback on the project.</p> <p>Thank you again Joseph for sharing your concerns with us and do let us know if you have further concerns on this matter or any other Provincial matter going forward.</p> <p>Should we receive any updates on this matter we will be sure to let residents in the area know.</p> <p><i>DS BRT team provided a response on 2021-01-12.</i></p>	
2020-12-15	<div style="background-color: black; width: 100px; height: 1.2em; margin-bottom: 5px;"></div> <div style="background-color: black; width: 120px; height: 1.2em;"></div>	<p>[Email sent to office of MPP Vijay Thanigasalam]</p> <p>Re: Preserve the Community of Highland Creek</p> <p>My neighbours and I attended a Metrolinx sponsored meeting at the U of T, Scarborough campus last Fall regarding</p>	<p>On 2020-12-16, T. Borovilos responds:</p> <p>Thank you for sending MPP Thanigasalam your feedback and concerns regarding the BRT project.</p> <p>I have let MPP Thanigasalam know.</p>	Added to project mailing list.

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		<p>their rapid transit plans for a center bus lane through our residential community. We were stunned that this seemed to be a done deal and the only input from us that they seemed interested in were the proposed stops along the route from the Oshawa Shopping Centre to the Scarborough Shopping Centre.</p> <p>I have lived in my house for 52 years. My husband discovered this area and the house for sale in what he described as a quiet, beautiful street, outlined by mature trees heavy with snow. Over the course of the years I have seen many changes. The quiet street is now served by two bus companies, the TTC and Pulse on four lanes of traffic which necessitated the cutting down of those lovely mature trees!</p> <p>Now, this is proposed to happen all over again! The softening Linden trees will have to go with the proposed widening and isn't the City of Toronto supposed to be concerned about pollution and preserving the tree canopy to help with global warming? How does the Metrolinx plan move toward achieving these GOALS?</p> <p>The section from Meadowvale to Military Trail is totally residential. Established homes and newer ones are well maintained</p>	<p>In the meantime please let me know if I can forward your email to the Ministry of Transportation and Metrolinx staff for review and follow-up.</p> <p>Looking forward to hearing back from you soon.</p> <p><i>DS BRT team provided a response on 2021-01-12.</i></p>	

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		<p>and the residents are proud of their gardens.</p> <p>To see the boulevards disappear with the expropriation of our properties to make way for the extra enhanced two lanes is devastating. Some of the houses will be a few feet away from the road. Nowhere else, has Metrolinx run this through residential property.</p> <p>Why is it happening in Scarborough? Interestingly, the land grab stops at Conlins Road, not impacting the U of T properties!!</p> <p>It is difficult to get to know your neighbours across four lanes of road, six lanes will make it even more challenging.</p> <p>It seems that Ellesmere from the turn-off from Kingston Road to Meadowvale Road will just have a designated bus lane as it is only two lanes wide at the present. Why can this not be the plan for Meadowvale Road to Conlins Road. These DESIGNATED bus lanes are popping up all around Eastern Scarborough—Kingston Road, Morningside, Sheppard. Once you pass the University, it is non-residential—the houses past Orton Park Rd. have houses that BACK on to Ellesmere.</p>		

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		<p>With this plan access to our driveways becomes frustrating and dangerous. We would not be able to make left-hand turns into them.</p> <p>Preserve the Community of Highland Creek</p> <p>The existing TTC services are reliable. They pass by my house, frequently. I don't see the increased ridership reaching 5000 daily as Metrolinx proposed. They even admitted that most Eastbound riders get off at Morningside! With Covid-19 impacting our lives, many employees will continue to work from home, university students will be taking more courses on line as businesses and schools see the benefit of this. Travel commutes will not be necessary. I fail to see why anyone in the Oshawa area would travel to Scarborough Town—they have exactly the same stores in their own area. When I mentioned this at the meeting, they said that the idea people would get off at stops along the way. If it is a short distance, I think people will still use their cars.</p> <p>There is always the option of the Go-Transit if you are going into downtown TO</p> <p>We think that other options should be considered:</p>		

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		<p>1) Use the current curb lane as a designated lane 2) University students are served by Pulse so Metrolinx could swing on to Sheppard from Kingston Rd 3) 2A is a major traffic artery with lots of land on either side for more lanes, it could then swing up Military Trail a short distance to Ellesmere and then Westward</p> <p>We want the beauty of Highland Creek to be preserved and that means that our local politicians and other leaders who have praised the uniqueness of Highland Creek need to help us prevent Metrolinx from implementing their current plans for our area.</p> <p>We are not against progress, but, as proposed, this is not a good thing!!</p>		
2020-12-15	[REDACTED] [REDACTED] [REDACTED]	<p>Could I please get an accurate drawing of what is being proposed at [REDACTED] [REDACTED] in Ajax</p> <p>The [REDACTED] [REDACTED]</p> <p>From what I can gather, the expansion would include land up to the turn circle in my driveway which is probably 5 feet above the proposed curb</p>	<p>On 2020-12-21, M. Parkhill responds:</p> <p>Thank you for your email. The current preliminary design concept near [REDACTED] [REDACTED] is attached. You can review the design at our interactive map here: www.DSBRTmap.ca.</p> <p>The design concept west of Rotherglen Road includes 1 lane for westbound traffic, 1 eastbound left-</p>	<p>Attached preliminary design concept.</p> <p>Added to project mailing list.</p>

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		<p>As well as probably require the removal of a few very large and tall 50 foot tall trees</p> <p>I know it is too early to have all the details worked out, but I am curious as to what your plans are with respect to maintaining my Kingston Road access</p> <p>We are considering developing the site and need to know where the new proposed lot line would be to determine where we could place the building</p> <p>So we are in limbo until that line is fixed since the original line of what we were proposing is encroaching on the land that you are proposing to use for the traffic lane and sidewalk</p>	<p>turn lane, and 2 lanes for eastbound traffic. Plus 2 centre-running bus lanes (shown in red) and a transit platform for bus riders (shown in blue). The design concept also includes new wider sidewalks on both sides of Kingston Road west of Rotherglen Road.</p> <p>Based on the current design, approximately 7 metres of property may be required from the existing property line. The extent of property impact will be confirmed through the detailed design process. There may be other Regional needs, such as daylight triangles or potential utility easements.</p> <p>Note that the existing driveways at [REDACTED] would be maintained; however, access on Kingston Road would become right-in / right-out only. Eastbound vehicles could either turn left onto Rotherglen and access the driveway there. Or make a u-turn at Rotherglen and turn right into the driveway.</p> <p>The design concept as shown would require removal of about four trees on the private property and one street</p>	

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			<p>tree that is within the road right-of-way.</p> <p>If you have other questions regarding developing the site, please contact Region of Durham Planning and Development group (https://www.durham.ca/en/doing-business/planning-and-development.aspx). The Region of Durham can give you more information about the future right-of-way of Kingston Road.</p> <p>Let me know if you have any other questions,</p>	
2020-12-15	<div data-bbox="346 873 626 902" style="background-color: black; width: 104px; height: 18px;"></div> <div data-bbox="346 911 747 940" style="background-color: black; width: 149px; height: 18px;"></div>	<p>I would appreciate it if you could provide me the following:</p> <p>a) Any research that you have done showing the number of people in the corridor between Military Trail and Kingston Road that are currently (i.e. 2019 or whatever your base year is) using the Pulse bus service to travel east.</p> <p>b) The annual forecast of people in the corridor between Military Trail and Kingston Road that are expected to use the DSBRT system to go east over the period 2020 to 2040</p> <p>c) Alternative high and low scenarios associated with the forecast in b) above</p>		Added to project mailing list.

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		<p>d) In your presentation you estimate the benefit cost ratio for the project to be 1.2. What will be this ratio under the alternative scenarios in c) above?</p> <p>e) Do you expect the impact of Covid 19 on the working patterns (i.e. telecommuting and om-line shopping) to affect the viability of this project?</p> <p>Thank you in advance for your responses to my questions.</p>		
2020-12-16	<p>██████████ ██████████████████</p>	<p>I would like to say that when the left turn can hamper businesses, it should be reconsidered as business is the life blood of a city.</p> <p>I am one of the tenant of ██████████ ██████</p>		Added to project mailing list.
2020-12-16	<p>██████████ ██████████████████ ██████████████ ██████████ ██████████████████</p>	<p>[Email sent to MPP Vijay Thanigasalam]</p> <p>As a resident of Highland Creek for 35 years, I am very upset by the Metrolinx proposal for Ellesmere Road. I am wondering how many Members of the Planning Committee or Politicians would want 6 lanes of traffic going by their front doors?</p> <p>We are the only section of this Proposed Rapid Transit that it will affect the most. All other transit systems go through</p>	<p>On 2021-01-13, DS BRT team responds:</p> <p>Thank you for your letter attached. You raise several important issues, including route selection, changes along the corridor, and winter maintenance. The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional</p>	Added to project mailing list.

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		<p>Commercial Properties and so stimulates the economic growth of these areas.</p> <p>If this is to go through, we will not be able to go East out of our driveways or turn in from the West. We would have to be creative to find ways to get home.</p> <p>Snow removal would be a disaster. We are supposed to be cleared at the end of our driveways after a snowstorm. Well, that hasn't happened for a long time. Can you imagine the snow build up on 6 lanes for removal, virtually impossible to clear.</p> <p>We pride ourselves as Highland Creekers. We have already gone through construction on this street when it went from 2 lanes to 4 quite a few years ago. At this time, there used to be a hill. The road was raised approximately 9 feet at that time. In the first Spring after that, I had a major flood in the basement. The City claimed no responsibility.</p> <p>I do not wish to go through another construction, which, this time would involve taking out our mature trees and entirely upsetting the eco system of our area.</p> <p>I have been observing the buses that go by my house. Very few if any passengers are</p>	<p>technical studies, and future consultation.</p> <p>As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.</p>	

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		<p>on them, including the Durham buses. It was like this long before Covid-19.</p> <p>It would seem to me that money would be better spent publicizing the beauty of Scarborough and in particular Highland Creek. It is no secret that Scarborough has had a bad image for a long time. It is time that the Politicians stood up for us.</p> <p>Leave the lanes as they are. Perhaps paint a designated bus lane as on Kingston Road, but better yet, re-route the Durham buses to go along Sheppard to join up with the transit system on Morningside. Please do not upset our neighbourhood.</p> <p>[REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed.</p> <p>Transit service east of Military Trail is provided by the TTC Route 95A, which ends about four blocks or 1 kilometre east of your house. As with most bus routes, the ridership near one end of the route is lower than the other end. Transit demand increases as you travel further west along Ellesmere Road toward Scarborough Centre. Once the DSBRT is in place the TTC is considering extending Route 95A easterly to Sheppard Avenue/Port Union Road, and Durham Region Transit intends to extend the PULSE service to Scarborough Centre. These transit route extensions will increase access to services and ridership in the Highland Creek area and the buses will be</p>	

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			<p>busier. Residents will be able to travel via both TTC and DRT services along Ellesmere Rd in Scarborough. TTC, DRT and GO buses all regularly monitor and collect ridership information as well as forecast future ridership.</p> <p>The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to turn left at signalized intersections. Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn “green arrow”. This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.</p> <p>Roadway construction projects can be disruptive. Metrolinx and the City of Toronto will work together to maintain local access, especially emergency services access, during construction. Metrolinx and the City are aware of the impacts of construction on local areas and will be developing a plan for this corridor as the project moves from the current planning phase to detail design.</p>	

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			<p>Winter maintenance is an issue. Snow handling is being reviewed by the design team as work progresses. Removal by truck after the snowstorm has ended is one option that is used in other denser areas of the city where snow storage is problematic. There are solutions that have been used successfully elsewhere in the city and the team is reviewing these as the project progresses.</p> <p>The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.</p>	
2020-12-17	<div></div> <div></div>	Once again planning is making the automobile king, ignoring the walkability of the existing neighbourhood, limiting the pedestrian to signalized intersections, and separating Highland Creek into two distinct communities, separated not by natural geographic features, but rather by man-made barriers that will once again sterilize		Added to project mailing list.

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		<p>once was a rather active and social community into communities bounded by infrastructure designed simply to move commuters from the suburbs and outlying communities into a downtown core already overwhelmed by transportation-related infrastructure. As roadways become wider, more and more of existing communities are lost to concrete and steel that has absolutely nothing to do with community development or community sustainability. That the scope of the roadway being proposed strictly for automobiles in this time of climate change awareness, economic hardships being faced by the generations that this project is targeting, decreasing reliance on personal automobiles by these same generations is astonishing!</p> <p>Coming out of this pandemic, with many businesses taking a hard look at alternative work space and arrangements, is not Metro Linx pursuing a plan that could vert well be out of date before the first shovel hits the ground?</p> <p>Scarborough College Campus, despite the Secondary plan sub mitted for review to the municipality, will also be divided into two separate campuses, the initial campus on Military Trails, and the emerging campus flanking Military Trail and fronting onto Morningside. Having been expropriated by the college in the 1960's and observing a</p>		

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		large portion of those lands sit dormant and unutilized, or under utilized for more than 45 years, you might understand the skepticism of many about the efficacy of this type of "planning", especially when Metrolinx's messaging around "Minimal property acquisition required to achieve Official Plan right-of-way", and "Minimal natural heritage features and cultural heritage resources" is so dismissive of the residents who will be impacted by this project. It is worth noting that Natural Heritage features and Cultural Heritage DO NOT address the culture and heritage of the community of Highland Creek that is being drastically impacted by this transportation project.		
2020-12-17	██████████ ██████████ ████████████████████	<p>[Email sent to office of Whitby Council/ D. Mitchell]</p> <p>Hello Mayor Mitchell, Regional Chair Henry and members of the Whitby council and BIA,</p> <p>I am a homeowner living in downtown Whitby, and have only recently learned about the plans for the so-named "Transit Mall" which will prevent cars from travelling east and west along Dundas Street from Euclid to Athol Street.</p>	<p>On 2020-12-17, M. Lee (Office of the Mayor and Council) responds:</p> <p>Thank you for your email which was provided to Mayor Mitchell for his review and he will respond directly to your concerns.</p> <p><i>DS BRT team provided a response on 2021-01-12.</i></p>	Added to project mailing list.

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		<p>I watched the recording of the Background Information Session on the Durham-Scarborough Bus Rapid Transit Project last night, and it left me with some very grave concerns, that I believe are being overlooked by council.</p> <p>As most of you are aware, Athol Street is a school zone, with Sir William Stephenson Public school situated at the end of the street. Many young students walk along Athol, as it is the only direct route to get to the school.</p> <p>If a traffic mall is constructed, and cars are unable to continue eastward along Dundas (or exit off Brock Street east onto Dundas) there is no question more traffic will be diverted off Dundas (Highway 2) and Brock Street (which as you all know, is one of the main exits off Highway 401 into Whitby) and on to our residential streets.</p> <p>If the transit mall is built, and cars are unable to continue east along Dundas, anyone wishing to do so will have to divert on to residential streets, crossing King Street, Centre Street, Byron Street, Brock Street, Green Street and finally on to Athol Street, before they can turn east to continue along Dundas Street.</p>		

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		<p>Similarly, anyone travelling north on Brock Street who wishes to go east along Dundas will have to turn off Brock Street and cross Green Street and on to Athol Street, before continuing east.</p> <p>There is no doubt we will see an increase in traffic on Athol Street, which is for all intents and purposes, a school zone.</p> <p>Traffic will also be redirected onto residential streets north of Dundas, but as a resident living south of Dundas, and as a parent, my biggest concerns are for the safety of the children attending Sir William Stephenson and Henry Street high school.</p> <p>I'm opposed to this plan on other grounds, as only a small percentage of people use the buses to go shopping in downtown Whitby (and even a 25% faster bus system won't change that) and people need to park their cars somewhere in order to shop and eat in the downtown area.</p> <p>As a former resident of Newmarket, living along Davis Drive during their construction, I can also promise you that the construction of these Metrolinx lanes will take years to complete, and customers will not be able to access the shops and restaurants in the</p>		

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		<p>area for years, and many shops will go out of business during that period. However, that complaint will be delivered to Metrolinx, as the town of Whitby has no power to fight Metrolinx.</p> <p>This council does have the power to continue to allow traffic to travel east and west along Dundas Street, and I ask you to reconsider your plans for the transit mall.</p> <p>As Mayor Mitchell stated, safety is one of his top priorities for the downtown area. In attempting to safeguard Dundas Street for pedestrians, you are potentially increasing traffic and risking the safety of pedestrians (many of them school aged) along several residential streets.</p> <p>I ask you to please reconsider.</p>		
2020-12-17	<div data-bbox="344 1013 677 1159" style="background-color: black; width: 100%; height: 90px;"></div>	<p>On 2020-12-17, M. Parkhill emails:</p> <p>Thank you for your questions dated November 24, 2020 regarding climate change and bird-friendly station designs.</p> <p>We agree that climate change resilience is an important consideration for all infrastructure projects. Development of climate models and their derivatives to predict impacts of future extreme weather</p>		

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		<p>events is a collaborative effort of multiple agencies. Conservation Authorities and local Municipalities are being consulted to develop the preliminary design of the Durham-Scarborough Bus Rapid Transit project. Due to the levels of uncertainty with both Global and Regional Climate Models, consideration of climate change has not been standardized. This project does consider extreme weather events and increased rainfall intensities to identify infrastructure climate risk and flood vulnerability following technical guidelines on valley and stream corridor crossings and stormwater management published by the Toronto Region Conservation Authority, Central Lake Ontario Conservation Authority, and local Municipalities.</p> <p>A series of criteria are used to evaluate the flood resilience and risks of climate change of the transit infrastructure. The criteria are based on hydraulic models simulating riverine flooding obtained from the Conservation Authorities. Criteria include the limit of regulatory floodplain, potential stormwater overland flooding areas, flow depth and velocities in floodway. In addition, green infrastructure is also being considered in the stormwater management to increase climate change resilience.</p>		

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		<p>The project will also include recommendations for regular monitoring during operation of the transit facilities for climate resiliency. You may also be interested to know that a Climate Change and Sustainability Report will also be produced as part of the project. The report will evaluate potential impacts and mitigation measures related to climate change. This report will form part of the Environmental Project Report that will be available for public review next year.</p> <p>Regarding the station design, it is important that the shelters have some glazing to enhance safety for transit riders to meet Crime Prevention Through Environmental Design (CPTED) standards. The design presented as part of PIC #3 is conceptual to illustrate the general massing and scale against the streetscape. During a future detail design phase, the shelter design will be completed including:</p> <ul style="list-style-type: none">• Materials, colours and finishes of the platform surface and/or wall panels• Number of glazed panels. For curbside platforms, some panels can be removed so the platform can be accessed at multiple locations• Art, maps, and cultural heritage elements		

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		<ul style="list-style-type: none"> • Placement and amount of benches and seating • Curbside platforms can be narrower or integrated with sidewalk <p>Bird friendly frit and colour contrasted distraction pattern will be applied to shelter glazing in accordance with municipal requirements, Metrolinx design standards, Accessibility for Ontarians with Disabilities Act (AODA), and Metrolinx Universal Design Guidelines.</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 project updates.</p>		
2020-12-18	<div style="background-color: black; width: 100px; height: 1.2em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 150px; height: 1.2em;"></div>	<p>Good day, I am a resident of the Highland Creek community a hidden gem within Toronto a heritage village with historical values. I also live on one of the side streets just south of Ellesmere Rd.</p> <p>You, METROLINX along with the city and provincial government are planning to build the BRT along Ellesmere Rd. It would be a GROSS Misjudgment in error to even consider building this huge disruption in the middle of a residential community. There are beautiful large single family homes along the entire length from Kingston Rd to</p>	<p>On 2021-01-13, DS BRT team responds:</p> <p>Thank you for your letter. We understand your concerns regarding the proposed changes to Ellesmere Rd, bus access and the environmental and property impacts associated with the project. We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is</p>	Added to project mailing list.

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		<p>Military Trail (approx 220) and it would be the first in Ontario, if not Canada for METROLINX to do something like this in the middle of a residential community. The noise pollution the traffic disruption the expropriation of property the health risks of high tension wires to accomplish this feat is unconscionable when SHEPPARD Ave the next main large road just north of Ellesmere with wider four lanes no homes but only businesses and open space is the logical choice.</p> <p>If this is being done to serve THE UNIVERSITY because they have deep pockets and lobbyist to get their way would be a disgrace and shows that they have NO vested interest in our COMMUNITY — A HERITAGE COMMUNITY. Instead of the beautification of our community they are trying to destroy it. There is no reason why a student could not take a bus south from Sheppard to get to the university or walk!!!</p> <p>NO TO THE DSBRT ON ELLESMERE RD Thank you A CONCERNED RESIDENT OF 35 years</p>	<p>dependent on detailed design, funding, additional technical studies, and future consultation.</p> <p>The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor. We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers and minimize impacts to the natural environment. We have completed a review of existing environmental conditions, traffic and travel patterns.</p> <p>You must have seen a lot of change in the Highland Creek area. Population and employment growth in Scarborough is predicted to</p>	

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			<p>continue. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.</p> <p>As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2,</p>	

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			<p>and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.</p> <p>There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. We are still</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>refining the design to minimize impacts to property as much as possible.</p> <p>The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.</p> <p>On 2021-01-14, DS BRT team responds:</p> <p>H [REDACTED]</p> <p>Thank you for your letter. I know we have provided you with a response but I wanted to make sure it was captured via this email address as well.</p> <p>We understand your concerns regarding the proposed changes to Ellesmere Rd, bus access and the environmental and property impacts associated with the project. We would first like to clarify that the project is currently in the preliminary</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.</p> <p>The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor. We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers and minimize impacts to the natural environment. We have completed a review of existing environmental conditions, traffic and travel patterns.</p>	

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			<p>You must have seen a lot of change in the Highland Creek area. Population and employment growth in Scarborough is predicted to continue. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.</p> <p>As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.</p> <p>There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the</p>	

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
			<p>streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. We are still refining the design to minimize impacts to property as much as possible.</p> <p>The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.</p>	
2020-12-22	K. Demasi emails all recipients of project mailing list.	<p>Durham-Scarborough Bus Rapid Transit Whitby Community Meeting Thursday, January 7, 2021 at 6:30 pm</p> <p>The event will be held at: https://www.metrolinxengage.com/en/dsbrt/WhitbyBRTmeeting</p> <p>We kindly request that you circulate this notice to your colleagues, neighbours and friends.</p> <p>You can review project information specific to the Town of Whitby at: https://www.metrolinxengage.com/en/content/whitby</p>		

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		<p>You can provide feedback on the design at any time by completing an online survey or through this interactive map: www.DSBRTmap.ca</p> <p>You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.</p> <p>We appreciate your on-going participation in the project.</p>		
2020-12-22	<div style="background-color: black; width: 80px; height: 15px;"></div> <div style="background-color: black; width: 70px; height: 15px;"></div> <div style="background-color: black; width: 200px; height: 15px;"></div>	<p>Thank you for sending the image / concept / plan</p> <p>You may not be aware that we are considering developing the properties at <div style="background-color: black; width: 190px; height: 15px;"></div></p> <p>Our current plan is to build a retirement home and we have been in discussions with the planning department in Ajax</p> <p>In order to proceed we need to know where to relocate the placement of the new building and amend the drawings</p> <p>Currently our design was butted up to the existing sidewalk so obviously that will need to change.</p>	<p>On 2021-01-07, M. Parkhill responds:</p> <p>Hello <div style="background-color: black; width: 60px; height: 15px;"></div></p> <p>It would be best for you to connect with the Region of Durham Planning and Development group regarding your proposal for development (https://www.durham.ca/en/doing-business/planning-and-development.aspx).</p> <p>The Region of Durham can give you more information about the best way to proceed.</p>	

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		<p>And if utility easements and view angles take away even more land, reducing the density, then obviously the site can become less viable For instance, could those utilities be moved underground through the Village?</p> <p>That all said, we are primarily concerned with getting a development with the appropriate zoning approved and built and like the idea of having the bus stop at the door.</p> <p>Please know that we are very much interested in seeing how we can work together to get this worked out so everyone wins.</p> <p>The image you sent has some comments on it like “property impacts are under review”</p> <p>Can we be included in these discussions?</p> <p>Looking forward to talking to you soon</p>		
2020-12-23	[REDACTED] [REDACTED] [REDACTED]	<p>On 2020-12-23, H. McWilliam emails:</p> <p>Thank you for taking the time to meet with us on December 9 to discuss the Durham-Scarborough Bus Rapid Transit project.</p>		Meeting minutes attached for review.

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		<p>Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by Monday, January 11.</p> <p>As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.</p>		
2020-12-30	██████████ ████████████████████	Add me to the list	<p>On 2021-01-05, DS BRT team responds:</p> <p>Your email has been added to the project mailing list</p>	Added to project mailing list.
2020-12-30	██████████ ████████████████	<p>Metrolinx is a Mega Corporation, doing what it wants with no government oversight, because half the politicians are on your board or in your pocket. Have fun on the Golf Course in Las Vegas !!</p>	<p>On 2021-01-14, DS BRT team responds:</p> <p>Thank you for your email. We have noted your comment as part of the public record for this project.</p> <p>We are currently reviewing all the feedback from the recent public information centre. You can keep</p>	

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			<p>updated with the project via the website</p> <p>https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinxengage.com%2Fdsbrt&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7Cc78e59bdf4843d91d6a08d8b8a9d936%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637462386927466653%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C1000&data=%2F5wL0CqvSQfsQDJi8YacSWDD%2FyLbWaQI%2FKg4cPdYZrU%3D&reserved=0</p> <p>Additional engagement is planned for 2021.</p>	
2021-01-04	[REDACTED]	Please see the attached letter from DRCC with additional comments following our virtual meeting on December 9, 2020.		Letter addressed to M. Parkhill attached.
2021-01-05	[REDACTED]	This is exciting news! The expansion will really help improve our transit system. I wanted to reach out to let you know that we have two hotels in Ajax near Kingston Rd. E. and Salem Rd, the Hilton Garden Inn Ajax with 134 guest rooms and Homewood Suites by Hilton Ajax with 104 guest suites. We'd love to offer you a preferred rate while you work on this project to create peace of		

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		mind for the price and an easier booking process. Could you please let me know who I can speak to about this opportunity?		
2021-01-05	██████████ ██████████	<p>This will make the 3rd time I have submitted my questions with no response from you. These are my questions...</p> <p>1. Is the currently existing sufficient road right of way to accommodate the additional lanes?</p> <p>2. If not, and expropriation of a portion of some properties will be required, then, a) Will this be done on south or north side of Dundas, or both?, and b) are we looking at several feet or more?</p> <p>Please advise. ██████████ ██████████</p>	<p>On 2021-01-14, DS BRT team responds:</p> <p>Thank you for your email submission. Here are responses to your questions:</p> <p>1. Is the currently existing sufficient road right of way to accommodate the additional lanes?</p> <p>Majority of the corridor can fit within the designated right-of way. The design is still in draft and we are still refining to try and reduce the footprint as much as possible and limit the impact of widening. This work is underway now and will continue in 2021.</p> <p>2. If not, and expropriation of a portion of some properties will be required, then, a) Will this be done on south or north side of Dundas, or both?, and b) are we looking at several feet or more?</p> <p>We are still refining the footprint so we cannot yet provide a specific number</p>	Added to project mailing list.

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			<p>for any required property that the project may need. We will be in contact with property owners once we have finalized the design.</p> <p>We have added you to the mail list for the project so you will receive updates on new information as we have it available. You can also review the design plans here: https://www.metrolinxengage.com/en/content/whitby click on 'view design drawings'</p> <p>The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.</p> <p>On 2021-01-14, DS BRT team responds:</p> <p>Hi [REDACTED]</p> <p>I know we have previously emailed you but I wanted to make sure we have answered all your questions</p>	

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			<p>The preferred design between Lakeridge Rd and McQuay Boulevard is centre median transit lanes- with stops at major intersections. There are also plans for a new continuous sidewalk and bike paths along this stretch.</p> <p>Majority of the corridor can fit in within the official plan right of way. We are still refining the design to try and minimize impacts beyond this right of way. This work will continue in 2021. We do not yet have specific details on how much property may be needed beyond the official limits and whether or not it would be taken from one or both sides of Dundas St. Property owners will be contacted once we finalize the design.</p> <p>A stop is not currently proposed at Halls Rd. The proposed stops are located at Lakeridge Rd, Des Newman, McQuay Blvd before getting into downtown.</p> <p>You are correct that we do not yet have a specific timeline for construction of this segment. The corridor has not yet received a commitment for full capital funding.</p>	

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			<p>Timelines for implementation will be determined in a future phase of work once this current phase is complete.</p> <p>Apologies for the delay in responding- we are still going through all comments received from the recent public information centre. You can of course get in touch with someone from the project team anytime via this email address</p>	
2021-01-05	<p>██████████</p> <p>████████████████████</p>	<p>Good day to whom it may concern:</p> <p>I missed the window for comments so I saw this email and so I am sending my comments to this email that was shown.</p> <p>I am in favour of anything that moves folks rapidly on a dedicated pathway. It's interesting that the route proposed is starting from Scarborough Town Centre and ending up in downtown Oshawa. Hopefully this proposal gets implemented as it will help. How fast you can move folks is another thing. Hopefully you folks will be transparent on this once installed.</p> <p>If it's not as fast as moving by car or GO or Subway it's better then what is available</p>	<p>On 2021-01-14, DS BRT team responds:</p> <p>Thank you for your email and input. No problems about missing the submission deadline – you can send comments anytime to the project via this email. All comments will be considered.</p> <p>You are correct that the BRT will not be as quick as a subway or perhaps the GO Train, depending on your destination of course. It might be quicker for shorter trips. Currently can take approximately 100 minutes to travel between Oshawa and Scarborough Centre (pre COVID). This project reduces that time to approx. 75 minutes which is approx.</p>	Added to project mailing list.

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		<p>now and cheaper. As a layperson I think it's a good filler only for the short term. My vision would be to take this path in the future for a standard main line which is the subway and eventually replace it with the subway same track that subway Line 1, 2 that is the well established subway standard mainline that is standard. I like standardization. Having different routes like LRT, UPX, the new Metro line is not standardized. To me that is the goal is standardization of one system not a bunch of different ones. The well established mainline for the subway is Line 1 and 2, 4. I consider line 3 not a subway but elevated and not on the same track. Could you picture the mainline for Canada's transcontinental railway system having different tracks across the country. I hope you folks see what I mean.</p> <p>If you have time would be interested in your response to my comments if at all possible.</p>	<p>25% improvement to transit travel time. It will also improve reliability so that people will likely save approx. 10minutes per trip. Approximately 40% of trips start and end along the corridor which indicates that these improvements to reliability and frequency will benefit both Durham and Scarborough residents and help people get to where they need to go quicker and more efficiently.</p> <p>You raise some interesting points about planning for the long term. Our modelling for this project is for 2041 and the results show that BRT can support the expected population and employment growth through until 2041. A benefit of BRT projects is that they can be upgraded to LRT systems if demand warrants it in the future. These things are all considered as part of the design process and in our forecasting and modelling. Metrolinx looked at a wide range of corridors and technologies when developing the 2041 Regional Transportation Plan. There are many corridors across the GTA including in Durham that are planned to have various forms of rapid transit on them, creating a frequent rapid transit</p>	

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			<p>network to support the expected growth in the long term.</p> <p>We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com</p>	
2021-01-06	<p>██████████ ██████████████████</p>	<p>We are the owner of the lands at ██████████ ██████████████ in the Town of Ajax. Upon review of the materials on the project website we have some questions about the project and I would like the opportunity to discuss with staff. Please give me a call at your earliest convenience at ██████████</p> <p>Also, I understand there is a Whitby Q & A session scheduled for tomorrow evening. Was there, or will there be a similar session for the Town of Ajax?</p> <p>I look forward to hearing from you.</p>	<p>On 2021-01-08, K. Demasi responds:</p> <p>Nice to speak to you earlier</p> <p>Please contact David Dunn – Project Manager Durham Region for more info. He is cc'd on this email. And his number ██████████</p> <p>Thanks and have a good weekend</p>	<p>K. Demasi called ██████████</p> <p>Added to project mailing list.</p>
2021-01-06	<p>██████████████████ ██████████████████████████████ ██████████ ██████████████ ██████████████████</p>	<p>Please see attached my letter providing feedback on the Durham - Scarborough BRT project from a cycling perspective. The following have been copied to this letter.</p>	<p>On 2021-01-14, DS BRT team responds:</p> <p>Thank you for your email and letter of support. The team is reviewing and will get back to you.</p>	<p>Letter from ██████████ ██████████████ attached.</p> <p>Added to project mailing list.</p>

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Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		<p>- [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	We look forward to additional engagement with you on the project this year	
2021-01-07	[REDACTED] [REDACTED] [REDACTED]	<p>On 2021-01-07, [REDACTED] emails [REDACTED]</p> <p>I was just on the community Town Hall for Whitby with metrolinx concerning the new Transit plan and dedicated bus lanes. I am very interested in this topic as a 30-year citizen up Whitby with four children. We have raised a family here and I am very interested in and invested and getting involved on the community liaison committee . Please consider my application .</p>		Added to project mailing list.
2021-01-07	[REDACTED] [REDACTED] [REDACTED]	<p>I would like to introduce myself.</p> <p>I am one of the owners of the properties on the [REDACTED] [REDACTED] and also some industrial buildings west on Ellesmere Rd and North on Markham Rd.</p>	<p>On 2021-01-14, DS BRT team responds:</p> <p>Thank you for your email. We are reviewing and will get back to you shortly with more details.</p>	Added to project mailing list.

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		<p>The buildings are Office, Industrial and Retail , they total more than 500,000 Square Feet.</p> <p><u>We view what you are planning to be a complete disaster to the community and to the businesses that will be effected by your preference to build a Centre-median bus lanes on Ellesmere Rd. between McCowan & Ellesmere.</u></p> <p>This also will cause traffic problems for our tenants on Markham Rd. which has many traffic problems already and has turning restrictions associated with the properties .</p> <p>The Office buildings at the corner of [REDACTED] . have close to 120 businesses and accommodate over 1,000 parking spaces, entering and exiting the roadway is crucial for the tenants , visitors and community .</p> <p>The Retail to the west consist of Three buildings with access to Dolly Varden signal light but the driveway joining the properties is very narrow and backs up already, so adding more cars through this corridor would not be realistic and not an option.</p> <p>The Eight Industrial building have hundreds of vehicles visiting weekly and all truck</p>		

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		<p>drivers will have a great deal of trouble maneuvering their Transport trucks entering and exiting the driveways if a Centre-median lane is constructed and there is no left turning maneuverability.</p> <p>This is a big concern for us ,our tenants and visitors and for the whole community as this will have a very negative impact on thousands of people on a daily basis.</p> <p>I have many more concerns that will need to be talked about, but I would like more information from you regarding impact studies for the neighborhood and I would like to see the traffic study if done before Covid 19 .</p> <p>I would like to see the study to show how vehicles would maneuver around and get into corresponding driveways North on Markham Rd. and West of Markham Rd on Ellesmere Rd. to Bellamy (U Turns and traffic flow etc.)</p> <p><u>At this point in time we can only see Curbside Bus Lanes shared by TTC and VIVA with a dedicated left turn lane down the middle of Ellesmere Rd. between Markham and McCowan working for the Community</u></p>		

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		<p><u>.Employers ,Employees and all visitors to the area.</u></p> <p><u>We don't see a problem for a Centre-median lane East of Markham Rd .on Ellesmere Rd. (similar to Davis Drive in Newmarket where it changes at a certain point) .</u></p> <p>I would also like to see all the feedback from the community .</p> <p>Please send me the info that I requested above and any other reports that we should see so we can work with you on planning the future transit for this community .</p> <p>If you have any questions or would like to discuss anything please feel free to contact me .</p>		
2021-01-08	<div style="background-color: black; width: 100px; height: 1em; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100px; height: 1em;"></div>	<p>Comments had nothing to do with GO service on the 401 corridor - don't care! My concern is about Metrolinx wanting to "eliminate" on street parking in HISTORIC DOWNTOWN WHITBY FOR 2 blocks so your buses can BLOW THROUGH 4 lanes without having to swing around parked cars Those cars are parked because they are attending small local businesses who will</p>	Additional response sent 2021-02-05.	

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		go out of business if Metrolinx gets its wish - or I should probably say -WANT'S		
2021-01-08	██████████ ████████████████████	Please keep me informed by sending your Mailing list	On 2021-01-08, DS BRT team responds: You have been added to the project mailing list Thank you for your interest in the Durham-Scarborough BRT	Added to project mailing list.
2021-01-10	██████████ ████████████████████	As a home owner and long resident of Highland Creek, I am very concerned about the negative impact the BRT will have on my community. I understand that this will be the only place in Ontario to have a rapid bus line traveling through a residential area and this will be very disruptive to traffic flow and the life of people in Highland Creek. Why do we need another bus line when there is TTC and PULSE buses on this street? With the pandemic and it's long term effects, will classes resume at UTSC or will the future be on-line for most aspects of our life? Who will take a bus from Oshawa to the heart of Scarborough or downtown when there is the GO train? I hope that this plan will be downsized to allow Ellesmere to retain the mature trees	On 2021-01-14, DS BRT team responds: Thank you for your email submission The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation. Impacts to the environment, trees and access are all still under review and more information will be provided as the project moves through the environmental assessment. The aim of the project is to provide dedicated transit lanes to support existing bus services along Ellesmere Road to operate more reliably. This	Added to project mailing list.

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		and prevent the blockage of so many intersections to left hand turns. Please do not tear Highland Creek apart.	<p>includes both Durham Region Transit's existing PULSE service and TTC services. It is not a new bus service. Residents of Scarborough will benefit from the more frequent and reliable bus service which will connect destinations within Scarborough and Durham Region. The project is not to connect people to downtown Toronto, but to provide much needed bus connections to locations within Scarborough and within Durham Region. Dedicated bus lanes will provide better service for those already using transit, encourage increased transit usage through better and more reliable services, and help reduce the pressure to build more roads for cars. The project balances local needs, environmental factors and corridor needs to achieve its objectives.</p> <p>There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to</p>	

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			<p>provide a safer community and reduce vehicle speed.</p> <p>Over the last several months, COVID-19 has had a large impact on travel patterns. While there is uncertainty surrounding the “new normal”, we know that the use of private cars for all trips is not sustainable or viable. Transit ridership patterns go up and down but over time, the long-term trend is continuing up. The region will continue to grow and we will need to find solutions to move more people more efficiently. Cities around the world have found that public transit plays a vital role in the mobility of urban areas.</p> <p>The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.</p>	

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, November 26, 2020 10:21 AM
To: [REDACTED]
Subject: FW: Form submission from: Contact the Project Team

[REDACTED]

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

Hi [REDACTED]

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

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

Thanks,
Kristin

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



Hello,

Submitted on Monday, November 16, 2020 - 16:19

Submitted by anonymous user: 2607:fea8:5ae1:3000:840b:123e:c84d:a4c0

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Scarborough - Durham Line Survey not accepting submissions

Message: Your Scarborough - Durham Line Survey is not accepting submissions.

How am I able to participate?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/17885>



Facebook



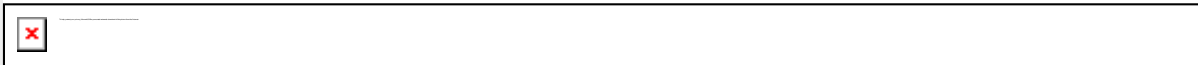
Twitter



Instagram

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Monday, November 16, 2020 8:14 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Monday, November 16, 2020 - 20:13

Submitted by anonymous user: 2607:fea8:7b80:1e:9058:b5db:a1be:7f26

Submitted values are:

[REDACTED]

[REDACTED]

Subject: BRT Stop Design

Message:

I have a concern with regard to the design for the BRT Stops. I am concerned that level boarding platforms for buses while may seem great for accessibility may not be better than a kneeling bus or ramp deployment. The reason that I say this is that in many instances where level boarding platforms has been implemented using low floor buses it has required the vehicles to slow down to a crawl in order to properly dock with the level platform.

Also the Durham Region Stops are proposed to have platforms that will be fully enclosed and require buses to align their doors to the same place at each stop, this may also require buses to crawl through stations. This proposal may also limit future fleet expansion as the doors from one vehicle manufacturer may not be completely aligned with the doors or another vehicle manufacturer (Novabus LFS Artic vs. the New Flyer XD60 do not have the same door placements). In addition to this in wet, icy or snowy conditions buses may have even more trouble aligning

the doors.

*Also I posted this in the Ask a Question section and did not realize it was going to be posted publicly, if possible please delete that question from there.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/17893>



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Tuesday, November 17, 2020 10:05 AM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Tuesday, November 17, 2020 - 10:05

Submitted by anonymous user: 2607:fea8:341f:f51b:40a7:676b:18be:f61e

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Ellesmere Rd. 'pinch point' -- Military Trail to Meadowvale

Message:

Beyond the obvious inconvenience for homeowners making a left turn into their driveways, I have a greater concern about the impact your 'preferred' plan has on the general neighborhood. The stretch of Ellesmere from Military Trail to Meadowvale and beyond is a residential community. Adding a center median will significantly alter the look of the neighborhood and, I fear, depress property values. As it is, Ellesmere is a bumpy road sitting, I am told, on a high water table. Already, the increased bus traffic has increased vibrations caused by TTC and Pulse buses coming through. While I can understand the desire to increase public transit and all its requisite benefits, I don't see it achieving it this in this 'pinch point'. Beyond students going to and from the Scarborough College campuses, I don't see anyone else on those buses going to and from Durham region. Moreover, adding a center median in the pinch point will not speed up traffic as there is almost no one on the buses coming along Ellesmere between Kingston Rd and the university as it is and general car traffic is light. I understand your desire to improve transportation on

Ellesmere along Morningside to the Scarborough Town center. There is far more traffic flowing which tends to slow public transit, particularly during rush hour periods. But east of Military Trail, there is no such problem, so I don't see the logic in spending money increasing lanes from 4 to 6 and building these eye-sore median lanes with their property-value depreciating effects. It's all fine and well for Ontario public servants to make plans but it's another thing to be a homeowner who stands only to lose. We absorb 'cons' you've not even identified in your "Pro/Con" analysis. I'm not sure your cost/benefit analysis has factored into the equation the negative externalities we homeowners along your 'pinch point' must absorb. And, for what? A little time saved? How much time? Seconds? Really? Time to rethink your preferred option. My advice is to repave Ellesmere from Military Trail eastward to where it ends and reduce the vibrations we have to endure from buses coming through and keep all else the same. It'll be smoother on your riders and keep buses moving at the speed limit.

Moreover, I'm not convinced the Ellesmere 'pinch point' is the best route to connect Durham to Scarborough College and Ellesmere to the west. Consider this: Durham buses coming eastward along Kingston Rd. NOT turn right onto Ellesmere (which is a difficult turn, by the way) but, rather, continue along Kingston Rd., through Highland Creek village to Military Trail where they turn right and proceed to the university. After they've dropped the few people they carry there, they make a left onto Ellesmere and continue to the Town Centre or else turn around at the loop and go back whence they came. I'm sure you've thought about it and maybe I'm missing something.

Consider ALL COSTS and rethink what you see as BENEFITS. I'm not sure the latter outweigh the former.

[REDACTED]
[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/17894>



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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:59 AM
To: [REDACTED]
[REDACTED] FW: Impact in pickering village

[REDACTED]

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:56 AM
[REDACTED]
Subject: RE: Impact in pickering village

[REDACTED]

We hope you have had a chance to review the design drawings for Ajax- located here:
https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fsites%2Fdefault%2Ffiles%2Fajax_2020-11-12.pdf&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7C0131f339de02407fa16808d8b8ada045%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637462403152362851%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=z%2FYpWzT%2FWCYH8jIJJU8rUIbzom6lmXIZH8KdAiuqY%3D&reserved=0

As you can see we are proposing median transit lanes through Ajax with some changes to the existing traffic lanes in Pickering Village.
The design will also see new accessible sidewalks and dedicated cycle/multi use paths.

Please let us know if you have additional questions or would like more information.

Thank you
Kristin

-----Original Message-----

From: [REDACTED]
Sent: November-17-20 6:56 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Impact in pickering village

Hi Kristen
I was just wondering about the impact in pickering village. Basically from notion road to church street.
Thanks
[REDACTED]

Sent from my iPhone

From: Margaret Parkhill
Sent: Tuesday, November 17, 2020 11:01 AM
To: DSBRT@metrolinx.com
Cc: Kristin Demasi
Subject: Durham-Scarborough BRT - Notice of Public Information Centre #3
Attachments: TTN_DSBRT_NoticeofPIC3_Final_2020-10-19.pdf

We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project. Public Information Centre #3 is now being held virtually on the project website:

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

The Public Information Centre will be hosted from November 16 through December 18, 2020.

Public Information Centre #3 presents the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.

We need your feedback on the preliminary design. We also ask you to circulate this invitation to your colleagues, neighbours and friends.

You can provide comments through the website by completing an online survey, or by emailing the project team at dsbrt@metrolinx.com.

Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations.

We appreciate your on-going participation in the project.

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

cc: Kristin Demasi, Project Manager, Metrolinx

You can unsubscribe at any time by replying to this email with the subject line "Unsubscribe".

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 16th, 2020

through

Friday, December 18th, 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.

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

Tel: (416) 202-3723

Aussi disponible en français.

Notice first posted: November 2, 2020

[REDACTED]

[REDACTED]

[REDACTED]

Monday, November 16, 2020 10:59 AM

To:

DSBRT

Subject:

Comments re Whitby - Durham Transit Plan

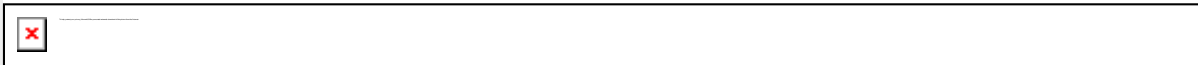
Hi: we are property owners in Downtown Whitby and have a few commercial tenants there (2 buildings and 4 commercial tenants on Hwy 2 – [REDACTED]). I was invited to attend Public Information Center Number 3 purportedly starting today, but it doesn't seem to work, so I am providing you with comments/questions via this email.

Our tenants and we are very concerned with removal of parking in the downtown core. It affects the tenants greatly. I would assume that you could locate any transit stops either east or west of the actual downtown core and just leave the downtown core as-is. There is much more room and there are more lanes available just one or 2 blocks east or west. I don't see why you would need to affect parking and the businesses in the core which is really only about a block long. I think you need to really consider the effect on businesses and property owners and locating a block or two east or west should be no problem. If there is a bit of congestion for a block or two for bus traffic, that should not be a problem I would think.

Thanks for considering. [REDACTED]

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Thursday, November 19, 2020 8:13 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Thursday, November 19, 2020 - 20:12

Submitted by anonymous user: 69.159.190.222

Submitted values are:

[REDACTED]
[REDACTED]

Subject: Whitby rapid transit

Message:

Hello,

The section of the rapid transit through downtown Whitby is great for commuters but bad for local business. Whitby is primarily a car-based city. Most locals don't use transit. We are unfortunately not a pedestrian town

The small businesses along this stretch would go. Please divert this stretch of the rapid line south of downtown.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/17968>



Facebook

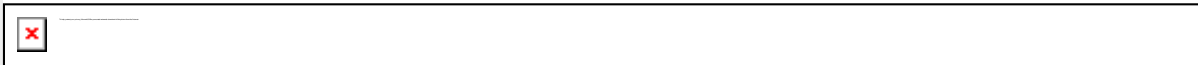


Twitter



Instagram

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Thursday, November 19, 2020 1:21 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Thursday, November 19, 2020 - 13:20

Submitted by anonymous user: 172.97.203.131

Submitted values are:

Your name: Anonymous



Subject: Downtown Whitby

Message:

My first impression your plan for downtown Whitby is wrong. Vehicle traffic cannot go past Byron in the West and Green/Perry in the East. Merchants downtown will see a drop in business. Bikes moved away from downtown. A lot of money being spent on very few people that use the public transportation. Waste of money, inconvenience to vehicles wanting to pass through downtown, bike users shunted away from downtown. Bad planning.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/17937>



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Friday, November 20, 2020 8:10 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Friday, November 20, 2020 - 20:10

Submitted by anonymous user: 2607:fea8:5ae0:113e:ad36:f840:6de7:c1eb

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Durham-Scarborough Rapid Transit Plan Proposal

Message:

Hi,

I have lived in the middle of the area in question to be redeveloped for over 10 years now and I am glad you are attempting to evolve the local road and transit systems.

However, I have to say, your first attempt including this bus mall and no through traffic on why 2 at byron design has to be the worst thought through plan I have ever seen. Clearly designed by someone who has never lived or interacted with the area. I drive high way from Cochrane and Hwy2 to King and Ritson every single day and do not notice much of an issue. But if you were to stop through traffic at Byron you will effectively ruin the charm on downtown Whitby.

What you budget should really include is dollars to expropriate all the properties along hwy 2 between brock st and the library in order to properly redevelop this area once and for all. The historic charm lacks in Whitby anyways, may as well get

rid of some of the crappy store fronts and make it a proper 2 lane both way hwy with a bus route down the middle like you have down in any other suburb like Markham, etc.

Please reconsider.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18021>



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[REDACTED]

From: Margaret Parkhill
Sent: Monday, November 23, 2020 11:25 AM
[REDACTED]
Hailey McWilliam
Subject: FW: BRT Transit Proposal - Permanent Closure of East/West Hwy 2 at Brock St and Reduced Traffic Lanes

[REDACTED]

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 9:00 AM
To: Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Shari Monahar <Shari.Monahar@metrolinx.com>
Subject: FW: BRT Transit Proposal - Permanent Closure of East/West Hwy 2 at Brock St and Reduced Traffic Lanes

[REDACTED]

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 22, 2020 11:18 AM
To: [REDACTED]
Cc: Internet, Council <council@whitby.ca>; Internet, Mayor <mayor@whitby.ca>; lorne.coe@pc.ola.org; Natalie Prychitko <natalie@whitbychamber.org>; Harris, Chris <HarrisC@whitby.ca>; Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: BRT Transit Proposal - Permanent Closure of East/West Hwy 2 at Brock St and Reduced Traffic Lanes

Thank you for your thoughtful and detailed email. I have copied the staff leads for Metrolinx and DRT as well as our Clerk to ensure your concerns are thoroughly considered through the process.

Whitby would have been better served by having the BRT route on Rossland or Taunton. I raised that early in the project but the Highway 2 route works to some degree for all communities - unlike Rossland or Taunton. As is often the way, the project started with the easy areas in Pickering and Ajax where there is room to put many lanes of traffic. The pinch points were always going to be the problem and they have been left until the end. There are no easy choices for Whitby now because of this history.

Dundas is a Whitby road now but both the Region and Province have the authority to take over any road they like. Metrolinx has presented two basic alternatives but neither have on-street parking through the core. One is buses and cars. With no room to widen the sidewalks or protect pedestrians, I think this would be an unsafe and uncomfortable solution and pedestrians would avoid Dundas through the core. You would end up with no pedestrians and no store-front parking which to me would be a disaster for our businesses. It is the parked cars which now make it safe for pedestrians. Remove those and you have moving vehicles right beside our narrow sidewalks. Not good.

And though both options presented have no on-street parking, people seem to be coming away from the public information sessions with the belief that we can keep on street parking. Metrolinx and DRT really need to be much more clear on the range of options.

The other is the transit mall which would turn the two car lanes into pedestrian areas for shoppers. This would be very safe and would draw people to the stores.

The “do nothing” option - meaning leave things as they are with on-street parking - is what most would support. I suspect Whitby council would support this if it is available. There may be a queue jump option that would somewhat help the buses stay on schedule. But the congestion is pretty severe - and will only get worse - during peak times so the buses would be in that congestion. The question is whether BRT and Metrolinx can live with that. If they cannot live with that and both alternatives involve removing the on-street parking, then I think we would want to do a trial on both options so we have information rather than speculation. That trial would have to be well post-Covid when behaviours have normalized. Certainly not in 2021.

Regardless of which option is chosen, implementation is still a long ways away.

Thank you for your thoughtful input. All my best,

Don Mitchell, Mayor

On Nov 21, 2020, at 4:25 PM, [REDACTED] wrote:

[EXTERNAL EMAIL]

I was very disappointed to learn of the most recent proposal by Metrolinx to:

- eliminate all traffic lanes on Hwy 2 between Byron and Perry streets and divert all traffic around downtown
- reduce traffic lanes between Cochrane-Byron and Perry-Garden from 2 traffic lanes to 1 in each direction

While transit improvement, intensification and walkability are principles we should strive for, proposals also need to provide an economic/strategic benefit that outweigh the negative impacts.

My comments and concerns are outlined below:

IT'S a HIGHWAY

- Hwy 2 is a highway and the ONLY east/west thoroughfare through downtown Whitby to Oshawa and Ajax and beyond

TRAFFIC

- the section of Hwy 2 (between Garden and Cochrane) is already a pinch-point for traffic at rush hour - we need more lanes for traffic not zero - the current proposal will make traffic in this area worse

- closing the downtown blocks will have a disastrous effect on the surrounding residential areas and businesses, including the diversion of transport trucks through residential neighbourhoods
- the negative traffic impact to nearby residential neighbourhoods will be compounded by the “no right turns” from Brock St onto Hwy 2
- we have experienced the negative traffic impacts whenever the downtown is blocked for weekend parades/carnivals - this would be exponentially worse if it were permanent during weekday rush hours
- Metrolinx' rationale that 20% will find other routes east/west like Bayly/Rosland/Taunton is illogical - if those were favourable routes, drivers would have taken them already
- it would be useful to know the volume of daily traffic that flows through downtown (both peak and non peak) vs the daily ridership of transit through downtown Whitby
- this requires a proper traffic study, not just a cell phone study

COMPARISONS (Vancouver - pop 0.7M, Ottawa - pop 1.4M, Calgary - pop 1.4M) - Whitby pop 135k

- the cities Metrolinx offered as success stories are not comparable. These cities have multiple main streets through their downtown cores - downtown Whitby only has one main street in either direction
- in addition, the cited cities are significantly larger tourist areas with vibrant entertainment/bar districts and not relevant for downtown Whitby
- Metrolinx referenced London, Ontario's (pop 0.4M) rapid transit plan however, their plan maintains at least 2 traffic lanes and adds a transit lane (on mostly one-way streets) - again, not relevant to Whitby with one main street in either direction
- the presenters made no mention of Thunder Bay (pop 150k) - its' Victoriaville Centre opened in 1980 on a main east-west artery and was the city's vision of urban renewal. However, it severed Victoria St, was under-utilized and eventually led to the economic downturn in the Fort William BIA. As a result, it was deemed a failure and council voted in October 2020 to demolish it and reopen the street. Perhaps worth reviewing this experience.

COMMUNICATION

- I have contacted a dozen of my neighbours on Reynolds/Dunlop and none of us recall receiving the letter of communication from Metrolinx and none are aware of this proposal
- I understand there have been 2 public forums, and that the most recent had 6 events within Toronto, Whitby, Pickering, Ajax and Oshawa - and only 110 participants registered in total - so communication has been completely ineffective
- this needs a proper public forum with the ability to participate during the meeting (ie., zoom meeting)

TRANSIT

- we don't have the transit density that would warrant closure of the main street to disrupt the only east/west thoroughfare through downtown
- transit is currently operating at 30% capacity - we don't know what post-covid will look like and if it will ever return to previous levels to justify this level of investment
- it would be useful to know how many buses drive along Hwy 2 in a day - are we making this investment to accommodate 5 buses, 10 buses?
- it's a large investment to accommodate a small number of transit patrons relative to the number of people that will be negatively affected (local traffic, commuters, businesses)
- Whitby is a very car-centric town and this route is not likely going to change the behaviour of any significant number of drivers

PARKING

- Metrolinx made the comment that people at gyms park as close as they can and yet made the statement that people are willing to walk - this is contradictory
- parking has been an ongoing issue for downtown business for 30+ years - this proposal will make the parking situation worse

DOWNTOWN Businesses

- diverting traffic from downtown will destroy an already struggling downtown as people, forced to avoid the downtown core, are unlikely going to stop, park and walk
- today I can park streetside for a quick takeout, a tan, pick up some flowers, my prescription glasses, run to the bank, pick up a gift, etc, etc - this elimination of streetside parking will be devastating for businesses
- people taking transit are “in transit” and not stopping to frequent local businesses - is an unrealistic assumption that business in downtown Whitby will benefit from a transit mall
- is this what we want for our historic downtown?

WHO'S DECISION IS IT?

This proposal fundamentally changes the downtown of Whitby. As such, it should be a Town decision and not decided by the province or Metrolinx.

The proposal is may achieve Metrolinx goals but to the detriment of downtown businesses and the traffic impacts to local residents/commuters. We do need a bold vision, one that serves the benefit of transit AND the residents and businesses of Whitby.

I would ask that government representatives of Whitby strongly object to the proposed changes for the elimination and downsizing of traffic lanes in the downtown core.

Feel free to share my concerns with the leads of Metrolinx and BRT.



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Please contact the Town of Whitby immediately if you have received this

transmission in error and delete this message.

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

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, November 26, 2020 10:18 AM
To: [REDACTED]
Subject: FW: Signup

[REDACTED]

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, November 26, 2020 10:12 AM
To: [REDACTED]
Subject: RE: Signup

Hi [REDACTED]
You have been added to the project mailing list.

If you haven't already, please check out the projects website as our public engagement is currently underway.
<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinxengage.com%2Fdsbirt&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7Cef1fa96684ad4e29ebed08d8921e7c1a%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637420006913187226%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCi6Mn0%3D%7C1000&data=LuGBdlKn0QQr2J7FEt4mYvym8dTT4pb6G23yVF9vbl%3D&reserved=0>

Thank you
The Durham-Scarborough BRT Project Team

-----Original Message-----

From: [REDACTED]
Sent: November-21-20 7:08 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Signup

Please sign me up for the mailing this on this project.

[REDACTED]

[REDACTED]

From: Margaret Parkhill
Sent: Monday, November 23, 2020 11:24 AM
To: [REDACTED]
Hailey McWilliam
Subject: FW: Proposal Durham Scarborough Rapid Transit

Track and file.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 8:59 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Shari Monahar <Shari.Monahar@metrolinx.com>
Subject: FW: Proposal Durham Scarborough Rapid Transit

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 21, 2020 3:56 PM
To: [REDACTED]
Cc: Internet, Mayor <mayor@whitby.ca>; Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Harris, Chris <HarrisC@whitby.ca>; Quinn-Nilas, Andrea <quinn-nilasa@whitby.ca>
Subject: Re: Proposal Durham Scarborough Rapid Transit

Thank you for your email.

I have shared it with the staff leads for Metrolinx and DRT to ensure your concerns are reviewed through the process. I have also copied our Clerk.

All my best,

Don Mitchell, Mayor

On Nov 21, 2020, at 2:53 PM, [REDACTED]

[EXTERNAL EMAIL]

I reside on [REDACTED] and the changes that are being proposed, would be redirecting traffic through residential areas, we already have lots of traffic coming along Reynolds. You should also be putting up No Heavy Trucks signs on Reynolds, it's been getting worse over the years.

I am certainly against this proposal, please reconsider

Thanks



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Please contact the Town of Whitby immediately if you have received this transmission in error and delete this message.

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

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, November 26, 2020 10:18 AM
To: [REDACTED]
[REDACTED] FW: Whitby

[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, November 26, 2020 10:10 AM
To: [REDACTED]
Subject: RE: Whitby

Hi [REDACTED]
The survey has not closed- please go to
<https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3>

Click on the preliminary design box for Whitby and there will be a link to the survey. You can also email your feedback to this address.

Thank- you
Kristin

From: [REDACTED]
Sent: November-21-20 12:23 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Whitby

Why is the survey closed? I would like to comment regarding the Whitby portion.
Thank you
[REDACTED]

[REDACTED]

From: Margaret Parkhill
Sent: Monday, November 23, 2020 11:24 AM
To: [REDACTED]
Hailey McWilliam
Subject: FW: Metrolinx Downtown Whitby Streets

[REDACTED]

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 8:59 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: FW: Metrolinx Downtown Whitby Streets

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 21, 2020 1:21 PM
[REDACTED]
Cc: Internet, Mayor <mayor@whitby.ca>; Internet, Council <council@whitby.ca>; Drumm, JoAnne <drummjoanne@whitby.ca>; Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: Metrolinx Downtown Whitby Streets

Thank you for your email.
I have copied the staff leads from Metrolinx and BRT to ensure your comments are considered through the process.
All my best,

Don Mitchell, Mayor

On Nov 21, 2020, at 10:00 AM, [REDACTED]

[EXTERNAL EMAIL]

Hello

I am writing you to inform you I do not like the proposal from Metrolinx to change the streets in our downtown. I live [REDACTED] and will be directly effected by this proposal. Closing Dundas St off to regular traffic is a bad idea. It will reroute people through residential streets. We already have enough accidents on Green St. I use Dundas St all the time, and want to continue to do so. This insane proposal will destroy our downtown. Just take a drive through downtown Newmarket and see how confusing it is.

I do not want my home town of Whitby destroyed by Metrolinx. Please do not approve this proposal. Leave downtown Whitby alone. It is fine the way it is.

While we are talking streets, removing the toll on highway 412 will relieve some of the traffic coming through downtown Whitby.



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[REDACTED]

From: Margaret Parkhill
Sent: Monday, November 23, 2020 11:23 AM
To: [REDACTED]
Cc: Hailey McWilliam
Subject: FW: Proposed Metrolinx Expansion - Durham

[REDACTED]

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, November 23, 2020 8:58 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: FW: Proposed Metrolinx Expansion - Durham

From: Mitchell, Don <mitchelld@whitby.ca>
Sent: November 21, 2020 1:20 PM
[REDACTED]
Cc: lorne.coe@pc.ola.org; Internet, Mayor <mayor@whitby.ca>; Internet, Council <council@whitby.ca>; stevennagy@rogers.com; Bill Holmes <William.Holmes@durham.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Subject: Re: Proposed Metrolinx Expansion - Durham

Thank you for your email.
I have copied the staff leads for Metrolinx and DRT with your comments to ensure they are considered through the process.
All my best,

Don Mitchell, Mayor

On Nov 21, 2020, at 11:04 AM, [REDACTED]

[EXTERNAL EMAIL]

Good morning,

We are writing to express our concerns with the deadending of Highway 2 in Whitby to accommodate the Whitby-Scarborough Rapid Transit expansion.

We have serious concerns with the closure of Highway #2 between Perry and Bryon Streets. This closure will result in our downtown residential streets becoming major traffic thoroughfares. We note this is the only area of the entire project that completely shuts down Highway 2 putting further stress on residential streets that are already facing increased traffic with the much needed high density housing being built downtown Whitby.

Highway [2 at Brock St](#) in Whitby is already a pinch-point for traffic going east/west - we need to maintain the flow of traffic.

As you are well aware, our downtown is already struggling and this redirect will further impact these struggling small businesses.

It is our understanding that Durham Region ridership is currently 30%. This is no doubt an incredibly expensive infrastructure project that would disrupt far many more than it would it would assist.

Our downtown historic are will be converted to a “transit mall” as described by Metrolinx. Is this what we want for Whitby?

The few times downtown has is closed to through traffic for local events is always a nightmare for traffic trying to circumvent downtown and we most certainly would not want that to be the daily norm.

We are very disappointed in the lack of communication/notification of this project. With all that we have been dealing with during Covid, it was only through a neighbour we were made aware of this proposal.

While ongoing improvements to the Town and its infrastructure are necessary, we do not feel the closure of Highway 2 is an acceptable transit alternative and hope other more acceptable means can be found.

It is our hope that Whitby Leadership can work with Metrolinx to find a much more acceptable solution.

With thanks,

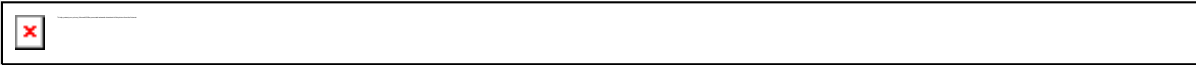
A black rectangular redaction box covering the signature of the sender.

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Saturday, November 21, 2020 8:04 AM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Saturday, November 21, 2020 - 08:03

Submitted by anonymous user: 65.94.218.251

Submitted values are:

[Redacted]
[Redacted]

Subject: Rapid Transit

Message:

I don't see there being enough bus traffic to justify taking out commuter options. Change the rules surrounding the lanes. Like make them carpool/HOV lanes, motorcycles permitted, and time of use. Busses only during peak hours and then regular lanes during outside of those hours. Empty buses aren't helping anyone commute faster. High Occupancy Vehicle lanes are proven to be effective and reduce the number of cars on the road. If there's a benefit to a regular commuter and encourage them to carpool then this is a solid strategy. Otherwise put in a subway line across the town's and link them to Go Transit and get people on trains.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18030>



Facebook



Twitter



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[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 12, 2021 3:05 PM
To: [REDACTED]
Subject: FW: Metrolinx Proposal

[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 3:02 PM
To: [REDACTED]
Subject: FW: Metrolinx Proposal

Hi [REDACTED]

Thanks again for your interest in the project. We wanted to respond to both your emails to make sure that you received responses to all of your questions.

Durham Region and Durham Region Transit are project partners, meaning they are involved in the decision-making process for the project. Durham Region and Town of Whitby staff have been consulted on the proposed active transportation facilities. In addition, the project team met with Durham Region Cycling Coalition members to review the proposed facilities and obtain their input. Generally, the proposed active transportation facilities align with the local and regional active transportation plans. Some changes were required as a result of the emerging technically preferred design, as the transit mall was not previously considered in the development of the active transportation plans.

To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaces. It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street.

The Remembrance Day Parade, and other local events could continue to be accommodated with the implementation of the Transit Mall, however there may need to be some small changes to minimize impacts to transit and traffic.

Local Durham Region Transit routes will continue to service the corridor to provide local service in between BRT stops. Some routes may be revised to eliminate overlaps and provide the more efficient service.

As part of this preliminary design phase, a Preliminary Design Business Case will be developed. A cost estimate is being developed to support this work. The Business Case evaluates the preferred design to make sure that the project remains a wise investment. A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021.

The Preliminary Design Business Case is the next step towards securing funding for procurement and construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.

Regards,
Kristin Demasi

From: [REDACTED]
Sent: November 22, 2020 10:28 PM

To: Internet, Council
Subject: Metrolinx Proposal

[EXTERNAL EMAIL]

Council, a few concerns.

Has the Active Transportation Manager, and Committee looked at the proposal in regards to the approved Active Transportation Plan of 2010. The proposed bike route is not what was envisioned 10 years ago.

What impact does this proposal have on the on-street parking report that was just prepared? Can new parking spots be located when east and west bound cars are seeking alternate routes around the closed downtown core?

The Remembrance Day Parade would be severely impacted. Will any existing Durham Transit bus routes have to be realigned?

I hear The Mayor saying now may be the time for bold action. I think it is a case of hoping that Build It, They Will Come. Certainly would be useful if there were figures of ridership on the east - west corridor. Take the ridership and divide by cost - what is the benefit?

--



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expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, November 25, 2020 8:58 AM
To: [REDACTED]
Subject: FW: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Tuesday, November 24, 2020 4:33 PM
To: [REDACTED]
Cc: DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com; Hopper, David <david.hopper@parsons.com>
Subject: RE: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Hi [REDACTED]
Confirming Wednesday, December 9 at 7 pm works for our team.
I'll send you the meeting invite to forward to others.

Proposed agenda:

1. Introductions
2. BRT Project overview
3. Proposed preliminary design of Active Transportation facilities in Durham Region
4. Questions/ discussion
5. Next steps

Thanks,
Margaret

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [REDACTED]
Sent: Tuesday, November 24, 2020 1:58 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com; Hopper, David <david.hopper@parsons.com>
Subject: Re: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Margaret,

Thanks for the reply. It is possible to get the online meeting setup for Wednesday the 9th at 7:00pm?

I ask because the Provincial (Share the Road) Bike Summit is December 1-3 which is an all day, 3 day event (via online this year). So after a few hours of sitting and participation, many of us might be a bit tired of sitting.

Let me know.

[REDACTED]

On Tue, Nov 24, 2020, 10:25 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

[REDACTED]

Would Wednesday, December 2 at 7 pm work for DRCC?

If yes, we will set up a Microsoft Teams on-line meeting.

If I send the meeting link to you, can you circulate to others in the Coalition?

My apologies for the delay in responding, we've been busy getting the on-line content for Public Information Centre #3:
www.metrolinxengage.com/dsbrt

Let me know,

Margaret

Margaret Parkhill

IBI Group

416 596 1930 ext 61578

From: [REDACTED]
Sent: Monday, October 19, 2020 5:13 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: DSBRT@metrolinx.com; david.dunn@durham.ca; Kristin.Demasi@metrolinx.com; Hopper, David <david.hopper@parsons.com>
Subject: Re: Project Update & Offer to Meet - Durham-Scarborough Bus Rapid Transit

Margaret,

Thank you for your email.

I've consulted with a few of our members and local municipalities AT/Cycling Committee members in the effected areas. We are requesting an evening virtual meeting approximately 7 pm and midweek, if possible? Maybe an hour or a bit more, with some times for Q&A?

We could suggest something like next week, which gives us time to coordinate our participates.

We have a few names representing the various areas that we would like to put forward, plus if are okay with it, a couple key "staff members" from the region (who are redoing their Cycling plan) or local municipalities (like Ajax/Whitby where your tricky pinch points for cycling spots are on your route).

Let me know your thoughts.

On Mon, Oct 19, 2020, 12:31 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

[REDACTED],

Yes, we would be happy to meet with the DRCC and local Cycling/AT committee representatives.

We can host the video meeting on Microsoft Teams, which will enable us to look at the corridor to aid the discussion.

Would you prefer to meet during the weekday or early evening?

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

Thanks,

Margaret

Margaret Parkhill

IBI Group

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

Margaret,

First thanks for reaching out to us.

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

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

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

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

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

Thanks again [REDACTED]

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

Dear [REDACTED]

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

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

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

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

Regards,
Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

[REDACTED]

From: Margaret Parkhill
Sent: Thursday, November 26, 2020 9:59 AM
To: [REDACTED]
Hailey McWilliam
Subject: FW: re downtown Whitby

Please update mailing list.

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, November 26, 2020 9:58 AM
To: [REDACTED]
Subject: RE: re downtown Whitby

Hi [REDACTED]

You have been added to the project mailing list.

If you haven't already, please check out the projects website as our public engagement is currently underway.
www.metrolinxengage.com/dsbrt

Thank you
The Durham-Scarborough BRT Project Team

From: [REDACTED]
Sent: November-24-20 6:00 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: re downtown Whitby

Please add me to the email list for further information on this proposal. Thank you.

[REDACTED]



Virus-free. www.avg.com

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, November 26, 2020 9:52 AM
To: [REDACTED]
Subject: FW: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, November 26, 2020 9:50 AM
To: [REDACTED]
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Hopper, David <david.hopper@parsons.com>; david.dunn@durham.ca
Subject: RE: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Hi [REDACTED]

Yes, the proposed design for cycling facilities generally follows OTM Book 18 guidance. This means uni-directional cycle tracks are proposed on either side of the road, not on-road bike lanes. Cycle tracks are raised to the level of the sidewalk and located in the boulevard. In some locations the design proposes bi-directional multi-use paths on one or both sides. This might be to better connect to the surrounding network, or due to buildings or other constraints along the road.

Maps that illustrate the integration of the BRT cycling facilities to existing and planned networks are included in this PDF: https://www.metrolinxengage.com/sites/default/files/pic3_boards_traffic_at_2020-11-12.pdf

The current preliminary design for the whole project can be viewed through an interactive map here: www.DSBRTmap.ca
And you can drop a pin to leave location-specific comments.

You can also review the preliminary design by municipality using the videos and PDFs available at the following links:
<https://www.metrolinxengage.com/en/content/pickering>
<https://www.metrolinxengage.com/en/content/ajax>
<https://www.metrolinxengage.com/en/content/whitby>
<https://www.metrolinxengage.com/en/content/oshawa-east-turn-around>

Let me know if there is any other information you'd like to see before we meet on December 9,
Regards,
Margaret

Margaret Parkhill
IBI Group
416 596 1930 ext 61578

From: [REDACTED]
Sent: Wednesday, November 25, 2020 7:04 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Margaret,

Is this attached PDF the latest design/public document? If not, please point me where we can find it, so we can pass it on to our meeting participants. We will be enquiring about the latest planning/thinking for **continuous safe cycling routes** through the "pitch points" in Durham, plus over the Rouge River in Pickering, plus Oshawa's Mary Street and the existing N/S AT/Cycling corridor on Mary. Plus questions regarding the integration of the BRT AT to existing/plus planned local and Regional Cycling networks. Also Cycle Track vs On-road/MUP, plus Cross rides type Book18 treatments (rev 01) and additional safety enhancements being considered. The existing cycling in Ajax HWY 2 is completely unsafe, thus virtually no one rides there. Lastly generally about funding (i.e. will cycling corridors be funded by BRT or downloaded to Region/local municipalities?).

Just FYI - Many Durham people on bikes are still really mad/frustrated about the mess the MTO left behind with the recent 407, 412 and 418 project, which has really screwed up Durham for generations of AT/Cyclists users. Sad for 2015/17 provincial project. We are trying to avoid a repeat of that mess with BRT. That 407/ETR Project **EA** is full of cycling comments, which the MTO/Province totally trashed and ignored. EA, MTO and Province Of Ontario are bad words to use in Durham Region with cyclists. **The Ministry of Cars** is what they are called.

Several of us have cycled the York Region #7 BRT corridor.

We are looking forward to this discussion, many of us have participated in previous in person BRT meetings all across Durham.

Thanks again, [REDACTED]

On Tue, Nov 24, 2020 at 4:38 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Proposed agenda:

1. Introductions
2. BRT Project overview
3. Proposed preliminary design of Active Transportation facilities in Durham Region
4. Questions/ discussion
5. Next steps

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, November 26, 2020 10:18 PM
To: DSBRT
Subject: Feedback: Durham - Scarborough bus rapid transit

Hi,

I was recently directed to your request for feedback on the potential rapid transit lanes through Durham region. As a Whitby resident, and a commuter, there is nothing about eliminating car traffic in downtown Whitby that is convenient. The road is already busy, between regular commuter traffic, not to mention if there are accidents on major routes like the 401, diverting traffic would make crossing brock street next to impossible.

This would inconvenience more commuters who rely on cars than it would benefit bus traffic. The lanes would be empty a huge portion of the day.

It would eliminate top of mind awareness for retail locations throughout this stretch and majorly impact sales for small local business owners who are already struggling to deal with the impact of covid19

Sent from my iPhone

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:50 AM
To: [REDACTED]
Subject: FW: metrolinx through Whitby

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:48 AM
To: [REDACTED]
Subject: FW: metrolinx through Whitby

Hi [REDACTED]

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

We are reviewing your comments and will get back to you with a response.

Thanks for your input

Kristin

[REDACTED]
Sent: November-27-20 7:33 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: metrolinx through Whitby

Hello Kristin. I am a long time resident of Whitby and want to strongly voice my objection to the proposed Metrolinx project to be built through the centre of town. I know there are traffic and transit concerns but I would rather put up with it than lose my freedom to make left and right turns from anywhere on your proposed route. If you cut me off from making some of these turns I will be losing my access to some of my favorite businesses. And quite frankly I love buying from our small stores instead of the big boxes. This is part of the charm of Whitby and one of the main reasons we moved here. Please don't change our town.

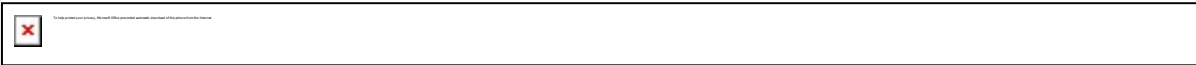
Maybe if you hadn't made a Lakeridge exit off the 401 most of the traffic congestion would not exist through town. Have you seen all the traffic? Now you want to force all those cars down our side streets instead. What a nightmare that's going to be. Would you like that down your quiet street? Why don't you look at putting it along Bayly/Victoria by the Go stations. Or maybe along Rossland. Those makes more sense to me.

I hope our politicians have more sense than to do this current proposal. Their decision will certainly impact their futures in our government. Voters don't forget big changes like this.

Please add me to the project mailing list. I will continue to speak to my friends and neighbours about this and would like to be kept informed.

Thanks [REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Friday, November 27, 2020 12:19 AM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Friday, November 27, 2020 - 00:18

Submitted by anonymous user: 2607:fea8:5ae0:1669:c19:ba1c:787f:e840

Submitted values are:

Your name: Anonymous

[REDACTED]

Subject: Durham Region Rapid Transit Bad Idea

Message:

Sending my opinion on the rapid transit proposal for Dundas St in Whitby. This will Destroy all of the small businesses that have already had a heavy blow from the virus. Please reconsider a way to do this elsewhere where it won't kill these businesses that we also need desperately. And who need to earn a living and not lose their life savings. Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18310>



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Twitter



Instagram

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[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 12, 2021 3:14 PM
To: [REDACTED]
Subject: FW: Metrolinx Rapid Transit Project

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 3:09 PM
[REDACTED]
Subject: FW: Metrolinx Rapid Transit Project

Hi [REDACTED]

Thank you for your questions and providing input on the Durham-Scarborough Bus Rapid Transit project.

We understand your concern related to the loss of on-street parking in Downtown Whitby and its impact on local businesses. The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaces. It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street.

We understand the importance of supporting local businesses. We continue to meet with business owners and residents within the study area to determine business needs and how they can best be accommodated. Delivery vehicles will be permitted to use dedicated spaces within the transit mall to service businesses. The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby.

A significant number of Whitby residents currently use transit. Some people do not have the resources to own a car. In fact, based on data from the Transportation Tomorrow Survey (2016), within the wards that are adjacent to Dundas Street in Whitby, 3 to 10% of households do not own a car.

As transit reliability increases, more people will begin to choose transit over driving to complete some trips. This shift will have a positive impact on the road network and travel times for all modes.

To cost and duration of constructing the Transit Mall would be minimal, as it would be limited to sidewalk widening and adding signage and pavement markings to distinguish the dedicated transit lanes.

Outside of the Transit Mall, construction becomes more major, as it requires widening the road to add dedicated transit lanes and requires utility relocations in some areas.

The project has not yet received a full financial commitment for construction. As part of this preliminary design phase, a Preliminary Design Business Case will be developed. A cost estimate is being developed to support this work. The Business Case evaluates the preferred design to make sure that the project remains a wise investment. A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021.

The Preliminary Design Business Case is the next step towards securing funding for procurement and construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.

More information on the proposed transit mall is available on the project website:

<https://www.metrolinxengage.com/en/content/proposed-transit-and-pedestrian-mall-downtown-whitby>

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com.

Regards

The Durham-Scarborough BRT Project Team.

Sent: November 27, 2020 5:37 PM

To: Internet, Mayor

Cc: Internet, Administrator

Subject: Metrolinx Rapid Transit Project

[EXTERNAL EMAIL]

Good evening Mayor Mitchell,

The proposed Metrolinx project gives me great concern. I owned a business in downtown Whitby for many years, and have now sold that company [REDACTED], (see below), but purchased a home in downtown Whitby to retire in with my wife. The property is on Mary Street, and once I read the plans I regretted our decision. There are two primary reasons for my opposition to the closure of Dundas to traffic in the core. It will harm local businesses, and it will harm local residents. Small businesses have a difficult time as it is in downtown Whitby, with the removal of one of the main parking lots, and the project as envisioned only worsens that. Residents in downtown Whitby enjoy the access to local restaurants and businesses, but if they fail, there is no reason to live in the area. We bought a home in the area because we wanted to be part of a revival of the downtown core, but this project would cause it to die.

Nobody is against rapid transit, everybody would agree that in a perfect world we all would get out of our cars and use public transit whenever possible. But this is Whitby, not downtown Toronto. We need cars for grocery shopping, getting to work, recreation etc. Our necessary services are not all within walking distance, and are not reasonably accessible via transit. When we were looking for a condominium in the area we looked at Sailwinds and the other projects in the south end, we looked at the new projects like Station 3 as they were being proposed. We bought at 110 Mary because it was one of the only options that offered parking for two cars. Although living in downtown Whitby allows us to walk to many places, and that is one of the primary reasons we bought there, the reality of the situation is that my wife and I both have cars. She will be working for another year or two in an area that is totally inaccessible by public transit, and I require a car for getting to my golf games, my volunteer activities and so forth when she is at work.

We support a transit corridor, we absolutely do not support the closure of Dundas to traffic. Although it may be some sort of an idealized solution in some world that is 50 years away, it is not good for Whitby businesses, it is not good for Whitby residents.

Should the project proceed in this form, extensive roadworks would be required to accommodate changing traffic patterns. Who pays for this? Is it even possible from an engineering standpoint? It would be doubly infuriating if a project that is unwanted by locals would result in an increase in taxes.

From my conversations with local residents and businesses to date, I am unaware of anyone that is in favour of the project in this form. Council needs to set aside idealism and act according to the wishes of its citizens.



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[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 12, 2021 3:07 PM
To: [REDACTED]
Subject: FW: Metrolinx

Track and file

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 3:06 PM
[REDACTED]
Subject: FW: Metrolinx

Hi [REDACTED]

Thank you for your questions on the Durham-Scarborough Bus Rapid Transit project.

The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. Dedicated transit lanes are proposed to improve efficiency and reliability. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes. DRT, TTC and GO buses will be able to utilize the dedicated bus lanes.

The Durham-Scarborough Bus Rapid Transit project will provide upgrades to the entire 36 kilometre corridor by renewing infrastructure, improving active transportation facilities, and enhancing the streetscape. Cycling facilities and improved sidewalks, including filling in missing segments along the corridor, will encourage more walking and cycling. Whitby residents will realize these benefits, including an expanded public realm between Byron Street and Green Street to help animate Dundas Street and attract people to the Downtown.

A significant number of Whitby residents currently use transit. The project will improve service for existing and new riders, reducing the demand for auto travel, which also has general benefits to the community.

The project is currently in the preliminary design phase. As part of this phase, the project is undergoing an environmental assessment called the Transit Project Assessment Process. The environmental assessment is anticipated to be completed in late 2021. After, the project will advance to detail design prior to construction.

The project has not yet received a full financial commitment for construction. As part of this preliminary design phase, a Preliminary Design Business Case will be developed. A cost estimate is being developed to support this work. The Business Case evaluates the preferred design to make sure that the project remains a wise investment. A draft of the Preliminary Design Business Case will be available for public review at Public Information Centre #4, planned for mid-2021.

The Preliminary Design Business Case is the next step towards securing funding for procurement and construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.

More information is available on the project website:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fengagement-initiatives%2Fdurham-scarborough-bus-rapid-transit-public-information-centre->

3&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7Cc17a4b8d63f9435bcdcc08d8b735938b%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460788032262827%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=oMLLBz%2Bde9tmzmzXFQm87pYRA%2BIHPSxajpaYzt6ILOvU%3D&reserved=0

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com.

Regards

The Durham-Scarborough BRT Project Team.

-----Original Message-----

From: [REDACTED]
Sent: November 27, 2020 2:43 PM
To: Internet, Mayor
Cc: Ellis, Heather
Subject: Re: Metrolinx

[EXTERNAL EMAIL]

Don,

Thanks for the email - but I don't think you answered the question. What is the point of this? How does this benefit Whitby? How far along is this project? Is this a sure thing? Or are they simply proposing it? what will it cost and who will pay for it?

[REDACTED]

> On Nov 27, 2020, at 2:30 PM, Internet, Council <council@whitby.ca> wrote:

>
> Thank you for your email. The preferred alternative presented by Metrolinx for Bus Rapid Transit on Dundas Street through the historic core has generated a lot of interest and attention. Appropriately so as whatever solution is adopted will impact our downtown for decades.

>
> Council has directed additional consultation with Metrolinx. In addition, I am presently organizing a town hall which I hope will be a useful discussion about future options and opportunities. I will ask that you be emailed directly with details about the town hall when they are available.

>
> All my best.
> Don Mitchell, Mayor

>
>
> -----Original Message-----

> From: [REDACTED]
> Sent: November 27, 2020 1:36 PM
> To: Internet, Mayor
> Subject: Metrolinx

>
> [EXTERNAL EMAIL]

>

>

> Mayor Don, (not to be read aggressively or angrily... I'm just curious 😊) With respect to the transit route downtown, what is the point of this? To discourage driving and to get people to take transit? Do you think this will attract business? Isn't Whitby's #1 issue property taxes? When you have people who have lived in Whitby all their lives moving when they retire because they can't afford the property taxes, that's a big problem. Is this going to help the property tax issue? I guess I don't see what's in it for Whitby.

>

> Thanks,

>

> [REDACTED]

>

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From: [REDACTED]
Date: [REDACTED] Metrolinx
Tuesday, January 12, 2021 3:21:18 PM

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 3:15 PM
[REDACTED]
Subject: FW: Brock Street Metrolinx

[REDACTED]

Thank you for providing input on the Durham-Scarborough Bus Rapid Transit project. We understand your concerns related to the Transit Mall's impact on traffic.

A traffic analysis being completed for the project. We are in the final stages of the analysis, which will determine how traffic patterns will change with the implementation of the BRT. Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby. To be categorized as a trip that 'travels through Whitby', the trip must begin and end outside of Whitby. For these longer trips, drivers will divert to other arterial roads.

46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby. For the more local trips, traffic will redistribute on local streets. This will result in some minor increases in traffic on local roads.

The purpose of the DS BRT is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. Dedicated transit lanes are proposed to improve efficiency and reliability. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes. DRT, TTC and GO buses will be able to utilize the dedicated bus lanes to provide a more wide-scale reduction in transit travel times.

A significant number of Whitby residents currently use transit. Based on data from the Transportation Tomorrow Survey (2016), within the Whitby wards adjacent to Dundas Street, 3 to 10% of households do not own a car. As transit reliability increases, more people will begin to choose transit over driving to complete some trips. This shift will have a positive impact on the road network and travel times for all modes.

More information is available on the project website: <https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3>

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com.

Regards
The Durham-Scarborough BRT Project Team.

From: [REDACTED]
Sent: November 30, 2020 7:29 AM
To: Internet, Mayor
Cc: chair@durham.ca; Newman, Deidre
Subject: Brock Street Metrolinx

[EXTERNAL EMAIL]

My household is just floored you'd support such an absurd design for Brock st. A pedestrian mall for buses would be barely used while so much volume of traffic would be backlogged as it tries to turn onto side streets.

This is a terrible design. Whatever consultant or person came up with this should be fired. Elections are coming - don't forget that.

Hwy 2 is a major artery. You stop that flow, and a backlog of traffic will occur. Including the buses that would be on that route.

Neighborhood groups are sounding the alarm. Not any positive comments in it.

Stop this design.

<https://www.metrolinxengage.com/en/content/whitby>

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[REDACTED]

From: [REDACTED]
Sent: Monday, November 30, 2020 8:34 AM
To: DSBRT
Subject: Rapid transit

Good morning.

I have given your proposal alot of thought on paper it wirks out great, however in reality not so much. I am not sending you an email to shot everything down iam going to give you almost 40 years of driving experience, First you have been given a large sum of money from the federal government. Don't spend it like a drunken salor, invest it into technology that will be more useful for you. In the future. As you know pickering, Ajax,Whitby, are expanding at an alarming rate. If your heart is set on going through these places then could you consider moving the project a little north to Roseland,the reason is Hwy#2 is supper busy with cars and busses at the moment. It will only get worse, i would like to let know more but the fact that I am a truck driver is limiting my time.

Thanks in advance [REDACTED]

Iam a resident of Whitby since 2001

[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 12, 2021 3:22 PM
To: [REDACTED]
Subject: FW: Metrolinx Proposal for Dundas/Brock Bus lanes

Track and file

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 3:18 PM
[REDACTED]

Subject: FW: Metrolinx Proposal for Dundas/Brock Bus lanes

Thank you for providing input on the Durham-Scarborough Bus Rapid Transit project. We understand your concerns related to the Transit Mall's impact on traffic.

A traffic analysis being completed for the project. We are in the final stages of the analysis, which will determine how traffic patterns will change with the implementation of the BRT. Based on the preliminary results, we have determined that only 20% of traffic uses Dundas Street within Downtown Whitby to travel through Whitby. To be categorized as a trip that 'travels through Whitby', the trip must begin and end outside of Whitby. For these longer trips, drivers will divert to other arterial roads.

46% of trips are considered medium distance trips and the remaining 34% of trips begin or end in Downtown Whitby. For the more local trips, traffic will redistribute on local streets. This will result in some minor increases in traffic on local roads.

All modes will still be able to access the Downtown. Buses, emergency service vehicles, and service and delivery vehicles will be permitted to use the dedicated transit lanes in the Transit Mall. Drivers will access Downtown through other east / west streets such as Mary and Colborne Street with minimal impacts.

More information on the proposed transit mall is available on the project website:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Fproposed-transit-and-pedestrian-mall-downtown-whitby&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7C9408e7d4aa59498ae25f08d8b737a6bf%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460796929957266%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=oZTMZ3ExHfYlh%2Bla2V2wCDUWsV8G%2B4IQM9pDL3n8bBM%3D&reserved=0>

Regards

The Durham-Scarborough BRT Project Team.

-----Original Message-----

From: [REDACTED]
Sent: November 30, 2020 12:27 PM
To: Internet, Council
Subject: Metrolinx Proposal for Dundas/Brock Bus lanes

[EXTERNAL EMAIL]

The Metrolinx proposal to close Dundas/Brock intersection to only buses is a mistake as presented and is not for good of Whitby. I am totally against this. It will only accomodate people traveling through Whitby. We must find a way to allow all vehicles to be able to travel to and through the downtown area. Please do not allow this Metrolix proposal to go through as presented, it will kill the downtown area and totally upset all residents of Whitby. Please put a stop to this.

Origin:

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[REDACTED]

From: Hailey McWilliam
Sent: Monday, November 30, 2020 8:59 PM
To: [REDACTED]
Subject: FW: Phone call for consultation

Track and file

-----Original Message-----

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Monday, November 30, 2020 5:19 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Cc: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david.hopper@parsons.com>
Subject: Phone call for consultation

Hi [REDACTED]

I spoke with [REDACTED] today. He lives at [REDACTED] and wanted to pass on his concerns with construction.

Previous construction of bus lanes in Ajax resulted in a lot of dust on his property and unsafe standing conditions at the bus stop when contractors were onsite. He is a bus customer.

I explained that we are still in the planning phases and construction is still a few years away. Metrolinx will ensure a detailed construction plan is completed.

Other concerns were related to changes to go bus 92 and 96 transferring at Scarborough centre.

Also wanted to tell us that he hopes Metrolinx does more virtual meetings - meeting last year at abilities centre in Whitby with Phil v was focused on rail customers and he wasn't able to ask any bus related questions

Thanks
Kristin

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[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, December 2, 2020 9:43 AM
To: [REDACTED]
Subject: FW: Durham-Scarborough BRT - Notice of Public Information Centre #3

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, December 2, 2020 9:41 AM
To: [REDACTED]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com
Subject: RE: Durham-Scarborough BRT - Notice of Public Information Centre #3

Good morning [REDACTED]
Confirming that your email and the attachment was received.
The project team will review your comments, and all comments will become part of the public record.

We have also added your email to the project mailing list.
Thanks for your interest in the Durham-Scarborough Bus Rapid Transit project,

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

From: [REDACTED]
Sent: Tuesday, December 1, 2020 11:35 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough BRT - Notice of Public Information Centre #3

Hi Margaret,

I emailed my comments (as an attachment) regarding the DSBRT PIC#3 to the Metrolinx email address (DSBRT@metrolinx.com) on November 24, 2020. I requested an email acknowledging receipt of my comments but have not received any response yet. I contacted Kristin Demasi at Metrolinx by telephone on November 26, 2020. Kristin was not able to find my email. She asked me to send the email with the attachment to her email address (kristin.demasi@metrolinx.com). I did so and again requested an email acknowledging receipt of my comments but have not received any response yet. Perhaps the Metrolinx mail server is blocking my emails (possibly a problem with the attachment?).

I am sending this email to you with my comments attached regarding the DSBRT PIC#3 . I have changed the format of the attached file from docx to pdf in case the docx format is causing a problem with email servers. I hope you are able to receive this email and attachment.

Could you send me a return email confirming that you have received my comments and that my name has been added to the project mailing list?

Thank you.



On Tue, Nov 17, 2020 at 11:00 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project.

Public Information Centre #3 is now being held virtually on the project website:
<https://www.metrolinxengage.com/dsbrt>.

The Public Information Centre will be hosted from November 16 through December 18, 2020.

Public Information Centre #3 presents the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.

We need your feedback on the preliminary design. We also ask you to circulate this invitation to your colleagues, neighbours and friends.

You can provide comments through the website by completing an online survey, or by emailing the project team at dsbrt@metrolinx.com.

Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations.

We appreciate your on-going participation in the project.

Regards,

Margaret Parkhill, P.Eng.

Consultant Project Manager

IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

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Durham-Scarborough Bus Rapid Transit PIC #3 Comments

My comments for the Durham-Scarborough Bus Rapid Transit (DSBRT) PIC#3 are as follows.

1. One of the climate change resilience measures mentioned in PIC #3 is “Increasing the size and capacity of structures and culverts to accommodate greater storm events. Extreme storm events are being considered during hydraulic analysis of structures and culverts to identify characteristics of spill flow and the limit of regulatory floodway.”

According to reports from a number of credible sources, climate models and their derivatives have gravely underestimated the pace of climate change and its consequent destructive impacts. A few examples of this underestimation can be investigated at the following links:

- a) <https://blogs.scientificamerican.com/observations/scientists-have-been-underestimating-the-pace-of-climate-change/>
- b) <https://www.scientificamerican.com/article/climate-science-predictions-prove-too-conservative/>
- c) <https://www.scientificamerican.com/article/how-the-ipcc-underestimated-climate-change/>
- d) <https://www.bbc.com/news/science-environment-49689018>
- e) <https://www.nytimes.com/2019/11/08/opinion/sunday/science-climate-change.html>
- f) <https://www.nbcnews.com/science/environment/climate-change-models-predicted-ocean-currents-would-speed-not-soon-n1135176>
- g) <https://www.scientificamerican.com/article/in-just-10-years-warming-has-increased-the-odds-of-disasters/>

Are the DSBRT studies and analyses taking the conservative bias of the climate models and their derivatives into account? If not, DSBRT climate change resilience measures may be significantly inadequate.

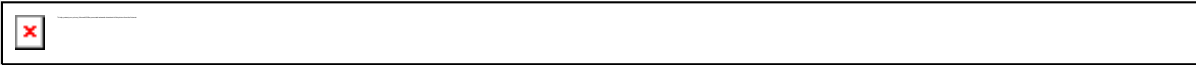
2. I have not been able to find reference to bird-friendly building design in any of the DSBRT PIC #3 presentation materials. Approximately 25 million birds are killed by colliding with buildings (glass or plastic glazing) in Canada annually. Across the U.S., the estimated number of migrating birds killed annually in collisions with buildings ranges from 365 and 988 million. In consideration of the fact that Earth’s biodiversity is in serious decline and is in the midst of a sixth mass extinction, every means possible should be pursued by the DSBRT project to minimize hazards, injury and death to all species, including birds. See information at the following links:

- a) <https://flap.org/>
- b) <http://www.ace-eco.org/vol8/iss2/art6/>
- c) <https://abcbirds.org/blog/truth-about-birds-and-glass-collisions>
- d) <https://www.pnas.org/content/117/24/13596>

It should be mandatory to include bird-friendly building design to deter bird collisions with any DSBRT structures, windows and panels (bus shelters, garages, office buildings, bridges, communication towers, etc). I recommend the following:

- The Canadian Standards Association and the Standards Council of Canada have developed and issued CSA A460:19 Bird-Friendly Building Design standard. The DSBRT project should fully comply with CSA A460:19 in all municipalities involved with the project.
- If CSA A460:19 is revised to a higher standard, then the DSBRT project should fully comply with the higher standard.
- The DSBRT website and panel boards for future PIC sessions should indicate full compliance with CSA A460:19.

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Thursday, December 3, 2020 12:33 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Thursday, December 3, 2020 - 12:32

Submitted by anonymous user: 2607:fea8:5ae0:1db8:d126:5b4d:5281:9bc

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Downtown Whitby

Message:

Frustrated because Downtown is landlocked. You can't run bus or bicycle lanes (which is a dumbass political propaganda that NOBODY uses.

Now you want to destroy an ailing downtown core so your buses don't have to swerve around parked cars for 2 blocks.

Guess what !!. Those businesses will all be closed in a year and you won't have to worry about parked cars.

IF you can run them "ON TIME", if you can run "A COMPETENT" operation.

I cannot believe the Ontario government allows a company like Metrolinx to take control and issue ultimatums to communities. Speaking of CONTROL, you are out of control.

Enjoy your golf in Las Vegas!!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18538>



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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:47 AM
To: [REDACTED]
Subject: FW: Durham Rapid Transit ???

Track and file

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:45 AM
To: [REDACTED]
Subject: RE: Durham Rapid Transit ???

Hi [REDACTED]

Thanks for your email. One of the goals of this project is to increase frequency and reliability of DRT PULSE buses along the corridor.

Please refer to the website for information and upcoming consultation events

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinxengage.com%2Fdsbrt&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7Cceb840a8cea84c66896608d8b8abf4aa%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637462395979413228%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&data=ViydBHX%2Bnc78FwvS7oEy3CMixp3TZrQhMAVFUSZZap0%3D&reserved=0>

Thank you
The Durham-Scarborough BRT Project Team

-----Original Message-----

From: [REDACTED]
Sent: December-04-20 2:00 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham Rapid Transit ???

Durham doesn't have rapid transit, Durham has snail transit. Half to one hour waiting times. Worst transit system in the world. Cancel routes, can't get anywhere.

Union morons running the business ????

OF COURSE RIDERSHIP IS DOWN, you idiots, you don't provide a SERVICE, nobody's going to take the BUS.

Sent from my iPhone

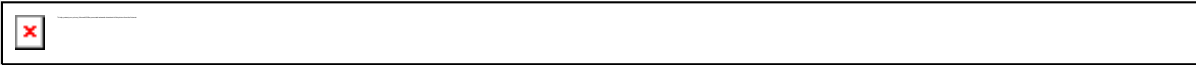
[REDACTED]

From: [REDACTED]
Sent: Saturday, December 5, 2020 6:05 PM
To: DSBRT
Subject: Pinch point #4 Downtown Whitby

Dear Metrolinx, I believe that the pinch point in Downtown Whitby will adversely affect the downtown businesses. I do not like the idea of parking being diverted several blocks away from the businesses. I feel that it is important to be able to easily access downtown businesses and services and the proposed plan will destroy the feeling of the downtown core. Dundas Street is not a bus lane!

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Saturday, December 5, 2020 8:35 AM
To: DSBRT
Subject: Form submission from: Contact the Project Team

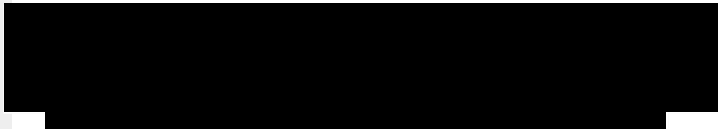


Hello,

Submitted on Saturday, December 5, 2020 - 08:35

Submitted by anonymous user: 2607:fea8:5a20:a380:d4aa:e86e:debb:7316

Submitted values are:



Subject: Major disruption

Message:

I am not a fan of the proposed BRT plan! I travel to work every day from Whitby to Ajax along Hwy 2. I have already had to replan my route several times due to construction for the 412, new housing areas and it takes me longer to get to work than it used to! This plan will cause a huge problem for myself and many others trying to get to work! It will increase my time getting to work even more and I am not looking at the option of taking public transit! Not to mention the horrible repercussions for the business that are located right along Hwy 2! Our downtown core (Whitby) will be destroyed! The businesses will suffer and where do you plan on putting extra parking for people wanting to shop? We have very little parking options to begin with!

This proposal needs a lot more thought and planning before it is bulldozed through!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/18587>



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[REDACTED]

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, December 7, 2020 5:26 PM
To: DSBRT
Subject: FW: Follow up to Facebook Live Metro Links Proposal

From: Internet, Council <council@whitby.ca>
Sent: December 7, 2020 4:38 PM
To: [REDACTED]
Cc: Internet, Council <council@whitby.ca>; Ellis, Heather <ellish@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>
Subject: RE: Follow up to Facebook Live Metro Links Proposal

Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

cc: Lorraine Huinink, Region of Durham
Mathieu Goetzke, Metrolinx

Andrea Quinn-Nilas
Coordinator - Administration
Office of the Mayor and Council

Town of Whitby
T 905.444.1940
C 905.706.4671

From: [REDACTED]
Sent: December 6, 2020 1:25 PM
To: Internet, Council
Subject: Follow up to Facebook Live Metro Links Proposal

[EXTERNAL EMAIL]

Some comments:

Mayor Mitchell's comments were the best of all presenters. He spoke to the audience, he did not read a script filled with all the correct buzzwords (DRT rep was just reading a script). I was somewhat alarmed by the mayor's comments, something like they can do as they please. I realize it is a regional road, and DRT has a mandate to follow. I sincerely hope all this public consultation is not window dressing.

This is the first time I heard of a timeline. Ten to 20 years out.

The GO Train east line now carries on average 27,000 people per day. I heard that in 2041 DRT projects 9,500 users of the line. Seems kind of small to me.

Mayor Mitchell early in his comments made reference to the pedestrian malls in Ottawa and Quebec City. We go there, and come back and talk about how great they were. The Sparks Street Mall in Ottawa is Canada's oldest being over 50 years old. In Quebec City it is rue du Petit Champlain. Both are pedestrian only. The consultant vastly over sold the benefits of what amounts to be a wide sidewalk. Not only that, a sidewalk separated by two lanes where buses will go every 5 minutes. Certainly not conducive to pedestrian traffic. May I suggest the consultant look at closing Dundas at Green and Perry, and as far west as Centre St in the west. Now you have a pedestrian mall that is the anchor to downtown. The attraction that brings people downtown. Cars are going to be rerouted anyway, what is added to the mix are the buses. By then the buses will be electric, I would hope, which means they will be silent. Mary and Colborne Streets would be one way from Henry/Euclid to Green/Perry. Buses and cars heading west would turn onto Perry, left onto Mary and continue to Euclid. Then a right turn to Dundas and continue west. For buses going east, they would make a right

onto Henry, a left on Colborne and continue to Green. A left on Green to Dundas and then continues east. Corners would have to be widened for buses, stop lights adjusted to allow for green lights for buses (technology exists) and perhaps the town builds a parking garage sooner than it intended. All I ask is that the idea of one way streets to bypass the downtown be examined again. The consultant said it was considered, but dismissed.

The consultant says he travels by public transit. Good for him. I did for years when I was employed in downtown Toronto. DRT to the GO train, and downtown in under 1 hour. Great. Then my employer moved the department to Scarborough in the Warden - Eglinton area. Now it was DRT to GO, off at Eglinton GO station, TTC to Kennedy Station to transfer to a bus going west on Eglinton and arrive at destination. I lasted one winter. It is no fun standing in minus 20 degrees waiting for a bus. When one comes along it is full, the second one is full and then you are squished in like sardines when you get on. I had the resources to buy a second car, so I did and commuted by automobile. Public transit will only succeed when it offers the speed, comfort and convenience of the automobile. Not there yet.

Last point. So you get people to Scarborough, now you are at the mercy of the TTC. Heaven forbid.

I will be dead by 2041, and perhaps 2031. You only get 1 time to make this right for the citizens of Whitby. Yes Whitby, not Durham Region. I hope your choice is the right one.

--

[REDACTED]

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[REDACTED]

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: Monday, December 7, 2020 5:26 PM
To: DSBRT
Subject: FW: concerns re metrolinx proposal

-----Original Message-----

From: Internet, Council <council@whitby.ca>
Sent: December 7, 2020 4:37 PM
To: [REDACTED]
Cc: Ellis, Heather <ellish@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>; Internet, Council <council@whitby.ca>
Subject: RE: concerns re metrolinx proposal

Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

cc: Lorraine Huinink, Region of Durham
Mathieu Goetzke, Metrolinx

Andrea Quinn-Nilas
Coordinator - Administration
Office of the Mayor and Council
Town of Whitby
T 905.444.1940
C 905.706.4671

-----Original Message-----

From: [REDACTED]
Sent: December 6, 2020 1:28 PM
To: Internet, Council
Subject: concerns re metrolinx proposal

[EXTERNAL EMAIL]

Hello,

The following comments have been submitted to Metrolinx via its website. I ask the council to consider them as well, thank you:

1. Do you have any concerns about the preliminary design in Whitby? *

a) Demands on local traffic routes: a reasonable assumption is that at the points of the reduction of traffic lanes, there will be a redirection or re-routing of traffic onto neighbouring side streets, resulting in significantly increased traffic and impact on roads, vehicular and pedestrian traffic, and intersections. How are these going to be addressed?

b) There may be significant impact on businesses that rely on egress and access onto Dundas. How is this going to be addressed.

c) I am not aware of any other alternatives being considered by Metrolinx. A full analysis should be undertaken and shared with all of the stakeholders, including the public.

Thank you,

[REDACTED]

Origin: <https://www.whitby.ca/en/townhall/mayorandcouncil.asp>

This email was sent to you by markrfrayne@gmail.com through <https://www.whitby.ca/>.

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[REDACTED]

From: [REDACTED]
Sent: Sunday, December 6, 2020 4:54 PM
To: DSBRT
Subject: Why is this project needed?

Why would people in Durham want to come to Highland Creek or the Ellesmere corridor? If the intention is to get people from Durham to downtown Toronto, they can use the GO rail route to Union Station. If they want to get to Scarborough Town Centre or the TTC routes from STC, the proposed buses should take the 401 through the east end of Scarborough. We don't need Durham commuters messing up our quiet Scarborough neighbourhood!

Sent from my iPad

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:41 AM
To: [REDACTED]
Subject: FW: Form submission from: Contact the Project Team

Track and file

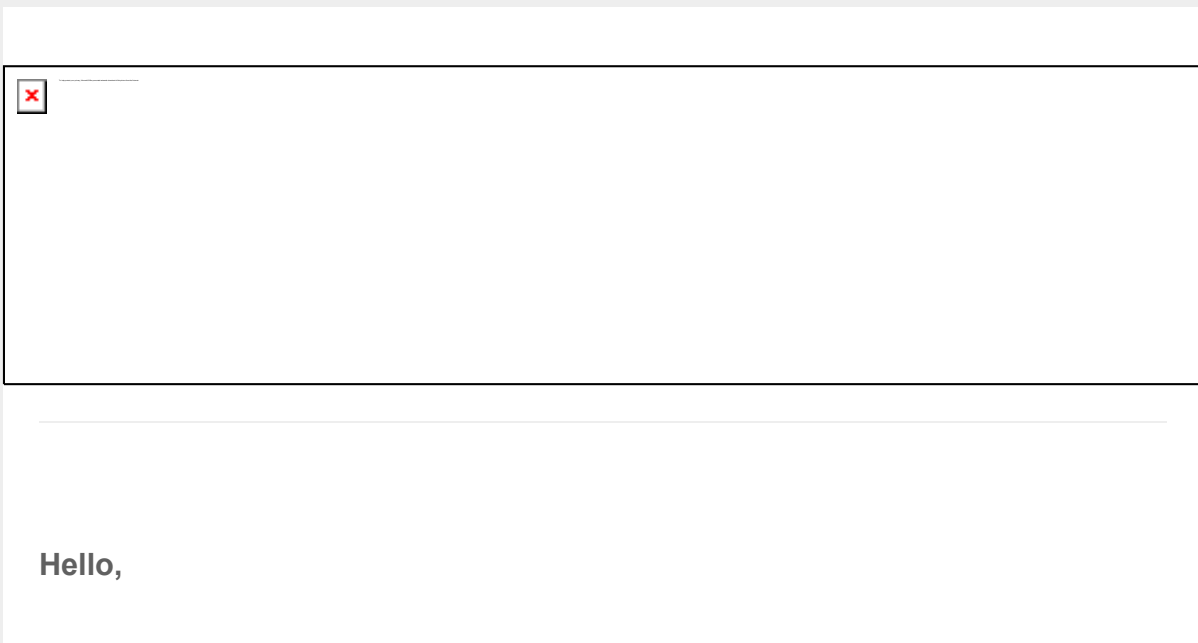
From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:41 AM
[REDACTED]
Subject: RE: Form submission from: Contact the Project Team

Hi T [REDACTED]

Please forward your input to this email address- the recent submissions closed Jan 10 but you can get in touch with the project anytime via this email address

Thank you
Kristin

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: December-06-20 10:46 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the Project Team



Submitted on Sunday, December 6, 2020 - 10:46

Submitted by user: Sper

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Submission re. Downtown Whitby Proposal

Message: I have been trying to provide a submission through your website in regards to the downtown Whitby bus proposal however it won't take my input and says submissions are closed. I thought submissions were open until Dec. 18?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/18605>



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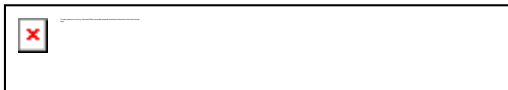
[REDACTED]

From: Hailey McWilliam
Sent: Monday, December 14, 2020 8:25 AM
To: [REDACTED]
Subject: FW: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND
Attachments: 3070 Ellesmere - Rapid Transit Letter - Decemeber 7, 2020.pdf

[REDACTED]

Hailey McWilliam MCIP, RPP
A Message from IBI Group's CEO on COVID-19: <https://www.ibigroup.com/covid19-response>

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
[REDACTED]



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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Monday, December 14, 2020 6:25 AM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Subject: RE: [REDACTED] DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[REDACTED]

From: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Sent: December-13-20 7:57 PM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[REDACTED]

[REDACTED]

[REDACTED]

Hailey McWilliam MCIP, RPP
A Message from IBI Group's CEO on COVID-19: <https://www.ibigroup.com/covid19-response>

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
[REDACTED]





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From: Kristin Demasi <Kristin.Demasi@metrolinx.com>

Sent: Friday, December 11, 2020 6:21 PM

To: [REDACTED] DSBRT <DSBRT@metrolinx.com>

Subject: Re: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Good evening [REDACTED]

Thank you for your email. We are reviewing all comments for the project and these will also form part of the public record.

Have a good weekend

Thanks,
Kristin

From: [REDACTED]

Sent: Monday, December 7, 2020 8:08:52 AM

To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>

Subject: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Kristin

Please see attached letter regarding the Toronto & West Turn Around Bus Rapid Transit.

Thanks
[REDACTED]

[REDACTED]

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[REDACTED]
[REDACTED]
[REDACTED]

December 7, 2020

Metrolinx
97 Front Street West
Toronto, ON M5J 1E6

Parsons
625 Cochrane Drive, Suite 500
Markham, Ontario L3R 9R9

Attention: Kristin Demasi, Metrolinx Project Manager 416-202-3723 DSBRT@Metrolinx.com
David Hopper, Parsons Project Manager 416-352-8625

PRIVATE AND CONFIDENTIAL

RE: DURHAM-SCARBOROUGH BUS RAPID TRANSIT
TORONTO & WEST TURN AROUND

We have reviewed the public documentation as detailed on the Metrolinx website regarding the Durham-Scarborough Bus Rapid Transit, specifically regarding the Toronto & West Turn Around.

We own the property at [REDACTED] that currently has a full turning traffic intersection. The Rapid Transit and raised median along Ellesmere will result in access to Ellesmere and Mornelle to only be right in and right out which will restrict the flow of traffic into our property coming from the west, causing additional traffic pressures to the east for traffic doing u-turns. In addition, traffic looking to travel eastbound on Ellesmere from Mornelle will be impacted with being forced to go west and do u-turns.

We have concerns that the raised center medians and right in/right out intersections cause severe inconvenience for traffic patterns for property owners and residents who are looking to access their street. We would like the raised median to be stopped before Mornelle Court to allow for the full turning intersection.

Yours truly,

[REDACTED]

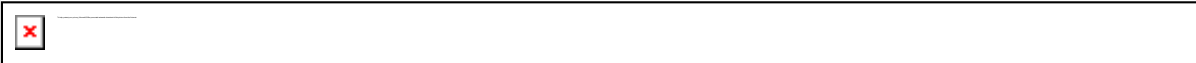


[REDACTED]

[REDACTED]

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Monday, December 7, 2020 8:07 AM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Monday, December 7, 2020 - 08:06

Submitted by anonymous user: 99.245.80.112

Submitted values are:

[REDACTED]

[REDACTED]

Subject: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID
TRANSIT - TORONTO & WEST TURN AROUND

Message:

We have reviewed the public documentation as detailed on the Metrolinx website regarding the Durham-Scarborough Bus Rapid Transit, specifically regarding the Toronto & West Turn Around.

We own the property at [REDACTED] that currently has a full turning traffic intersection. The Rapid Transit and raised median along Ellesmere will result in access to Ellesmere and Mornelle to only be right in and right out which will restrict the flow of traffic into our property coming from the west, causing additional traffic pressures to the east for traffic doing u-turns. In addition, traffic looking to travel eastbound on Ellesmere from Mornelle will be impacted with being forced to go west and do u-turns.

We have concerns that the raised center medians and right in/right out intersections cause severe inconvenience for traffic patterns for property owners

and residents who are looking to access their street. We would like the raised median to be stopped before Mornelle Court to allow for the full turning intersection.

Yours truly,

[REDACTED]

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18611>



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[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, January 13, 2021 2:09 PM
To: [REDACTED]
Subject: FW: Office of MPP Vijay Thanigasalam RE: [REDACTED]

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 2:08 PM
[REDACTED]
Subject: FW: Office of MPP Vijay Thanigasalam RE: [REDACTED]

Good Afternoon [REDACTED]

Thank you for your letter. You raise several important issues, including the environment, changes along the corridor, emergency services, local travel patterns, transit ridership, and construction impacts. We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

We agree that we need to protect and improve the environment. One of the ways we are doing that is by providing improved transit options to allow people to make more environmentally conscious choices in how they travel. The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor.

You must have seen a lot of change in the Highland Creek area over the last 38 years. Population and employment growth in Scarborough is predicted to continue for the next 30 years. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.

We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers, minimize impacts to the natural environment, and the cost of constructing and operating the service. We have completed a review of existing environmental conditions, traffic and travel patterns. The Metrolinx regional forecasting model indicates that the DSBRT will encourage nearly twice as many transit trips in the corridor than are there today, significantly reducing pressure to expand roads to accommodate more cars.

The team are consulting with police, paramedic and fire services to develop a design that does not impact delivery of critical emergency services. The transit lanes will be available for emergency service vehicles, providing them with a dedicated lane to move around traffic congestion.

The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to turn left at signalized intersections. Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn “green arrow”. This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.

Transit service east of Military Trail is provided by the TTC Route 95A, which ends about four blocks or 1 kilometre east of your house. As with most bus routes, the ridership near one end of the route is lower than the other end. Transit demand increases as you travel further west along Ellesmere Road toward Scarborough Centre. Once the DSBRT is in place the TTC is considering extending Route 95A easterly to Sheppard Avenue/Port Union Road, and Durham Region Transit intends to extend the PULSE service to Scarborough Centre. These transit route extensions will increase access to services and ridership in the Highland Creek area and the buses will be busier. Residents will be able to travel via both TTC and DRT services along Ellesmere Rd in Scarborough. TTC, DRT and GO buses all regularly monitor and collect ridership information as well as forecast future ridership.

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

Roadway construction projects can be disruptive. Metrolinx and the City of Toronto will work together to maintain local access, especially emergency services access, during construction. Metrolinx and the City are aware of the impacts of construction on local businesses and will be developing a plan for this corridor as the project moves from the current planning phase to detail design.

In summary, the aim of the project is to provide dedicated transit lanes to support existing bus services along Ellesmere Road to operate more reliably. This includes both Durham Region Transit's existing PULSE service and TTC services. Residents of Scarborough will benefit from the more frequent and reliable bus service which will connect destinations within Scarborough and Durham Region. Dedicated bus lanes will provide better service for those already using transit, encourage increased transit usage through better and more reliable services, and help reduce the pressure to build more roads for cars. The project balances local needs, environmental factors and corridor needs to achieve its objectives.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you

The Durham-Scarborough BRT Project Team

----- Forwarded message -----

From: [REDACTED]

Date: Mon, Dec 7, 2020 at 6:54 PM

Subject: [REDACTED]

December 7 2020

██████████ I've jotted down parts of our conversation

Our voices need hearing; our land saved; our homes safe from construction, our trees and fresh air preserved for our future generations.

We have lost so much with natural disasters. We need to save the environment; the trees and animals need a place to live too! The Eco System needs balance.

We have lived in the Highland Creek neighbourhood for almost 38 years now. Many changes to the neighbourhood have come and gone; most of which have been a welcomed change to make the neighbourhood what it is today.

A community of people that share the same values; keeping the homes and land beautiful for all the enjoy. Someone once said that this was a safe and wonderful place to live. "All the homes represent a vast number of people from different parts of the world, and here we are all one; and can be neighbors looking out for one another and feel safe".

We all worked hard; keeping the homes and land beautiful for all to enjoy. Many of us keep the boulevards vibrant and joyful; our trees line the roads with pride and protection of nature's balance and the safety from the traffic.

When we first moved into the Highland Creek neighbourhood, Ellesmere Road was under construction from a 2-lane roadway to a 4-lane roadway. During this time, we seen unfortunately many tragedies of accidents where a few lost their lives.

My Mother said; "We are lucky to live here; when we get old and need help; we are so close to the Fire Department and the Hospital". As it has it, my parents have gotten older and unfortunately require the emergency services of the Fire Department, Ambulance and Hospital quite frequently. Seconds count and we have been lucky that there has been no obstacles to prevent the prompt emergency services.

We love our Highland Creek neighbourhood; we love our space; our feeling of caring and knowing one another. Many of the homes have seen new owners but the feeling has never changed. We are a community that cares.

Many of us have stayed from the beginning; families growing; grandchildren and great grandchildren welcomed into a safe neighbourhood to play and grow, always feeling safe.

There are many people in the neighbourhood that depend on others; emergency personal; nurses and personal support workers that come to the homes; the way the Highland Creek neighbourhood is set up; it makes it easy for those coming to the need of others to easily reach them on time and feel safe.

All the years of facing Ellesmere the traffic was never an issue; the noise never an issue; a welcomed convenience to travel freely and easily.

Now with the proposed Durham-Scarborough Durham-Scarborough Rapid Transit; land taken; lives affected; years of noisy construction; safety issues to connect Durham with Scarborough. The current Durham bus runs empty most of the time; the TTC bus runs empty most of the time.

Prior to Covid-19 we would sit outside and watch the busses; you could count how few people travelled and when you speak to most people; no one understands why the added transit line was there; other than to connect people to the University.

Now that we live in a Covid-19 world, working and learning from home; on-line shopping; vaccine or not; people have changed, the world has changed. Our need to travel to and from work and studies has changed. The future need to commute is becoming less and less as we have seen in the last 10 months. We have adapted in the most part to a successful way of living and staying safe.

With the changes, we now depend more on the home services, the emergency response teams that get around, protect us, and keep us safe. All our essential services affected just as we need them the most.

Durham-Scarborough Rapid Transit construction being added separating the roadways; preventing left turns; preventing access to our properties; the noise the loss of environment; the loss of feeling safe, the loss of a neighbourhood, and the loss of land; and driveways. Taking away what little joy and pride we as a community have. No more walks; No more walking dogs; no more community connection. No more fresh air; no more greenery.

Now we must watch empty Durham-Scarborough Rapid Transit vehicles run by the house from our windows, as there will be no more land to sit outside and enjoy.

How many lives will be lost during construction and afterwards? We experienced havoc for emergency response for the so-called small construction projects of Morningside and Ellesmere; on Morningside taking away traffic lanes to add the red lanes, that you never see used. Ellesmere road repairs on the hill west of Morningside. How many people lost his or her lives; how many first responder's lives were at added risk trying to get to a call on time; get someone to the hospital in time! We've experienced the challenges first hand; where an ambulance had

no choice but the drive up the Morningside hill on the sidewalk to reach the hospital in time, as the construction and traffic blocked the way.

Now with the proposed Durham-Scarborough Rapid Transit, construction more lives will be lost; I hope not mine or not my family or yours as a result. Why create jeopardy to all around us? We cannot replace the tree's, the animals that our children and grandchildren; great grandchildren will never see or know about except when they look on-line and old family photographs. However, we want our future generation to live and now a place they can call a home in a caring neighbourhood.

An example of what we thought was a good thing; and now I am not so sure.

The Eglinton Crosstown has been under construction since 2011; changing the landscape; with impact to everyone that travels along Eglinton. Business suffered; pedestrians struggling to stay safe as they move around. Emergency response times had increased; with new routes and being bogged down in traffic that could not get out of their way. No one shares or talks about how many people may have lost their lives from pedestrians struck; the medical emergencies; and fires that received delayed response times; even by seconds, when a life is on the line every second counts. We are expecting to see the opening of the Cross Town sometime in 2022. We lost a neighbourhood; businesses, and people's lives and the world has changed since the start of construction.

Ridership declines now and in our future; where is the value in all that we lost to build what few will benefit from?

Where is the value in the Durham-Scarborough Rapid Transit Plan?

Destruction and mayhem in our futures for what?

We are moving towards a restructured world of working and learning from home, reducing travel and our carbon footprint.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, December 23, 2020 10:10 AM
To: [REDACTED]
Subject: FW: Downtown

Track and file

-----Original Message-----

From: [REDACTED]
Sent: December 7, 2020 4:53 PM
To: Internet, Council <council@whitby.ca>
Cc: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>; Ellis, Heather <ellish@whitby.ca>
Subject: Re: Downtown

Thank you for your prompt reply to my concern about the proposal to restrict parking on Dundas. While I appreciate your response, it still does not answer my main question, specifically, what does the proposal do to improve transit? I fail to see how restricting parking is going to result in improved transit operation. That area is not a bottleneck now and buses do have priority right of way now. Thank you.

On 2020-12-07 4:39 p.m., Internet, Council wrote:

> Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

>

> Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

>

> cc: Lorraine Huinink, Region of Durham

> Mathieu Goetzke, Metrolinx

>

> Andrea Quinn-Nilas

> Coordinator - Administration

> Office of the Mayor and Council

> Town of Whitby

> T 905.444.1940

> C 905.706.4671

>

>

> -----Original Message-----

> From: [REDACTED]
> Sent: December 7, 2020 4:26 PM
> To: Internet, Mayor
> Subject: Downtown

>
> [EXTERNAL EMAIL]

>
>
> I have recently seen articles in the local weekly paper about a Metrolinx proposal that would fundamentally change downtown Whitby by prohibiting parking on Dundas between Perry and Byron. I fail to see what benefit there is in banning parking on Dundas. The local businesses in that area are already reeling from the pandemic and do not need this kind of further blow to their businesses. What exactly is the objective of this exercise? There must be some benefit but I fail to see what it might be. The Town has gone to considerable length to encourage investment in the downtown area and has been preaching to local residents to support merchants and this seems totally counter to that. I would be interested to hear what the proposed benefits are from your perspective. Thank you.

>
> -----
> Origin:
> https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.whitby.ca%2F&data=04%7C01%7CChailey.mcwilliam%40ibigroup.com%7C2609a5a3056e419d31b008d8a75480cf%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637443328676317662%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C1000&sdata=cxDPpQ%2Fwpf4ZsZalW4f6MMRxWvgwrQVaj0JYAFz4Np8%3D&reserved=0Ue9AeQuAleQuAl

> -----
>
> This email was sent to you by [REDACTED] through
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[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, December 8, 2020 4:58 PM
To: [REDACTED]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT
Attachments: TTM_2020-10-09_DRAFT_EllesmereBusinesses_2020-12-08.pdf

[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, December 8, 2020 3:45 PM
To: DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>
Subject: Summary of Business Information Session - Durham-Scarborough BRT

Good afternoon,

Thank you for taking the time to meet with us on October 9 to discuss the Durham-Scarborough Bus Rapid Transit environmental assessment and preliminary design project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by next Friday, December 18.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,
Hailey McWilliam
IBI Group

-----Original Appointment-----

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Wednesday, September 30, 2020 3:14 PM
To: Margaret Parkhill; Kristin Demasi; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David
Cc: Alan Filipuzzi; Sarah Chowdhury; Caroline Babakhanian; Carmen Rapati; Darcy Wiltshire; Flavia Santiago
Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session
When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

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

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

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

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

Regards,
Margaret Parkhill, P. Eng
IBI Group

[Redacted signature block]



IBI GROUP
7th Floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Meeting Summary – DRAFT – Ellesmere Road – Business Information Session

To/Attention Notes to File **Date** December 8, 2020
From Margaret Parkhill **IBI Project No** 119887
Subject Durham-Scarborough Bus Rapid Transit
Metrolinx
October 9, 2020, 8:30 a.m. to 9:30 a.m.

Present

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

Antonette DiNovo, Chief of Staff, Councillor Paul Ainslie
Ian Brown, Alan Filipuzzi, Margie Galarneau, Renata Moraes, City of Toronto
Kristin Demasi, Sarah Chowdhury, Flavia Santiago, Darcy Wiltshire, Metrolinx
David Hopper, Parsons
Margaret Parkhill, Hailey McWilliam, IBI Group

Distribution Attendees and Project Team

Item Discussed	Action By
<p>M. Parkhill welcomed attendees and introduced the meeting agenda. The purpose of the meeting was to:</p> <ul style="list-style-type: none">• Provide information on the Durham-Scarborough Bus Rapid Transit project.• To discuss the proposed design along Ellesmere Road.• To understand the needs of businesses along Ellesmere Road.• To answer attendees questions. <p>M. Parkhill provided information on the project schedule, Bus Rapid Transit (BRT), why Ellesmere Road was selected as the preferred corridor for BRT, and information on the project's benefits.</p> <p>A summary of the discussion is included below.</p> <p>Comment: General concern regarding left-turn restrictions.</p>	INFO

Item Discussed	Action By
<p>Response: Left-turns will be restricted to signalized intersections. As a result, travel patterns will change. For example, if a vehicle makes a left-turn into a business today, in the future with BRT, that vehicle could either make a left-turn or u-turn at the next signalized intersection, or could change their route to allow them to turn right into the business.</p> <p>Question: What portion of the BRT study area is planned to have dedicated bus lanes?</p> <p>Response: The majority of the study area will have dedicated bus lanes. Exceptions include Ellesmere Road between Morningside and Military Trail and over the Rouge Valley.</p> <p>Question: What are the time savings associated with dedicated bus lanes compared to running buses in the curb lane in mixed traffic?</p> <p>Response: The Preliminary Design Business Case will quantify the costs and benefits to provide a fair comparison. In addition to time savings, the dedicated lanes allow the transit service to run more reliably and frequently, meaning there are additional time savings realized.</p> <p>Comment: When there was construction on Ellesmere Road in 2017 / 2018, some suppliers refused to deliver to businesses. Some suppliers had to switch to smaller trucks.</p> <p>Response: Noted. We have time now to plan for construction. We are here to understand business needs in order to develop a plan to support businesses.</p> <p>Comment: 51 and 53 foot trailers are used for some deliveries. Deliveries happen all day, and up to 10 times per day.</p> <p>Response: Noted. Thank you for this information.</p> <p>Comment: Trucks cannot back into the driveway if there are dedicated transit lanes.</p> <p>Response: Correct. Trucks will have to change their travel patterns.</p> <p>Question: How long will construction last? Construction is very detrimental to business.</p> <p>Response: Construction will be phased. Earliest expected start of construction on Ellesmere Road is 2025, and is subject to project approvals and funding. We understand that construction impacts businesses. We will apply lessons learned from construction of other projects such as VIVA in York Region and the Eglinton Crosstown Light Rail Transit in Toronto.</p> <p>Question: Is it possible to expropriate property on the south side only, where there are more residential uses?</p> <p>Response: Very little additional land is required mid-block. Some property will be required at intersections with proposed BRT stops.</p>	

Item Discussed

Action By

Question: Is it possible to host another information session at a different time to accommodate businesses who were not able to attend this session?

Response: Yes the project team will work with the City of Toronto to set up an additional meeting. Businesses can also participate in the virtual public consultation that will begin in November. Businesses will be emailed more information closer to the event.

Comment: Businesses did not receive notification in advance of removing the former centre left-turn lane on Ellesmere Road.

Response: That was a City of Toronto project that is not affiliated with Durham-Scarborough Bus Rapid Transit. This project is following the Environmental Assessment process, which includes mandatory notification and consultation requirements.

Question: Is the environmental assessment considering the extra travel time for general traffic when left-turns are restricted to signalized intersections?

Response: Yes, the impacts to general traffic will be part of the Preliminary Design Business Case for this project.

Question: Due to the pandemic, less people are taking public transit and more people are buying cars. Is it still wise to invest in transit?

Response: The project horizon year is 2041. There have been many increases and decreases in transit ridership over the years due to other significant events. Generally, ridership levels return to normal after a few years.

M. Parkhill thanked the attendees for their time and input. Noted that the project is in the planning stages, so this is the appropriate time to consider the issues that were raised today. The project team is continuing to develop the preliminary design and a preliminary design to balance the benefits and impacts. Public meetings will be held online in November 2020.

Please advise of any errors or omissions to Margaret Parkhill by December 18, 2020.

[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 12, 2021 12:20 PM
To: [REDACTED]
Subject: FW: concerns re metrolinx proposal

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 12:15 PM
To: [REDACTED]
Subject: FW: concerns re metrolinx proposal

Hi [REDACTED]

Thanks again for your interest in the project. We wanted to respond to both your emails to make sure that you received responses to all of your questions.

BRT is the preferred technology for the Durham-Scarborough corridor. LRT and BRT were evaluated as part of the Initial Business Case, completed in 2018. BRT was preferred for its cost effectiveness to 2041 the projects horizon year. The technology is also preferred for its flexibility over LRT.

The project will make use of the PULSE buses that Durham Region Transit has invested in. The system could be converted to LRT in the future, should the increases in ridership warrant the upgrade.

Regards,
Kristin Demasi

From: [REDACTED]
Sent: December 8, 2020 11:04 AM
To: Internet, Council <council@whitby.ca>
Cc: Ellis, Heather <ellish@whitby.ca>; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>
Subject: Re: concerns re metrolinx proposal

Dear Andrea

Thank you for your response and the information. I have always thought a pedestrian-friendly environment in the downtown core, like a pedestrian mall on a few of the streets, would be exceptional for Whitby, and something to work towards. However, the transit element is of some concern. In some cities around the world, there are pedestrian malls with intermittent transit traffic in the form of electric streetcars or modern variants thereof. Perhaps that would be something to consider.

Thanks
Mark

On Mon, Dec 7, 2020 at 4:36 PM Internet, Council <council@whitby.ca> wrote:

Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation

and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

cc: Lorraine Huinink, Region of Durham
Mathieu Goetzke, Metrolinx

Andrea Quinn-Nilas
Coordinator - Administration
Office of the Mayor and Council
Town of Whitby
T 905.444.1940
C 905.706.4671

-----Original Message-----

From: [REDACTED]
Sent: December 6, 2020 1:28 PM
To: Internet, Council
Subject: concerns re metrolinx proposal

[EXTERNAL EMAIL]

Hello,

The following comments have been submitted to Metrolinx via its website. I ask the council to consider them as well, thank you:

1. Do you have any concerns about the preliminary design in Whitby? *
 - a) Demands on local traffic routes: a reasonable assumption is that at the points of the reduction of traffic lanes, there will be a redirection or re-routing of traffic onto neighbouring side streets, resulting in significantly increased traffic and impact on roads, vehicular and pedestrian traffic, and intersections. How are these going to be addressed?
 - b) There may be significant impact on businesses that rely on egress and access onto Dundas. How is this going to be addressed.
 - c) I am not aware of any other alternatives being considered by Metrolinx. A full analysis should be undertaken and shared with all of the stakeholders, including the public.

Thank you,
[REDACTED]

Origin: <https://www.whitby.ca/en/townhall/mayorandcouncil.asp>

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[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, December 9, 2020 12:58 PM
To: [REDACTED]
Subject: FW: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Track and file.

From: [REDACTED]
Sent: Wednesday, December 9, 2020 12:47 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

These 4 people are missing off your list.

Plus add myself [REDACTED]

Thanks for your help.

[REDACTED]

On Wed, Dec 9, 2020, 12:42 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Hi [REDACTED]

I can see that the following email addresses have accepted the meeting:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

It is an Outlook meeting appointment, and I know Outlook and Google calendar don't get along nicely!

Let me know if you'd like me to forward the invite to others,

Margaret

Margaret Parkhill

IBI Group

416 596 1930 ext 61578

From: [REDACTED]
Sent: Wednesday, December 9, 2020 12:36 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Thanks Margaret,

I just forwarded the invitation this time, it seemed to work? I was trying to invite via Google Calendar and that didn't appear to be working.

Can you tell if these names attached show up from your end?

[REDACTED]

On Wed, Dec 9, 2020, 12:30 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Hi [REDACTED]

You should be able to forward the meeting invite.

Or you can send me the emails and I can add them.

Let me know what you prefer,

Margaret

Margaret Parkhill

IBI Group

416 596 1930 ext 61578

From: [REDACTED]

Sent: Wednesday, December 9, 2020 12:20 PM

To: Margaret Parkhill <margaret.parkhill@ibigroup.com>

Subject: Re: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit

Margaret,

I'm having some difficulty adding our few members email/names to our Microsoft Teams meeting for tonight?

Do I need to forward the names to you? Or can you change the meeting settings to allow me to invite them?

[REDACTED]

On Tue, Nov 24, 2020, 4:38 PM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Proposed agenda:

1. Introductions
2. BRT Project overview
3. Proposed preliminary design of Active Transportation facilities in Durham Region
4. Questions/ discussion
5. Next steps

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED] [REDACTED]

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, December 10, 2020 12:30 PM
To: [REDACTED]
Subject: FW: Summary of Business Information Session - Durham-Scarborough BRT

Track and file

From: [REDACTED]
Sent: Thursday, December 10, 2020 12:29 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [REDACTED]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Thank you Hailey.

[REDACTED]

From: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>
Sent: Thursday, December 10, 2020 12:28 PM
To: [REDACTED] DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [REDACTED]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT

Thank you, [REDACTED] I have received your email.

Hailey

From: [REDACTED]
Sent: Thursday, December 10, 2020 12:22 PM
To: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>; DSBRT@metrolinx.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; [REDACTED]
Subject: RE: Summary of Business Information Session - Durham-Scarborough BRT
Importance: High

Hi Hailey,

We have completed the online survey and we just wanted to make sure that you get a copy of it as well all the petition signatures that we have here to submit for our cause.

Please kindly confirm that you have received our e-mail.

Thank you

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Hailey McWilliam <hailey.mcwilliam@ibigroup.com>

Sent: Tuesday, December 08, 2020 3:45 PM

To: DSBRT@metrolinx.com

Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Andrew.Au@toronto.ca; Hopper, David <david.hopper@parsons.com>; Margie.Galarneau@toronto.ca; Ian J. Brown <Ian.Brown@toronto.ca>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>

Subject: Summary of Business Information Session - Durham-Scarborough BRT

Good afternoon,

Thank you for taking the time to meet with us on October 9 to discuss the Durham-Scarborough Bus Rapid Transit environmental assessment and preliminary design project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by next Friday, December 18.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,

Hailey McWilliam
IBI Group

-----Original Appointment-----

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>

Sent: Wednesday, September 30, 2020 3:14 PM

To: Margaret Parkhill; Kristin Demasi; Andrew.Au@toronto.ca; Margie.Galarneau@toronto.ca; Hopper, David

Cc: Alan Filipuzzi; Sarah Chowdhury; [REDACTED] Carmen Rapati; Darcy Wiltshire; Flavia Santiago

Subject: Durham-Scarborough Bus Rapid Transit - Ellesmere Road - Business Information Session

When: Friday, October 9, 2020 8:30 AM-9:30 AM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

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

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

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

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

Regards,
Margaret Parkhill, P. Eng
IBI Group

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

1. Do you have any concerns about the preliminary design in Toronto? *

We are very concerned about this project as the long-term construction will have a very negative impact on our business.

We are a Wholesale and Retail Bakery that have been in Scarborough for over 30 years and the last 20 years on Ellesmere Road. We have a vast majority of customers that are using their cars, vans, and trucks to come and pick-up products from our plant, with having no proper and safe access to enter our premises for conducting their daily business, we will be anticipating a drastic drop in our business due to this construction.

We have experienced this kind of loss to our business when there was a road and lane realignment project done on Ellesmere in the summer of 2018, during the high peak of the season we suffered a major loss in business due to limited access to our property, some of our suppliers even refused making deliveries of ingredients to us due to an unsafe and difficult entry and departure to and from our premises.

With COVID-19 having such a negative impact on the food and restaurant industry we absolutely can not afford to suffer more business loss with this long-term construction.

2. What aspects of the design do you like? *

No comment.

3. Do you have any questions about the preliminary design related to your street or property? *

This design is not suitable for our business since no left turn can be made either to enter the premises or make a left turn while exiting.

4. Are there any specific impacts that you are most concerned about (e.g. natural heritage, cultural heritage, other)? *

This project is extremely concerning as many drivers will try to make illegal U-turns at crossings endangering the lives of pedestrian and oncoming traffic.

This will surely cause people to drive more adding to the air pollution as they need to drive further to make a turn to come back to their actual destination.

Mainly over 100 local people of Scarborough have a secure full time and part time jobs in our company, if we are forced to move due to this major long-term construction and the inconvenience entry to our premises, all these respective employees will lose their jobs as they would not want to travel far out of their residential areas and we too will lose valuable employees.

5. Do you have any other questions? *

We are very worried that our and thoughts, voices and concerns will not be heard or taken into any consideration and for that purpose we would like to have another chance to speak with your team as we have also gathered several petition signatures from our employees, customers, drivers, suppliers who have the same concern as us with this long-term construction and limited easy and safe access to enter and leave our premises.

Several businesses have shut down and have been forced to move due to this kind of road construction and when this happens to us will there be a reimbursement provision or other compensation available for business lost due to this road construction and will Metrolinx be responsible for that?

Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.

<https://www.metrolinxengage.com/dsbrrt>

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [REDACTED] [REDACTED]) for daily food purchases, work, deliveries and general service contracts.

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.
<https://www.metrolinxengage.com/dsbrt>

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [REDACTED]
[REDACTED] for daily food purchases, work, deliveries and general service contracts.

Printed Name (Full)

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.

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

Action Petitioned for: We the undersigned our concerened for our safety and inconveince while driving in and out of 1 [REDACTED] [REDACTED] for daily food purchases, work, deliveries and general service contracts.

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.

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

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [REDACTED] ([REDACTED] for daily food purchases, work, deliveries and general service contracts.

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.

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

Action Petitioned for: We the undersigned our concerened for our safety and inconveince while driving in and out of [REDACTED] [REDACTED] for daily food purchases, work, deliveries and general service contracts.

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Petition Summery: Durham-Scarborough Bus Rapid Transit project. Contrsuction of Dedicated median bus lanes on Ellesmere Road.

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

Action Petitioned for: We the undersigned our concerened for our safety and inconvevince while driving in and out of [REDACTED] [REDACTED] for daily food purchases, work, deliveries and general service contracts.

Printed Name (Full)

Address (optional)

Signature

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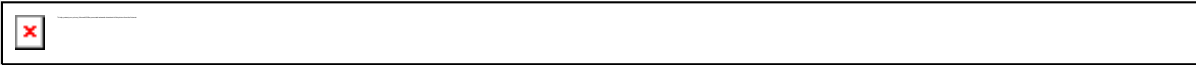
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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Thursday, December 10, 2020 1:13 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Thursday, December 10, 2020 - 13:12

Submitted by anonymous user: 74.15.38.225

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Zoom meeting of Dec 9th , 2020, 7:00pm

Message:

The discussion with the interested representatives from the Durham Region Cycling Coalition was well covered. There are many social , educational & economic purposes to be achieved through the completion of this public transportation improvement project.

Safety and traffic flow considerations dictate the planning and seem to be well looked after in the proposal.

In respect of the implementation and construction budget it would be a serious omission not to provide toilet facilities at some of the station locations. It is easier and less costly to include them in the original work. There are designs that are more efficient and environmentally useful from today's manufacturers .

Thank you for the opportunity for input.

today's

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18646>



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[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, January 13, 2021 2:38 PM
To: [REDACTED]
Subject: FW: Office of MPP Vijay Thanigasalam - - - RE: Preserve the Community of Highland Creek

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 2:37 PM
[REDACTED]
Subject: FW: Office of MPP Vijay Thanigasalam - - - RE: Preserve the Community of Highland Creek

Good Afternoon,

Thank you for your letter. You raise several important issues, including route selection, changes along the corridor and local walk patterns and emergency vehicle access. The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

In the previous stages of the project a range of potential solutions were developed. This included an option to use dedicated BRT curb lanes. There were several reasons why the curb lane option was not selected as the preferred alternative including:

- Conflict with cars turning in and out of driveways needing to cross the bus lanes
- Challenges for emergency services and deliveries that would block the curbside bus lanes
- Problems with enforcement
- The mixing of traffic in the curb lanes reduces the effectiveness of the lanes by reducing the reliability needed to maintain the service.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. The experience in the majority of other similar transit projects is that there is either no impact to property values, or the value of land increases as the added mobility provides a net benefit to the neighbourhood.

Crossing the street at signalized intersections will be no different than it is today. At locations with stops, there will be an added refuge area in the middle of the road at the end of the access to the bus platform. Along Spadina Avenue and St. Clair Avenue, the less frequent transit vehicles provide opportunities for pedestrians to pause in the center of the road while crossing. It is unlikely that there will be any significant change for pedestrians crossing the road.

Emergency vehicle have had the use of the Spadina and St. Clair dedicated streetcar lanes, and it has shown to be beneficial for access during bad weather, when there is local road congestion and at peak hours when traffic speeds are reduced. Allowing emergency vehicles to use the lanes when it is helpful is one of the added benefits of the transit priority infrastructure. We are also planning for the long-term future when traffic volumes will be higher and when this form of priority will provide more benefit. While transit service is reliable today in certain sections of the corridor, our modelling shows that this will change as population growth occurs and traffic volumes increase.

Winter maintenance is a significant issue. Snow handling is being reviewed by the design team as work progresses. Removal by truck after the snowstorm has ended is one option that is used in other denser areas of the city where snow storage is problematic. There are solutions that have been used successfully elsewhere in the city and the team is reviewing these as the project progresses.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

On Fri, Dec 11, 2020 at 2:15 AM [REDACTED]

Hi [REDACTED]

Here is the email regarding the bus lane being proposed by metrolinx.

My family has lived in Highland Creek for over 23 years and have always been proud to call it home. However, we are saddened by the destruction of this unique and beautiful neighbourhood by what Metrolinx is proposing with it's rapid transit.

I attended one of Metrolinx's session earlier this year and was very surprised how little had been communicated to the community as Metrolinx had already come with a done deal of what they will be doing.

When asked why Sheppard Ave was not presented as a choice the answer was Ellesmere Road was better but no reason/ explanation provided.

When asked why the current curb lane from Kingston Road to Military Trail could not be used as the dedicated bus lane through this section the answer was, was this something that would be of interest. The curb lane on Morningside Road has been designated as a bus lane when houses do not front onto it. While in Newmarket where rapid transit lane was built by Metrolinx no dedicated centre bus lane was run through residential area. Therefore have to ask myself why is this being allowed to happen in Scarborough/Highland Creek?

Having our houses fronting onto six lanes of traffic means that the entire community will change and not for the better. Do not know of any residential street that sits on six lanes of traffic. Most areas in the city that have centre bus lane is through commercial / business areas.

The reason we all chose to live in Highland Creek was for it's peacefulness, beauty and uniqueness all of which will be lost with centre bus lane from Kingston Road to Military Trail. Going for a simple walk will mean transversing across 6 lanes of traffic. Having relationship with your neighbor across the street will be lost, so much for that community feeling. All the mature trees along the road will be destroyed instead of being

preserved. How is this environmentally healthy for us or our community. Metrolinx will be expropriating our land while telling us that will not happen. Our houses will be sitting closer to the road with exhaust fumes, pollution etc coming into our houses. Nor can we forget the fact that we will not be able to make left turns from our driveways.

Metrolinx states that centre bus lane will be used by emergency vehicles. However, most roads in Scarborough/Ontario/Canada do not have centre bus lanes and emergency vehicles have no difficulty getting to their destinations. In fact, centre bus lane would cause delay for emergency vehicles with all the buses in them. In an emergency the lives of the residents along Ellesmere Road are being put at risk by centre bus lane, as emergency vehicles will only be able to turn at certain places. As every second count In a medical emergency lost of live could be had.

With three lanes of traffic each way this will also mean three lanes of snow being pushed into our driveway which is currently not being opened up by the city. If it is a struggle to clean deposit of two lanes just imagine how three will be for the many seniors that live on the street.

As someone who often uses TTC, not true when Metrolinx says that Highland Creek residents who use TTC today will benefit from more reliable service. Currently the TTC service is very reliable.

Other options such as Sheppard Ave and use of current curb lane from Kingston Road to Military Trail needs to be looked at. We need for Highland Creek politicians and leaders to stand up for Highland Creek and it's residents especially those living along Ellesmere Road. Our politicians and leaders along with other politicians who call themselves friends of Highland Creek need to demand better for this community and not allow for Highland Creek to change for the worst because it is part of Scarborough. We are proud to live in Scarborough and the uniqueness and beauty of the neighbourhood needs to be preserved

Sent from my iPad

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From: Margaret Parkhill
Sent: Friday, December 11, 2020 12:57 PM
To: Kristin Demasi
Cc: 'DSBRT@metrolinx.com'
Subject: Durham-Scarborough BRT - PIC 3 to January 10, 2021

**Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021**

We need your input on the proposed preliminary design.

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

You can provide feedback on the preliminary design by completing an online survey or through the interactive map:

www.DSBRTmap.ca

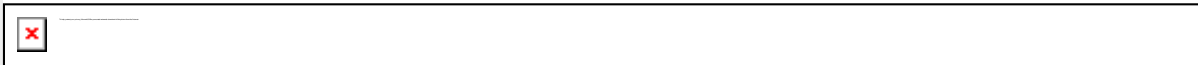
You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

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

cc: Kristin Demasi, Project Manager, Metrolinx

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Friday, December 11, 2020 5:16 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Friday, December 11, 2020 - 17:15

Submitted by anonymous user: 2001:1970:546e:900:c0e5:86e1:7122:3679

Submitted values are:

[REDACTED]
[REDACTED]

Subject: access and left turns

Message:

I am an owner of the major mixed use development at Markham and Ellesmere

[REDACTED] Also owner manager for [REDACTED]
[REDACTED]. We are very concerned about the proposed elimination of the left

turn lanes. Some of the entrances are designated for shipping and if the major tractor trailers can't turn into the properties, this will be a serious impact on our tenants. The signalized intersection at Dolly Varden cannot accommodate the large trucks and wasn't designed to do so.

Also the most easterly Ellesmere entrance services hundreds of cars daily to the office buildings on the corner. The only other main entry point is on Markham road and the left turns are limited to only a few hours a day.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18668>



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[REDACTED]

From: Hailey McWilliam
Sent: Monday, December 14, 2020 5:05 PM
To: [REDACTED]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

From: Borovilos, Tas <tas.borovilos@pc.ola.org>
Sent: December-14-20 2:43 PM
To: Theresa Tran <Theresa.Tran@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Cc: Wilson, Juliana (MTO) <juliana.wilson@ontario.ca>; Vatrt, Louis (MTO) <Louis.Vatrt@ontario.ca>
Subject: FW: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Good afternoon Theresa and Kristin.

If you can respond to this constituent that would be greatly appreciated.

Have a great day!

Sincerely,

Tas

From: Borovilos, Tas
Sent: December 14, 2020 2:41 PM
[REDACTED]
Subject: Office of MPP Vijay Thanigasalam - RE: Metrolinx, BRT

Good afternoon [REDACTED].

Thank you for bringing your concerns regarding the Durham-Scarborough Bus Rapid Transit project to MPP Thanigasalam's attention.

MPP Thanigasalam has been involved in conversations with this project with the Highland Creek Association and Metrolinx.

He continues to provide feedback on the project to Metrolinx and the Ministry of Transportation on behalf of all residents who have contacted him regarding their concerns.

Metrolinx previously informed us and constituents that The Durham – Scarborough Initial Business (IBC) in 2018 analyzed alternative routing options along Ellesmere Rd. Kingston Rd. and Highway 2A. Ellesmere Rd. was found to be the preferred option for the following reasons:

1. It provides the most direct connection to key destinations within Scarborough saving travel time savings to transit users and operating costs.

2. It maximizes access to the corridor for the existing transit service network in Toronto and Durham region.
3. Provides the biggest benefits in connecting residents and employment to the wider transit network through to 2041.
4. Protects the future rapid transit expansion within Scarborough.

At this time Metrolinx is currently hosting an online Public Information Centre #3.

Durham-Scarborough BRT Project

The purpose of the Public Information Centre is to present and seek feedback on the [preliminary design](#) and results of the technical studies, including potential impacts and proposed mitigation measures. The Public Information Centre will run until Sunday, January 10, 2021

New metrolinx Virtual Event #3 November 16 – January 10 2020

www.metrolinxengage.com/dsbrt

<https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit-public-information-centre-3>

We had asked for an extension to January 10th based on feedback received from residents in the riding.

It should be noted that all PIC materials will remain on the website after the official consultation period ends and the public is encouraged to continue to write to the project team at dsbrt@metrolinx.com with their feedback on the project.

Thank you again Joseph for sharing your concerns with us and do let us know if you have further concerns on this matter or any other Provincial matter going forward.

Should we receive any updates on this matter we will be sure to let residents in the area know.

Sincerely,

Tas Borovilos

Case Manager
Office of MPP Vijay Thanigasalam
Scarborough – Rouge Park
416-283-8448

From: [REDACTED]
Sent: December 12, 2020 11:57 AM
To: Thanigasalam, Vijay <vijay.thanigasalam@pc.ola.org>
Subject: Metrolinx, BRT

Hello,

I recently submitted the following comments to Metrolinx about the changes proposed for Ellesmere Rd. from Military Trail to Highway #2. I have also been in contact with neighbors and can assure you that many of us are very concerned that these proposals will adversely change the neighborhood we live in and hold so dear.

To Metrolinx

Many, many concerns. Your plans for Ellesmere from Military Trail to Highway #2 are very problematic for those of us who live along what you call a 'pinch point'.

If there were a cost-benefit analysis done for the residents of Ellesmere, I'm not sure you could find a benefit of any kind but you would surely find many 'costs' or negative externalities. I list a few below.

#1. Your plans to expand Ellesmere to six lanes between Military Trail and Meadowvale will require the cutting down of hundreds of mature trees along the boulevards. I'm not sure that that's consistent with the long-term environmental goals set by the city of Toronto years ago.

#2. The houses on Ellesmere between Military Trail and Highway #2 actually face the road; they do not back onto it. Thus, the reserved BRT lanes bounded by raised barriers will be unsightly and likely lower property values.

#3. The reserved BRT lanes will create unnecessary inconvenience to the homes along Ellesmere. Only 'right turn' entrance into driveways means that many of us who live on the south side of Ellesmere will exit the 401 with our cars at Morningside rather than Meadowvale. This will increase traffic through the tight intersection at Military Trail and Ellesmere where hundreds of cars and pedestrians cross during the day.

#4. The amount of traffic on Ellesmere between Military Trail and Highway #2 is minimal. Most coming from the east along Highway 401 in their cars do not exit at Port Union to come along #2 and turn onto Ellesmere. Those that use Ellesmere in cars are mostly residents getting to and from work, shopping etc. It is not a 'thorough fare'. Those that travel by TTC through that stretch of Ellesmere are very few and they are residents who live along and on the side streets of Ellesmere. Those who use Pulse buses coming from Durham are students going to UTSC. I'm not sure why any other Durham resident would be riding Pulse into Scarborough along that route. Thus, I'm not sure the investment of money in all these changes and the disruptions caused makes any short or long-term sense.

My overall advice would be to leave the 'pinch point' alone. There is no need for designated lanes for buses between Military Trail and Highway #2 along Ellesmere. It seems to be working fine. Keep Ellesmere from Military Trail to Highway #2 at four lanes. There's no need to expand the road. The amount of bus ridership -- TTC or Pulse -- along that stretch is minimal. What I would suggest, instead, is investing in a complete repaving of Ellesmere from Military Trail to Highway #2 to eliminate the bumps and vibrations. It will make for smoother and faster movement of all people, in cars and buses, while maintaining the integrity of what is a beautiful neighborhood.

There's not much more to say. My neighbors and I have been discussing this. We're not upset with your BRT plan just because it will disrupt our neighborhood which it inevitably will. We're also upset because the plans don't seem to be worth the cost to the taxpayer. Again, lots of costs -- explicit and implicit; few, if any, benefits!

[REDACTED]

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

[REDACTED]

From: Hailey McWilliam
Sent: Monday, December 21, 2020 1:06 PM
To: [REDACTED]
Subject: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021
Attachments: [REDACTED]

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Monday, December 21, 2020 10:39 AM
To: harold@scarboroughretirement.com
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com
Subject: RE: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hi [REDACTED]
Thank you for your email. The current preliminary design concept near [REDACTED] is attached.
You can review the design at our interactive map here: www.DSBRTmap.ca.

The design concept west of Rotherglen Road includes 1 lane for westbound traffic, 1 eastbound left-turn lane, and 2 lanes for eastbound traffic. Plus 2 centre-running bus lanes (shown in red) and a transit platform for bus riders (shown in blue). The design concept also includes new wider sidewalks on both sides of Kingston Road west of Rotherglen Road.

Based on the current design, approximately 7 metres of property may be required from the existing property line. The extent of property impact will be confirmed through the detailed design process. There may be other Regional needs, such as daylight triangles or potential utility easements.

Note that the existing driveways at [REDACTED] would be maintained; however, access on Kingston Road would become right-in / right-out only. Eastbound vehicles could either turn left onto Rotherglen and access the driveway there. Or make a u-turn at Rotherglen and turn right into the driveway.

The design concept as shown would require removal of about four trees on the private property and one street tree that is within the road right-of-way.

If you have other questions regarding developing the site, please contact Region of Durham Planning and Development group (<https://www.durham.ca/en/doing-business/planning-and-development.aspx>). The Region of Durham can give you more information about the future right-of-way of Kingston Road.

Let me know if you have any other questions,
Margaret Parkhill, P.Eng.

cc: Kristin Demasi, Project Manager, Metrolinx

From: [REDACTED]
Sent: Tuesday, December 15, 2020 8:21 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com; [REDACTED]

[REDACTED]
Subject: Re: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hello Everyone

Could I please get an accurate drawing of what is being proposed at [REDACTED] in Ajax

The [REDACTED]

From what I can gather, the expansion would include land up to the turn circle in my driveway which is probably 5 feet above the proposed curb

As well as probably require the removal of a few very large and tall 50 foot tall trees

I know it is too early to have all the details worked out, but I am curious as to what your plans are with respect to maintaining my Kingston Road access

We are considering developing the site and need to know where the new proposed lot line would be to determine where we could place the building

So we are in limbo until that line is fixed since the original line of what we were proposing is encroaching on the land that you are proposing to use for the traffic lane and sidewalk

[REDACTED]

On Dec 11, 2020, at 12:56 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

**Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021**

We need your input on the proposed preliminary design.

<https://www.metrolinxengage.com/dsbrt> [can01.safelinks.protection.outlook.com]

You can provide feedback on the preliminary design by completing an online survey or through the interactive map: www.DSBRTmap.ca [can01.safelinks.protection.outlook.com]

You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

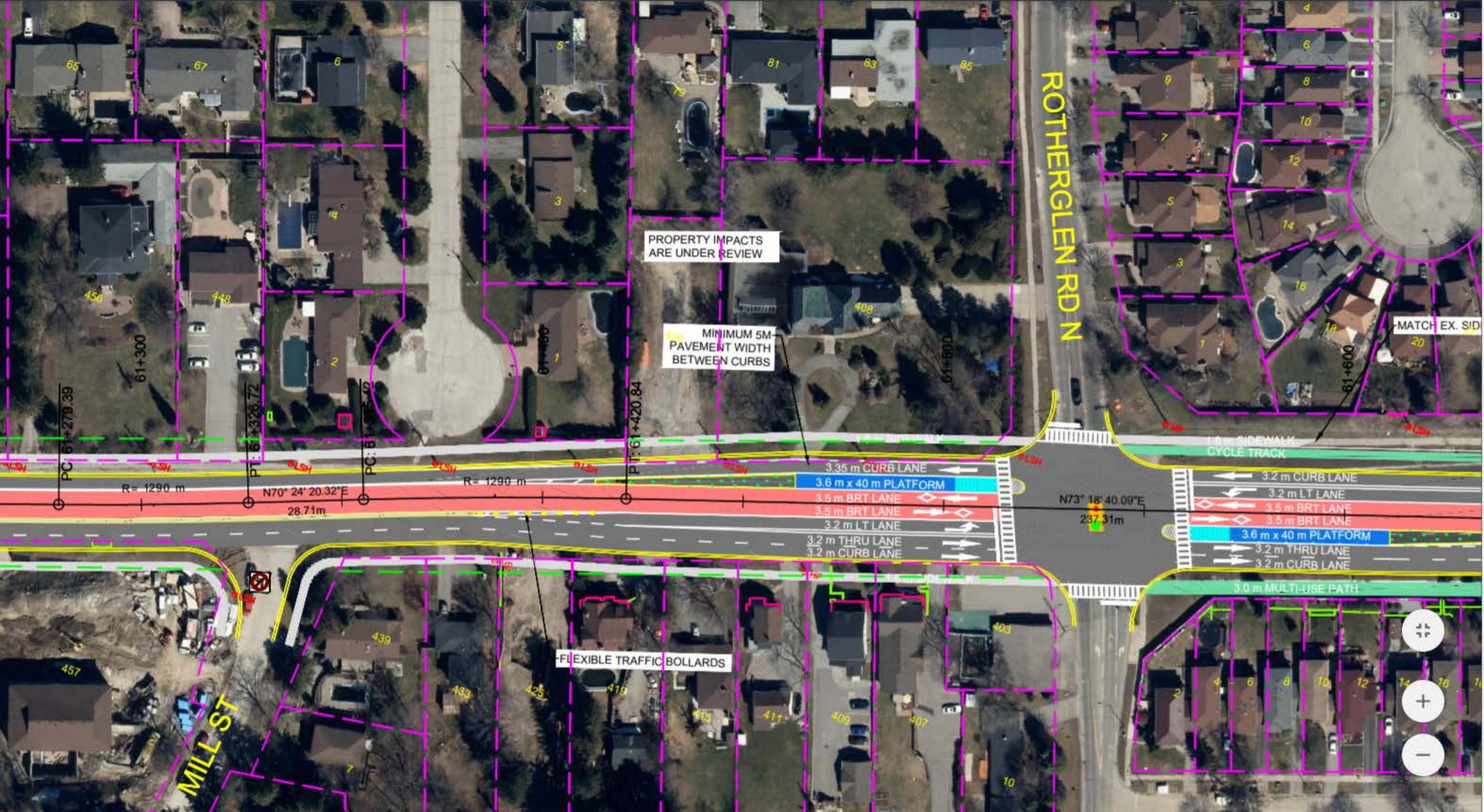
We appreciate your on-going participation in the project.

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

cc: Kristin Demasi, Project Manager, Metrolinx

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Tuesday, December 15, 2020 1:08 AM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Tuesday, December 15, 2020 - 01:08

Submitted by anonymous user: 2607:fea8:329f:4100:642f:c3e9:19a1:9ca1

Submitted values are:

[REDACTED]
[REDACTED]

Subject: Usage of Military Trail to Kingston Road portion of DSBRT

Message:

I would appreciate it if you could provide me the following:

- a) Any research that you have done showing the number of people in the corridor between Military Trail and Kingston Road that are currently (i.e. 2019 or whatever your base year is) using the Pulse bus service to travel east.
- b) The annual forecast of people in the corridor between Military Trail and Kingston Road that are expected to use the DSBRT system to go east over the period 2020 to 2040
- c) Alternative high and low scenarios associated with the forecast in b) above
- d) In your presentation you estimate the benefit cost ratio for the project to be 1.2. What will be this ratio under the alternative scenarios in c) above?
- e) Do you expect the impact of Covid 19 on the working patterns (i.e. telecommuting and om-line shopping) to affect the viability of this project?

Thank you in advance for your responses to my questions.

Sincerely

[REDACTED]
[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18680>



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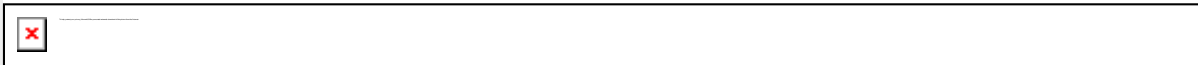
Instagram

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Wednesday, December 16, 2020 11:40 AM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Wednesday, December 16, 2020 - 11:40

Submitted by anonymous user: 142.114.15.4

Submitted values are:

[REDACTED]

[REDACTED]

Subject: CONCERNING LEFT TURN FROM [REDACTED] BUILDING

Message:

I would like to say that when the left turn can hamper businesses, it should be reconsidered as business is the life blood of a city.

I am one of the tenant of [REDACTED].

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18689>



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[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, January 13, 2021 3:50 PM
To: [REDACTED]
Subject: FW: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021
Attachments: [REDACTED] Letter.docx

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 3:39 PM
To: [REDACTED]
Subject: FW: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hi [REDACTED]

Thank you for your letter attached. You raise several important issues, including route selection, changes along the corridor, and winter maintenance. The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed.

Transit service east of Military Trail is provided by the TTC Route 95A, which ends about four blocks or 1 kilometre east of your house. As with most bus routes, the ridership near one end of the route is lower than the other end. Transit demand increases as you travel further west along Ellesmere Road toward Scarborough Centre. Once the DSBRT is in place the TTC is considering extending Route 95A easterly to Sheppard Avenue/Port Union Road, and Durham Region Transit intends to extend the PULSE service to Scarborough Centre. These transit route extensions will increase access to services and ridership in the Highland Creek area and the buses will be busier. Residents will be able to travel via both TTC and DRT services along Ellesmere Rd in Scarborough. TTC, DRT and GO buses all regularly monitor and collect ridership information as well as forecast future ridership.

The introduction of dedicated transit lanes on Ellesmere Road will change local travel patterns. Drivers will only be able to turn left at signalized intersections. Each signalized intersection will have a dedicated left-turn lane and fully-protected left-turn "green arrow". This means left-turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.

Roadway construction projects can be disruptive. Metrolinx and the City of Toronto will work together to maintain local access, especially emergency services access, during construction. Metrolinx and the City are aware of the impacts of construction on local areas and will be developing a plan for this corridor as the project moves from the current planning phase to detail design.

Winter maintenance is an issue. Snow handling is being reviewed by the design team as work progresses. Removal by truck after the snowstorm has ended is one option that is used in other denser areas of the city where snow storage is problematic. There are solutions that have been used successfully elsewhere in the city and the team is reviewing these as the project progresses.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you

The Durham-Scarborough BRT Project Team

To: Vijay Thanigasalam – MPP, Scarborough-Rouge Park
Tas Borovilos – Case Manager, Office of Vijay Thanigasalam
Letter sent via email

As a resident of Highland Creek for 35 years, I am very upset by the Metrolinx proposal for Ellesmere Road. I am wondering how many Members of the Planning Committee or Politicians would want 6 lanes of traffic going by their front doors?

We are the only section of this Proposed Rapid Transit that it will affect the most. All other transit systems go through Commercial Properties and so stimulates the economic growth of these areas.

If this is to go through, we will not be able to go East out of our driveways or turn in from the West. We would have to be creative to find ways to get home.

Snow removal would be a disaster. We are supposed to be cleared at the end of our driveways after a snowstorm. Well, that hasn't happened for a long time. Can you imagine the snow build up on 6 lanes for removal, virtually impossible to clear.

We pride ourselves as Highland Creekers. We have already gone through construction on this street when it went from 2 lanes to 4 quite a few years ago. At this time, there used to be a hill. The road was raised approximately 9 feet at that time. In the first Spring after that, I had a major flood in the basement. The City claimed no responsibility.

I do not wish to go through another construction, which, this time would involve taking out our mature trees and entirely upsetting the eco system of our area.

I have been observing the buses that go by my house. Very few if any passengers are on them, including the Durham buses. It was like this long before Covid-19.

It would seem to me that money would be better spent publicizing the beauty of Scarborough and in particular Highland Creek. It is no secret that Scarborough has had a bad image for a long time. It is time that the Politicians stood up for us.

Leave the lanes as they are. Perhaps paint a designated bus lane as on Kingston Road, but better yet, re-route the Durham buses to go along Sheppard to join up with the transit system on Morningside. Please do not upset our neighbourhood.

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

[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 5, 2021 1:22 PM
To: [REDACTED]
Subject: FW: From a concerned Whitby resident regarding plans for the Transit Mall

Track and file

From: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>
Sent: January-04-21 4:36 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: FW: From a concerned Whitby resident regarding plans for the Transit Mall

From: Internet, Council <council@whitby.ca>
Sent: December 17, 2020 1:14 PM
To: [REDACTED]
Cc: Internet, Mayor <mayor@whitby.ca>
Subject: RE: From a concerned Whitby resident regarding plans for the Transit Mall

Dear [REDACTED]

Thank you for your email which was provided to Mayor Mitchell for his review and he will respond directly to your concerns.

Sincerely,

Mandy Lee

**Administrative Assistant and Customer Service Specialist
Office of the Mayor and Council**

Town of Whitby
T 905.430.4300 x2203
C 905.706.3211

From: [REDACTED]
Sent: December 17, 2020 12:09 PM
To: Internet, Mayor <mayor@whitby.ca>; Drumm, JoAnne <drummjoanne@whitby.ca>; Leahy, Chris <leahyc@whitby.ca>; Newman, Deidre <newmand@whitby.ca>; lorne.coe@pc.ola.org; chair@durham.ca; info@whitbybia.org
Subject: From a concerned Whitby resident regarding plans for the Transit Mall

[EXTERNAL EMAIL]

Hello Mayor Mitchell, Regional Chair Henry and members of the Whitby council and BIA,

I am a homeowner living in downtown Whitby, and have only recently learned about the plans for the so-named "Transit Mall" which will prevent cars from travelling east and west along Dundas Street from Euclid to Athol Street.

I watched the recording of the Background Information Session on the Durham-Scarborough Bus Rapid Transit Project last night, and it left me with some very grave concerns, that I believe are being overlooked by council.

As most of you are aware, Athol Street is a school zone, with Sir William Stephenson Public school situated at the end of the street. Many young students walk along Athol, as it is the only direct route to get to the school.

If a traffic mall is constructed, and cars are unable to continue eastward along Dundas (or exit off Brock Street east onto Dundas) there is no question more traffic will be diverted off Dundas (Highway 2) and Brock Street (which as you all know, is one of the main exits off Highway 401 into Whitby) and on to our residential streets.

If the transit mall is built, and cars are unable to continue east along Dundas, anyone wishing to do so will have to divert on to residential streets, crossing King Street, Centre Street, Byron Street, Brock Street, Green Street and finally on to Athol Street, before they can turn east to continue along Dundas Street.

Similarly, anyone travelling north on Brock Street who wishes to go east along Dundas will have to turn off Brock Street and cross Green Street and on to Athol Street, before continuing east.

There is no doubt we will see an increase in traffic on Athol Street, which is for all intents and purposes, a school zone.

Traffic will also be redirected onto residential streets north of Dundas, but as a resident living south of Dundas, and as a parent, my biggest concerns are for the safety of the children attending Sir William Stephenson and Henry Street high school.

I'm opposed to this plan on other grounds, as only a small percentage of people use the buses to go shopping in downtown Whitby (and even a 25% faster bus system won't change that) and people need to park their cars somewhere in order to shop and eat in the downtown area.

As a former resident of Newmarket, living along Davis Drive during their construction, I can also promise you that the construction of these Metrolinx lanes will take years to complete, and customers will not be able to access the shops and restaurants in the area for years, and many shops will go out of business during that period. However, that complaint will be delivered to Metrolinx, as the town of Whitby has no power to fight Metrolinx.

This council does have the power to continue to allow traffic to travel east and west along Dundas Street, and I ask you to reconsider your plans for the transit mall.

As Mayor Mitchell stated, safety is one of his top priorities for the downtown area.

In attempting to safeguard Dundas Street for pedestrians, you are potentially increasing traffic and risking the safety of pedestrians (many of them school aged) along several residential streets.

I ask you to please reconsider.

Thank you for your time,

[REDACTED]

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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, December 17, 2020 9:49 AM
To: [REDACTED]
Subject: FW: Durham-Scarborough BRT - Notice of Public Information Centre #3

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, December 17, 2020 9:48 AM
To: [REDACTED]
Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com
Subject: RE: Durham-Scarborough BRT - Notice of Public Information Centre #3

Hi [REDACTED]
Thank you for your questions dated November 24, 2020 regarding climate change and bird-friendly station designs.

We agree that climate change resilience is an important consideration for all infrastructure projects. Development of climate models and their derivatives to predict impacts of future extreme weather events is a collaborative effort of multiple agencies. Conservation Authorities and local Municipalities are being consulted to develop the preliminary design of the Durham-Scarborough Bus Rapid Transit project. Due to the levels of uncertainty with both Global and Regional Climate Models, consideration of climate change has not been standardized. This project does consider extreme weather events and increased rainfall intensities to identify infrastructure climate risk and flood vulnerability following technical guidelines on valley and stream corridor crossings and stormwater management published by the Toronto Region Conservation Authority, Central Lake Ontario Conservation Authority, and local Municipalities.

A series of criteria are used to evaluate the flood resilience and risks of climate change of the transit infrastructure. The criteria are based on hydraulic models simulating riverine flooding obtained from the Conservation Authorities. Criteria include the limit of regulatory floodplain, potential stormwater overland flooding areas, flow depth and velocities in floodway. In addition, green infrastructure is also being considered in the stormwater management to increase climate change resilience.

The project will also include recommendations for regular monitoring during operation of the transit facilities for climate resiliency. You may also be interested to know that a Climate Change and Sustainability Report will also be produced as part of the project. The report will evaluate potential impacts and mitigation measures related to climate change. This report will form part of the Environmental Project Report that will be available for public review next year.

Regarding the station design, it is important that the shelters have some glazing to enhance safety for transit riders to meet Crime Prevention Through Environmental Design (CPTED) standards. The design presented as part of PIC #3 is conceptual to illustrate the general massing and scale against the streetscape. During a future detail design phase, the shelter design will be completed including:

- Materials, colours and finishes of the platform surface and/or wall panels
- Number of glazed panels. For curbside platforms, some panels can be removed so the platform can be accessed at multiple locations
- Art, maps, and cultural heritage elements
- Placement and amount of benches and seating
- Curbside platforms can be narrower or integrated with sidewalk

Bird friendly frit and colour contrasted distraction pattern will be applied to shelter glazing in accordance with municipal requirements, Metrolinx design standards, Accessibility for Ontarians with Disabilities Act (AODA), and Metrolinx Universal Design Guidelines.

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

Regards,
Margaret Parkhill, P.Eng.

Sent: Tuesday, December 1, 2020 11:35 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough BRT - Notice of Public Information Centre #3

Hi Margaret,

I emailed my comments (as an attachment) regarding the DSBRT PIC#3 to the Metrolinx email address (DSBRT@metrolinx.com) on November 24, 2020. I requested an email acknowledging receipt of my comments but have not received any response yet. I contacted Kristin Demasi at Metrolinx by telephone on November 26, 2020. Kristin was not able to find my email. She asked me to send the email with the attachment to her email address (kristin.demasi@metrolinx.com). I did so and again requested an email acknowledging receipt of my comments but have not received any response yet. Perhaps the Metrolinx mail server is blocking my emails (possibly a problem with the attachment?).

I am sending this email to you with my comments attached regarding the DSBRT PIC#3 . I have changed the format of the attached file from docx to pdf in case the docx format is causing a problem with email servers. I hope you are able to receive this email and attachment.

Could you send me a return email confirming that you have received my comments and that my name has been added to the project mailing list?

Thank you.



On Tue, Nov 17, 2020 at 11:00 AM Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

We invite you to attend the third Public Information Centre for the Durham-Scarborough Bus Rapid Transit project.

Public Information Centre #3 is now being held virtually on the project website:
<https://www.metrolinxengage.com/dsbrt>.

The Public Information Centre will be hosted from November 16 through December 18, 2020.

Public Information Centre #3 presents the preliminary design and results of the technical studies, including potential impacts and proposed mitigation measures.

We need your feedback on the preliminary design. We also ask you to circulate this invitation to your colleagues, neighbours and friends.

You can provide comments through the website by completing an online survey, or by emailing the project team at dsbrt@metrolinx.com.

Please contact us to request hardcopies of the consultation materials, or if you require any accessibility accommodations.

We appreciate your on-going participation in the project.

Regards,

Margaret Parkhill, P.Eng.

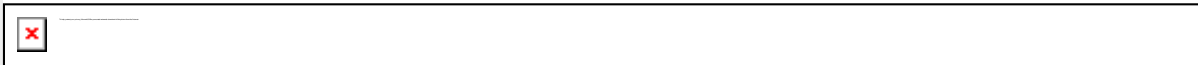
Consultant Project Manager

IBI Group

cc: Kristin Demasi, Project Manager, Metrolinx

You can unsubscribe at any time by replying to this email with the subject line "Unsubscribe".

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Thursday, December 17, 2020 2:38 PM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Thursday, December 17, 2020 - 14:37

Submitted by anonymous user: 24.137.46.50

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Pinch Point #1: Ellesmere Road from Military Trail to Meadowvale Road in Scarborough

Message:

Once again planning is making the automobile king, ignoring the walkability of the existing neighbourhood, limiting the pedestrian to signalized intersections, and separating Highland Creek into two distinct communities, separated not by natural geographic features, but rather by man-made barriers that will once again sterilize once was a rather active and social community into communities bounded by infrastructure designed simply to move commuters from the suburbs and outlying communities into a downtown core already overwhelmed by transportation-related infrastructure. As roadways become wider, more and more of existing communities are lost to concrete and steel that has absolutely nothing to do with community development or community sustainability. That the scope of the roadway being proposed strictly for automobiles in this time of climate change awareness, economic hardships being faced by the generations that this project is targeting, decreasing reliance on personal automobiles by these same generations is

astonishing!

Coming out of this pandemic, with many businesses taking a hard look at alternative work space and arrangements, is not Metro Linx pursuing a plan that could very well be out of date before the first shovel hits the ground?

Scarborough College Campus, despite the Secondary plan submitted for review to the municipality, will also be divided into two separate campuses, the initial campus on Military Trails, and the emerging campus flanking Military Trail and fronting onto Morningside. Having been expropriated by the college in the 1960's and observing a large portion of those lands sit dormant and unutilized, or underutilized for more than 45 years, you might understand the skepticism of many about the efficacy of this type of "planning", especially when Metrolinx's messaging around "Minimal property acquisition required to achieve Official Plan right-of-way", and "Minimal natural heritage features and cultural heritage resources" is so dismissive of the residents who will be impacted by this project. It is worth noting that Natural Heritage features and Cultural Heritage DO NOT address the culture and heritage of the community of Highland Creek that is being drastically impacted by this transportation project.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/18694>



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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 9:04 AM
To: [REDACTED]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: DSBRT/ ELLESMERE

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, January 13, 2021 4:33 PM
[REDACTED]
Subject: FW: Office of MPP Vijay Thanigasalam - RE: DSBRT/ ELLESMERE

Good Afternoon [REDACTED]

Thank you for your letter. We understand your concerns regarding the proposed changes to Ellesmere Rd, bus access and the environmental and property impacts associated with the project. We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor. We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers and minimize impacts to the natural environment. We have completed a review of existing environmental conditions, traffic and travel patterns.

You must have seen a lot of change in the Highland Creek area. Population and employment growth in Scarborough is predicted to continue. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. We are still refining the design to minimize impacts to property as much as possible.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you

The Durham-Scarborough BRT Project Team

> -----Original Message-----

> From: [REDACTED]

> Sent: December 18, 2020 6:39 AM

> To: dsbrt@metrolinx.com

> Cc: Borovilos, Tas <tas.borovilos@pc.ola.org>

> Subject: DSBRT/ ELLESMERE

>

>

> To whom it may concern:

>

> Good day, I am a resident of the Highland Creek community a hidden gem within Toronto a heritage village with historical values. I also live on one of the side streets just south of Ellesmere Rd.

>

> You, METROLINX along with the city and provincial government are planning to build the BRT along Ellesmere Rd. It would be a GROSS Misjudgment in error to even consider building this huge disruption in the middle of a residential community. There are beautiful large single family homes along the entire length from Kingston Rd to Military Trail (approx 220) and it would be the first in Ontario, if not Canada for METROLINX to do something like this in the middle of a residential community. The noise pollution the traffic disruption the expropriation of property the health risks of high tension wires to accomplish this feat is unconscionable when SHEPPARD Ave the next main large road just north of Ellesmere with wider four lanes no homes but only businesses and open space is the logical choice.

>

> If this is being done to serve THE UNIVERSITY because they have deep pockets and lobbyist to get their way would be a disgrace and shows that they have NO vested interest in our COMMUNITY — A HERITAGE COMMUNITY. Instead of the beautification of our community they are trying to destroy it. There is no reason why a student could not take a bus south from Sheppard to get to the university or walk!!!

>

> NO TO THE DSBRT ON ELLESMERE RD

>

> Thank you

> A CONCERNED RESIDENT OF 35 years

>

> [REDACTED]

>

>

>

>

>

> Sent from my iPhone

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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 7, 2021 6:30 PM
To: [REDACTED]
Subject: FW: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Thursday, January 7, 2021 6:03 PM
To: [REDACTED]
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>
Subject: RE: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hello [REDACTED]
It would be best for you to connect with the Region of Durham Planning and Development group regarding your proposal for development (<https://www.durham.ca/en/doing-business/planning-and-development.aspx>).

The Region of Durham can give you more information about the best way to proceed.
Regards,
Margaret Parkhill, P.Eng.

cc: Kristin Demasi, Project Manager, Metrolinx

From: [REDACTED]
Sent: Tuesday, December 22, 2020 10:15 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: Re: Durham-Scarborough BRT - PIC 3 to January 10, 2021

Hello Ms. Parkhill

Thank you for sending the image / concept / plan

You may not be aware that we are considering developing the properties at [REDACTED]

Our current plan is to build a retirement home and we have been in discussions with the planning department in Ajax

In order to proceed we need to know where to relocate the placement of the new building and amend the drawings

Currently our design was butted up to the existing sidewalk so obviously that will need to change.

And if utility easements and view angles take away even more land, reducing the density, then obviously the site can become less viable

For instance, could those utilities be moved underground through the Village?

That all said, we are primarily concerned with getting a development with the appropriate zoning approved and built and like the idea of having the bus stop at the door.

Please know that we are very much interested in seeing how we can work together to get this worked out so everyone wins.

The image you sent has some comments on it like “property impacts are under review”

Can we be included in these discussions?

Looking forward to talking to you soon

[REDACTED]

On Dec 21, 2020, at 10:38 AM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

Hi [REDACTED],
Thank you for your email. The current preliminary design concept near [REDACTED] is attached.

You can review the design at our interactive map here: www.DSBRTmap.ca.

The design concept west of Rotherglen Road includes 1 lane for westbound traffic, 1 eastbound left-turn lane, and 2 lanes for eastbound traffic. Plus 2 centre-running bus lanes (shown in red) and a transit platform for bus riders (shown in blue). The design concept also includes new wider sidewalks on both sides of Kingston Road west of Rotherglen Road.

Based on the current design, approximately 7 metres of property may be required from the existing property line. The extent of property impact will be confirmed through the detailed design process. There may be other Regional needs, such as daylight triangles or potential utility easements.

Note that the existing driveways at [REDACTED] would be maintained; however, access on Kingston Road would become right-in / right-out only. Eastbound vehicles could either turn left onto Rotherglen and access the driveway there. Or make a u-turn at Rotherglen and turn right into the driveway.

The design concept as shown would require removal of about four trees on the private property and one street tree that is within the road right-of-way.

If you have other questions regarding developing the site, please contact Region of Durham Planning and Development group (<https://www.durham.ca/en/doing-business/planning-and-development.aspx>). The Region of Durham can give you more information about the future right-of-way of Kingston Road. Let me know if you have any other questions,
Margaret Parkhill, P.Eng.

cc: Kristin Demasi, Project Manager, Metrolinx

From: [REDACTED]

Sent: Tuesday, December 15, 2020 8:21 PM

To: Margaret Parkhill <margaret.parkhill@ibigroup.com>

Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT@metrolinx.com; [REDACTED]

[REDACTED]

3 to January 10, 2021

Hello Everyone

Could I please get an accurate drawing of what is being proposed at [REDACTED] in Ajax

The [REDACTED]

From what I can gather, the expansion would include land up to the turn circle in my driveway which is probably 5 feet above the proposed curb

As well as probably require the removal of a few very large and tall 50 foot tall trees

I know it is too early to have all the details worked out, but I am curious as to what your plans are with respect to maintaining my Kingston Road access

We are considering developing the site and need to know where the new proposed lot line would be to determine where we could place the building

So we are in limbo until that line is fixed since the original line of what we were proposing is encroaching on the land that you are proposing to use for the traffic lane and sidewalk

[REDACTED]

On Dec 11, 2020, at 12:56 PM, Margaret Parkhill <margaret.parkhill@ibigroup.com> wrote:

**Durham-Scarborough Bus Rapid Transit
Public Information Centre #3
Extended to January 10, 2021**

We need your input on the proposed preliminary design.

<https://www.metrolinxengage.com/dsbrt> [can01.safelinks.protection.outlook.com]

You can provide feedback on the preliminary design by completing an online survey or through the interactive

map: www.DSBRTmap.ca [can01.safelinks.protection.outlook.com]

You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.


We appreciate your on-going participation in the project.

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

cc: Kristin Demasi, Project Manager, Metrolinx

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[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, December 22, 2020 12:31 PM
To: [REDACTED]
Subject: FW: Durham-Scarborough Bus Rapid Transit- Whitby Community Meeting Thursday January 7 2021 at 6:30pm

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, December 22, 2020 12:29 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit- Whitby Community Meeting Thursday January 7 2021 at 6:30pm

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting
Thursday, January 7, 2021 at 6:30 pm**

The event will be held at:

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

We kindly request that you circulate this notice to your colleagues, neighbours and friends.

You can review project information specific to the Town of Whitby at:

<https://www.metrolinxengage.com/en/content/whitby>

You can provide feedback on the design at any time by completing an online survey or through this interactive map:

www.DSBRTmap.ca

You can also review and comment on the results of technical studies, including potential impacts and proposed mitigation measures.

We appreciate your on-going participation in the project.

Regards,

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

[REDACTED]

From: Hailey McWilliam
Sent: Wednesday, December 23, 2020 1:19 PM
To: [REDACTED]
Subject: FW: Summary of DRCC meeting - DS BRT
Attachments: TTM_2020-12-09_DRAFT_DRCC_2020-12-22.pdf

Track and file

From: Hailey McWilliam
Sent: Wednesday, December 23, 2020 1:18 PM
To: [REDACTED]

Cc: Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; Hopper, David <david.hopper@parsons.com>; Thuraisinganath, Ragavan <Ragavan.Thuraisinganath@parsons.com>; Zibby Petch <zibby.petch@ibigroup.com>; Adrian Chiu <adrian.chiu@ibigroup.com>; Yu, Mia <Mia.Yu@parsons.com>; Sarah Chowdhury <Sarah.Chowdhury@metrolinx.com>; Viji Mathi <Viji.Mathi@durham.ca>; david.dunn@durham.ca; Jack Phelan <Jack.Phelan@durham.ca>
Subject: Summary of DRCC meeting - DS BRT

Good afternoon,

Thank you for taking the time to meet with us on December 9 to discuss the Durham-Scarborough Bus Rapid Transit project.

Attached is a summary of the discussion, for your review and comment. This meeting summary will form part of the public record for this project. If you have any comments on the summary, we kindly request you provide them in writing by Monday, January 11.

As a reminder, Public Information Centre #3 is currently live on the project website: www.metrolinxengage.com/dsbrt. If you have any questions, you can send them to the project team at dsbrt@metrolinx.com. We appreciate your participation in the project.

Kind regards,
Hailey McWilliam
IBI Group

-----Original Appointment-----

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>

[REDACTED]

Subject: Durham Region Cycling Coalition - Durham-Scarborough Bus Rapid Transit
When: Wednesday, December 9, 2020 7:00 PM-8:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams

Proposed agenda:

1. Introductions
 2. BRT Project overview
 3. Proposed preliminary design of Active Transportation facilities in Durham Region
 4. Questions/ discussion
 5. Next steps
-

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



IBI GROUP
7th Floor – 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel 416 596 1930 fax 416 596 0644
ibigroup.com

Meeting Summary – DRAFT – Durham Region Cycling Coalition

To/Attention Notes to File **Date** December 23, 2020
From Margaret Parkhill **IBI Project No** 119887

Subject Durham-Scarborough Bus Rapid Transit
Metrolinx
December 9, 2020, 7:00 p.m. to 8:00 p.m.

Present

Durham Region Cycling Coalition
Viji Mathi, Durham Region
Jack Phelan, Durham Region Transit
Kristin Demasi, Metrolinx
Ragavan Thuraisinganathan, Mia Yu, Parsons
Margaret Parkhill, Zibby Petch, Hailey McWilliam, Adrian Chiu, IBI Group

Distribution Attendees and Project Team

Item Discussed	Action By
<p>M. Parkhill welcomed attendees and introduced the meeting agenda. The purpose of the meeting was to:</p> <ul style="list-style-type: none">• Provide information on the Durham-Scarborough Bus Rapid Transit project.• To discuss the proposed design, including cycling facilities, in Durham Region.• To understand the needs of cyclists along the corridor.• To answer attendees' questions. <p>K. Demasi welcomed everyone and thanked attendees for their time and input.</p> <p>M. Parkhill provided information on the project schedule, consultation to date, and the Bus Rapid Transit (BRT) stop locations and design.</p> <p>A summary of the discussion is included below.</p> <p>Question: What cycling facilities are proposed in Toronto? The cycling infrastructure does not connect through the Rouge Valley. Did you consider using Twyn Rivers Drive?</p> <p>Response: Noted that there are cycling facilities planned in Toronto, but the meeting focus is on cycling facilities in Durham Region. M. Parkhill will bring the Twyn Rivers Drive suggestion back to the team for consideration.</p>	<p>INFO</p> <p>Z. Petch</p>

Item Discussed

Action By

Comment: Other than the Waterfront Trail, there is no way for cyclists to connect into Scarborough.

Question: There does not appear to be any cycling facilities between Altona Road and Ellesmere Road. Are there facilities on Kingston Road, west of the Rouge Valley? Twyn Rivers Drive has a very steep grade that is not suitable for all cyclists.

Response: This project does not propose any changes to the bridge over the Rouge Valley. West of the bridge, the project team is consulting with MTO regarding design options on Kingston Road, west of the Rouge Valley. So far, MTO has been supportive. The interactive map does not show a design because the final option has not yet been determined.

Question: At Pickering Village, when the existing two general traffic lanes become one in the westbound direction, how will traffic merge?

Response: Our traffic model shows that the majority of trips within the segment are longer distance trips. This means that drivers are more likely to choose alternate routes. Our model shows that some traffic will turn at Rotherglen Road to avoid Pickering Village.

Comment: There are no cycling facilities shown through Pickering Village.

Response: The project team needs to balance various demands. Unfortunately, in constrained sections of the corridor, there are trade-offs. In this section, to minimize impacts to traffic and cultural heritage resources, cyclist will need to take an alternate route.

Comment: Can you consider diverting cyclists on the south side down Randall Road to Lincoln Street and across to Rotherglen Road?

Response: The team was trying to take advantage of the existing trail bridge on the north side of Kingston Road. The cemetery on the south side is a major constraint.

Comment: Could the sidewalk become a multi-use trail on the south side? Cyclists would appreciate not having to cross Kingston Road to use the alternate route.

Response: Unfortunately, the minimum requirements for a multi-use trail are wider than a sidewalk and there does not appear to be space in this location.

Question: As part of Vision Zero Durham, crossings should be minimized, as it increases the chance of accidents.

Response: We will review this location to determine if the crossing can be avoided by providing an eastbound detour along the south side as well, but due to the cemetery it is anticipated this may not be feasible.

Z. Petch

Question: Will there be cross-rides at intersections?

Item Discussed	Action By
<p>Response: Yes. Through the Environmental Assessment, we need to protect space for the ultimate design, which includes cross-rides. We haven't yet finalized the intersection design, but space will be protected for cross-rides.</p>	
<p>Question: Have you considered right-turn restrictions, or technology that delays the right-turn for vehicles if pedestrians and cyclists are present?</p>	
<p>Response: We are analyzing traffic volumes to determine where right-turn lanes are required. Technology will be determined in detail design.</p>	IBI Group
<p>Question: Are there connections to planned regional and municipal cycling facilities, for example, the facilities proposed on Rougemount Drive?</p>	
<p>Response: Yes, we have included existing and proposed cycling facilities on the detailed maps to show connections.</p>	
<p>Question: For the alternate route through Pickering Village, who will be responsible for putting down sharrows?</p>	
<p>Response: This is not part of the BRT contract, but may be done by the Region or Ajax. Implementation is still being determined.</p>	
<p>Comment: Note that Sherwood Road is not continuous. It ends at a footpath.</p>	
<p>Response: There may need to be some improvements to accommodate cyclists and pedestrians.</p>	
<p>Question: If the transit mall is implemented, where would cyclists detour? Raglan has on-street parking.</p>	
<p>Response: We will discuss the alternate route further with the Town of Whitby.</p>	Project Team
<p>Comment: Many of us sit on local cycling committees. Peter is the Chair of the Whitby Cycling Committee.</p>	
<p>Question: The Whitby design will require drivers to take alternate routes. Are you considering the alternate route drivers and cyclists are going to take?</p>	
<p>Response: We are analyzing the impacts with the Town of Whitby, Durham Region and Metrolinx. To examine baseline conditions we used cellphone data from pre-COVID. Based on the analysis, 20% of trips would divert to alternate routes. Approximately 45% of traffic could take other arterial / collector routes for their trip. One advantage of the area is that it is a grid system that traffic can easily flow through.</p>	Project Team
<p>Question: What do you classify as long-distance trips?</p>	
<p>Response: Trips that start and end outside of the core area of Whitby, which is defined the CP rail track to the north, Highway 401 to the south, Annes Street/Cochrane Street to the west, and Garden Street to the east.</p>	
<p>Question: Do you plan to widen Highway 401 to support the BRT project?</p>	

Item Discussed

Action By

Response: Widening and improvements to Highway 401 are outside the scope of this project. MTO indicated that there are some planned improvements to Highway 401.

Question: Why isn't this project considering converting the one-way streets in Oshawa to two-way streets?

Response: The conversion is outside the scope of this project. The City of Oshawa previously considered studying the conversion of some one-way streets.

Question: What will the speed limit be along the corridor?

Response: In downtowns, the posted speed will be 50 km/h. BRT buses will adhere to the posted speed limit.

Question: Mary Street is a significant cycling corridor. Will the buses turnaround on Mary Street?

Response: No, the buses will not be using Mary Street as a turnaround.

Question: The alternate route through Downtown Whitby is far from the core of Downtown. Have you considered connecting through the trails at Midtown mall and Athol Street?

Response: We will review your suggestion.

Z. Petch

Comment: A cycle track could be added on Gibb Street to Centre Street to connect into downtown and the Oshawa mall.

Question: Will there be washrooms along the corridor? Or on buses?

Response: No, washrooms will not be included in the shelters or the BRT buses.

B. MacDonald thanked the project team for sharing the plans with the DRCC and requested a copy of the slide deck. He noted that DRCC will provide a formal comment/response via letter to the project team.

Z. Petch noted that it would be helpful if DRCC could provide feedback on alternate routes that are more intuitive for local cyclists through mark ups with any formal feedback they provide.

M. Parkhill thanked the attendees for their time and input. Noted that the project is in the planning stages, so this is the appropriate time to consider the issues that were raised today. The project team is continuing to develop the preliminary design. M. Parkhill encouraged the attendees to participate in Public Information Centre #3, available now on the project website, and share the link with their networks.

Please advise of any errors or omissions to Margaret Parkhill by January 11, 2021.

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:32 AM
To: [REDACTED]
Subject: FW: Great News

Track and file

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:29 AM
To: [REDACTED]
Subject: RE: Great News

Hi [REDACTED]

Thank you for your email. We have noted your comment as part of the public record for this project.

We are currently reviewing all the feedback from the recent public information centre. You can keep updated with the project via the website

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.metrolinxengage.com%2Fdsbrt&data=04%7C01%7CAnthony.galloro%40ibigroup.com%7Cc78e59bdf4843d91d6a08d8b8a9d936%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637462386927466653%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C1000&sdata=%2F5wL0CqvSQfsQDji8YacSWDD%2FyLbWaQl%2FKq4cPdYZrU%3D&reserved=0>

Additional engagement is planned for 2021.

Regards,
The Durham-Scarborough BRT Project Team

-----Original Message-----

From: [REDACTED]
Sent: December-30-20 12:01 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Great News

Metrolinx is a Mega Corporation, doing what it wants with no government oversight, because half the politicians are on your board or in your pocket.

Have fun on the Golf Course in Las Vegas !!

Sent from my iPhone

[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 5, 2021 9:26 AM
To: [REDACTED]
Subject: FW: DSRBT Virtual Meeting December 9, 2020
Attachments: Letter to IBI Group_DSRBT 2021-01-04.pdf

Track and file

From: [REDACTED]
Sent: Monday, January 4, 2021 5:34 PM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: dsbrt@metrolinx.com; david.dunn@durham.ca; [REDACTED]
[REDACTED]

[REDACTED] 9, 2020

Hello Margaret,

Please see the attached letter from DRCC with additional comments following our virtual meeting on December 9, 2020.

Regards,

[REDACTED]

DSRBT Team
IBI Group (Metrolinx)
55 St. Claire Avenue West
7th Floor
Toronto, ON
M4V 2Y7

Via E-mail: dsbrt@metrolinx.com

Attention: Margaret Parkhill, P. Eng.
Consultant Project Manager

January 04, 2021

Re: DSRBT Virtual Meeting December 9, 2020

Dear Margaret

We would like to thank you for the opportunity to discuss this significant project at the virtual meeting on December 9, 2020 and subsequently have no comments to add to the draft Meeting Summary forwarded to us.

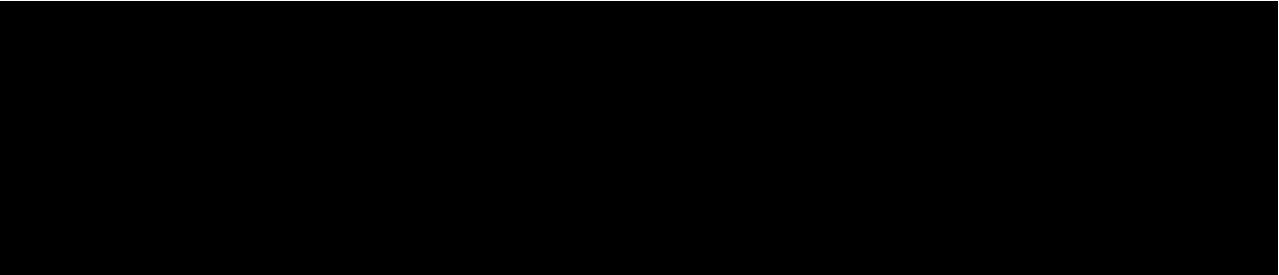
The Project represents a major step forward in improving public transit within Durham Region and continuation to Scarborough. We recognize that cycling is not a major component of the Project but we are extremely pleased to see that cycling has been recognized as a significant form of active transportation within the project.

Moving forward we would like to add some additional comments and observations.

1. Certain questions of the preliminary design have been referred to the detailed design phase for resolution. Our experience shows that once detailed design begins and is complete it is fait accompli.
Will there be any further opportunity to comment on certain aspects during the detailed design? We may have further ideas and suggestions that could be explored.
2. We welcome the inclusion of separated cycling infrastructure, i.e., cycle tracks wherever possible. We consider cycle tracks to be significantly safer since

cyclists are physically separated from traffic and pedestrians. Multi Use Paths (MUPs) shared with pedestrians and others are always a source of conflict.

3. The recognition of the necessity to provide cross rides, cyclist traffic lights and green paint, per OTM Book 18, at intersections and driveway crossings is welcome. We have also raised this point with the Region's Vision Zero initiative and have received positive feedback.
4. It is difficult to accept that gaps in the proposed cycling infrastructure exist in the current design. Any omissions at this stage are unlikely to ever be addressed in the future on the basis of prohibitive costs and traffic disruptions. Dollars spent today are an investment and opportunities should not be dismissed with comments like "*cyclist will need to take an alternate route*".
5. The bridge over the Rouge River is one of the gaps referred to above. In Vancouver, the Burrard St. Bridge, and in Montreal, both the Nuns Island Bridge and the Pont de la Concorde Bridge were all modified to accommodate active transportation.
In Vienna, Austria the bridge over the River Danube for Highways A23/E59 was modified by adding a cantilevered structure to accommodate AT users. A light structure added to the Rouge bridge should not significantly exceed the current design capacity, if at all.
6. With the exception of the Water Front Trail there are no safe East-West connections between Toronto and Durham Region for cyclists. Highway 2, with the appropriate cycling infrastructure, would add a much needed route.
7. The proposed concept accepts that Highway 2 will not be a major vehicle route noting that the majority of traffic will divert to other highways and thus single lane traffic is acceptable at pinch points. Why would this philosophy not apply at the Rouge River Bridge?
8. In Pickering Village, to avoid diverting eastbound cyclists across the highway and back again when past the village consider adding a cantilevered structure on the south side of the Duffins Creek bridge and adding an MUP down the slope and south of St. George's Church to connect to Randall Drive and on to Mill Street.
9. In Whitby, if a Transit Mall is adopted, include cycling infrastructure within the Mall so as not to direct cyclists onto secondary streets along with the vehicles.



If there is absolutely no alternative but to divert cyclists from Dundas Street then the most likely routes will include roads that permit on-street parking. The parking should certainly be removed and suitable cycling infrastructure added.

10. In Oshawa, to avoid constriction on King Street, consider routing AT south on Thornton Road then east along Gibb Street (allowing access to the Oshawa Shopping Center) to the Oshawa Creek Trail. From there heading north to the Oshawa City Hall and connecting to the existing cycle track on Athol Street. We would suggest separated cycling infrastructure similar to the facilities on Bloor/Danforth in Toronto, Johnson Street in Kingston or O'Connor Street in Ottawa.
11. Some other inclusions for consideration:
 - right turn restrictions or timed advance/delay signals for AT users (based on AT user detection). Right turns, particularly on a red light, have very high collision rates;
 - add directional signage where cycle routes divert;
 - include bike parking at key stops;
 - integrate with existing regional and municipal cycling plans;
 - washrooms. There are none proposed for the entire 36 km route including the terminuses;
 - Relocate catch basin covers clear of cycling lanes as was successfully done on Highway 2 in Ajax east of Westney Road.
12. Metrolinx recognizes the First Mile - Last Mile concept. We are not sure if this is fully adopted in the current design. Our impression is that the project is just limited to providing a transit corridor within strict boundaries.
13. Implement a "Complete Streets" approach to reinforce that streets should safely accommodate all users – pedestrians, cyclists, transit services and motor vehicles – and also support and enhance local neighbourhood context and character.
14. This project is a major undertaking logistically and financially. There should not be gaps that are pushed off to the Region or a municipality for some future consideration. This should be a complete, integrated project.
15. MTO recently left a life time of poor legacy for Durham Region when it omitted to include cycling infrastructure on the bridges and underpasses in Phase 1 of the eastward extension of Highway 407, including Highways 412 and 418. In late



discussions with MTO we were able to convince them to include cycling infrastructure on several bridges in Phase 2. We are attempting to avoid similar omissions for the DSBRT.

We have provided the foregoing observations and comments based on our extensive experience with cycling in many jurisdictions throughout Canada and overseas. This project has the potential to be among the leading multi-modal transportation facilities in the country. As such, our intent is to be constructive and we thank you for the opportunity to offer our thoughts.

Yours truly,



Executive Director.

CC: 

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 1:34 PM
To: [REDACTED]
Subject: FW: Form submission from: Contact the DSBRT Team

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 1:31 PM
To: [REDACTED]
Subject: Form submission from: Contact the DSBRT Team

Good Afternoon [REDACTED]

Thank you for your email submission. Here are responses to your questions:

1. Is the currently existing sufficient road right of way to accommodate the additional lanes?

Majority of the corridor can fit within the designated right-of way. The design is still in draft and we are still refining to try and reduce the footprint as much as possible and limit the impact of widening. This work is underway now and will continue in 2021.

2. If not, and expropriation of a portion of some properties will be required, then, a) Will this be done on south or north side of Dundas, or both?, and b) are we looking at several feet or more?

We are still refining the footprint so we cannot yet provide a specific number for any required property that the project may need. We will be in contact with property owners once we have finalized the design.

We have added you to the mail list for the project so you will receive updates on new information as we have it available. You can also review the design plans here:

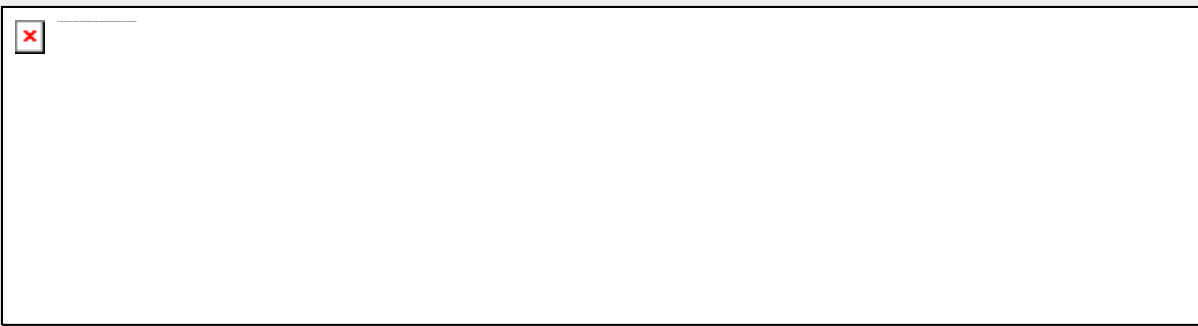
<https://www.metrolinxengage.com/en/content/whitby>
click on 'view design drawings'

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you

The Durham-Scarborough BRT Project Team

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: January-05-21 6:48 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Tuesday, January 5, 2021 - 18:47

Submitted by anonymous user: 2607:fea8:5b40:604:61ce:6981:a184:2885

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Section between Lakeridge Road and Des Newman Parkway, whitby

Message:

This will make the 3rd time I have submitted my questions with no response from you. These are my questions...

1. Is the currently existing sufficient road right of way to accommodate the additional lanes?
2. If not, and expropriation of a portion of some properties will be required, then, a) Will this be done on south or north side of Dundas, or both?, and b) are we looking at several feet or more?

Please advise. [REDACTED].

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18920>



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Tuesday, January 5, 2021 4:29 PM
To: DSBRT
Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Tuesday, January 5, 2021 - 16:29

Submitted by anonymous user: 167.187.101.240

Submitted values are:

[REDACTED]
[REDACTED]

Subject: Hilton Hotels in Ajax

Message:

Good afternoon,

This is exciting news! The expansion will really help improve our transit system.

I wanted to reach out to let you know that we have two hotels in Ajax near Kingston Rd. E. and Salem Rd, the Hilton Garden Inn Ajax with 134 guest rooms and Homewood Suites by Hilton Ajax with 104 guest suites.

We'd love to offer you a preferred rate while you work on this project to create peace of mind for the price and an easier booking process.

Could you please let me know who I can speak to about this opportunity?

Thank you,

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

Ajax, ON, Canada, L1Z 1C9

+1 905 619 5073 Office

+1 905 686 9468 Fax

jessica.rhynas@hilton.com

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/18903>



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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 2:28 PM
To: [REDACTED]
Subject: FW: Comment on the BRT route from STC to downtown Oshawa...or Durham Scarborough Bus Rapid Transit

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 1:59 PM
To: [REDACTED]
Subject: RE: Comment on the BRT route from STC to downtown Oshawa...or Durham Scarborough Bus Rapid Transit

Hi [REDACTED]

Thank you for your email and input. No problems about missing the submission deadline – you can send comments anytime to the project via this email. All comments will be considered.

You are correct that the BRT will not be as quick as a subway or perhaps the GO Train, depending on your destination of course. It might be quicker for shorter trips. Currently can take approximately 100 minutes to travel between Oshawa and Scarborough Centre (pre COVID). This project reduces that time to approx. 75 minutes which is approx. 25% improvement to transit travel time. It will also improve reliability so that people will likely save approx. 10 minutes per trip. Approximately 40% of trips start and end along the corridor which indicates that these improvements to reliability and frequency will benefit both Durham and Scarborough residents and help people get to where they need to go quicker and more efficiently.

You raise some interesting points about planning for the long term. Our modelling for this project is for 2041 and the results show that BRT can support the expected population and employment growth through until 2041. A benefit of BRT projects is that they can be upgraded to LRT systems if demand warrants it in the future. These things are all considered as part of the design process and in our forecasting and modelling. Metrolinx looked at a wide range of corridors and technologies when developing the 2041 Regional Transportation Plan. There are many corridors across the GTA including in Durham that are planned to have various forms of rapid transit on them, creating a frequent rapid transit network to support the expected growth in the long term.

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com

Thanks again for your input

Regards
The Durham-Scarborough BRT Project Team.

From: [REDACTED]
Sent: January-05-21 4:30 PM

To: DSBRT <DSBRT@metrolinx.com>

Subject: Comment on the BRT route from STC to downtown Oshawa...or Durham Scarborough Bus Rapid Transit

Good day to whom it may concern:

I missed the window for comments so I saw this email and so I am sending my comments to this email that was shown.

I am in favour of anything that moves folks rapidly on a dedicated pathway. It's interesting that the route proposed is starting from Scarborough Town Centre and ending up in downtown Oshawa. Hopefully this proposal gets implemented as it will help. How fast you can move folks is another thing. Hopefully you folks will be transparent on this once installed.

If it's not as fast as moving by car or GO or Subway it's better then what is available now and cheaper. As a layperson I think it's a good filler only for the short term.

My vision would be to take this path in the future for a standard main line which is the subway and eventually replace it with the subway same track that subway Line 1, 2 that is the well established subway standard mainline that is standard. I like standardization. Having different routes like LRT, UPX, the new Metro line is not standardized. To me that is the goal is standardization of one system not a bunch of different ones. The well established mainline for the subway is Line 1 and 2, 4. I consider line 3 not a subway but elevated and not on the same track. Could you picture the mainline for Canada's transcontinental railway system having different tracks across the country. I hope you folks see what I mean.

If you have time would be interested in your response to my comments if at all possible.

Best regards.

Respectfully yours.

[REDACTED]

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[REDACTED]

From: Hailey McWilliam
Sent: Friday, January 8, 2021 4:28 PM
To: [REDACTED]
Subject: FW: DSBRT - [REDACTED] - Ajax

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 8, 2021 4:27 PM
To: [REDACTED]
Cc: 'david.dunn@durham.ca' <david.dunn@durham.ca>
Subject: RE: DSBRT - 599 Kingston Road - Ajax

Hi [REDACTED]

Nice to speak to you earlier

Please contact David Dunn – Project Manager Durham Region for more info. He is cc'd on this email.
And his number is
[REDACTED]

Thanks and have a good weekend
Kristin

From: [REDACTED]
Sent: January-06-21 12:02 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: DSBRT - [REDACTED] - Ajax

Good Morning,

We are the owner of the lands at [REDACTED] in the Town of Ajax. Upon review of the materials on the project website we have some questions about the project and I would like the opportunity to discuss with staff. Please give me a call at your earliest convenience at 647-923-9879.

Also, I understand there is a Whitby Q & A session scheduled for tomorrow evening. Was there, or will there be a similar session for the Town of Ajax?

I look forward to hearing from you.

Thanks.

[REDACTED]



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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:33 AM
To: [REDACTED]
Subject: FW: Feedback on Durham - Scarborough BRT Project
Attachments: 20210106 - Durham - Scarborough BRT.pdf

Track and file

From: [REDACTED]
Sent: January-06-21 7:43 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [REDACTED]

Subject: Feedback on Durham - Scarborough BRT Project

Please see attached my letter providing feedback on the Durham - Scarborough BRT project from a cycling perspective. The following have been copied to this letter.

- [REDACTED]

Sincerely yours,

[REDACTED]

[REDACTED]

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January 6, 2021

Margaret Parkhill
Durham – Scarborough BRT Team
IBI Group (Metrolinx)
55 St. Clair Avenue West, 7th Floor
Toronto, Ontario, M4V 2Y7

Greetings, Ms. Parkhill.

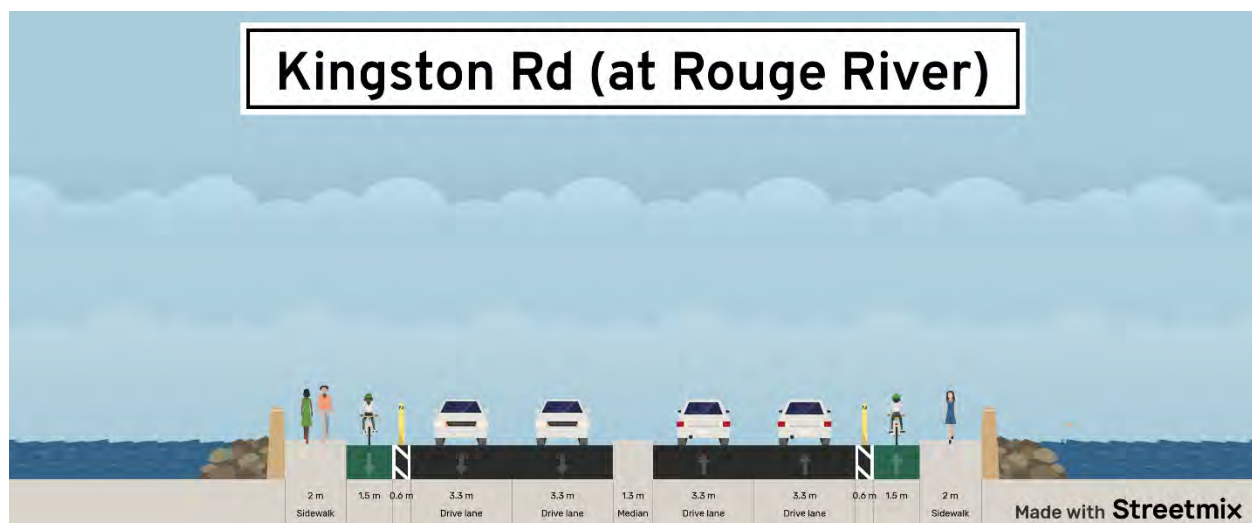
RE: Durham – Scarborough BRT Feedback

I am [REDACTED]; a long time volunteer with Cycle Toronto and author of the Two Wheeled Politics bike blog which can be found at www.twowheeledpolitics.ca. Having used Kingston Road often when I used to live and work in Durham Region, I would like to share my feedback from a cycling perspective.

Overall, I am pleased that Metrolinx has included protected cycling infrastructure as part of the Durham – Scarborough Bus Rapid Transit project along a large part of the route. However, there are a few areas which could be improved within the Toronto section to better connect people who bike in Toronto and Durham Region.

One significant gap lies between Port Union Road in Scarborough and Altona Road in Pickering in which no cycling facilities have been proposed across the Rouge River. Currently, the only safe bike crossing between Toronto and Durham Region is at Rouge Beach which isn't the most practical in the event the beach is flooded and access to the bridge is restricted. Not to mention, the bridge by Rouge Beach requires adding a five kilometre detour for those living near Kingston on either the Scarborough or Pickering sides.

While doing some measurements on Google Maps, I noticed Kingston Road is 8.7 metres wide in each direction including two 3.6 metre wide traffic lanes and a 1.5 metre wide edge line. By narrowing the car lanes to 3.3 metres each – enough for TTC bus routes – an extra 0.6 metres of space can be reallocated to adding a buffer and barriers to create a protected cycling facility across the bridge without sacrificing traffic capacity per the below Streetmix rendering.



A look at Google Maps satellite view also shows lots of green space available between the Glen Rouge Campground and the existing bike lanes just east of Port Union Road per the below image. This should allow for the protected bike lanes to be extended from the Rouge River Bridge to Port Union Road.



I am also concerned with the stretch between Port Union Road and Ellesmere Road given the design needs to go through the Ontario Ministry of Transportation. It is essential that the stretch include protected bike lanes to connect the proposed protected bike lanes on Ellesmere Road to the existing ones on Sheppard Avenue East and those planned on Port Union Road which would connect with the Waterfront.

At the western terminus, I noticed the BRT route will end at Grangeway Avenue; one block east of McCowan Road. To help provide people who bike a safer connection to the Scarborough Town Centre and amenities such as the local Toronto Public Library branch, I would suggest that the City of Toronto extend the Ellesmere cycle tracks one kilometre west to Brimley Road. While this would have become an easier proposition had the Brimley bike lanes been kept and extended to at least Ellesmere Road, Brimley is scheduled for reconstruction between 2022 and 2024 in which bike lanes may end up being part of that project.

While there are certain concerns to address – especially on Kingston Road where it crosses the Rouge River – I maintain my support for the Durham – Scarborough BRT for its potential to not only improve transit in the area, but also make the route safer for people who bike in Toronto and Durham Region. I thank you for taking these thoughts into consideration and feel free to contact me should you have any questions.

[REDACTED]

[REDACTED]

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

[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:12 AM
To: [REDACTED]
Subject: FW: Durham-Scarborough Bus Rapid Transit project

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:11 AM
To: larrygoldberger@rogers.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie.Galarneau@toronto.ca; [REDACTED]

[REDACTED]
[REDACTED] Bus Rapid Transit project

Hi [REDACTED]

Thank you for your email. We are reviewing and will get back to you shortly with more details.

Thanks
Kristin

Sent: January-07-21 3:26 PM
To: DSBRT <DSBRT@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; margaret.parkhill@ibigroup.com
Cc: councillor_ainslie@toronto.ca; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; 'John Alderdice' <John.Alderdice@toronto.ca>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; mhunter.mpp.co@liberal.ola.org; Margie.Galarneau@toronto.ca; [REDACTED]

Subject: Durham-Scarborough Bus Rapid Transit project

Hello

I would like to introduce myself.

I am one of the owners of the properties on the [REDACTED], and also some industrial buildings west on Ellesmere Rd and North on Markham Rd.

The buildings are Office, Industrial and Retail , they total more than 500,000 Square Feet.

We view what you are planning to be a complete disaster to the community and to the businesses that will be effected by your preference to build a Centre-median bus lanes on Ellesmere Rd. between McCowan & Ellesmere.

This also will cause traffic problems for our tenants on Markham Rd. which has many traffic problems already and has turning restrictions associated with the properties .

The Office buildings at the corner of Ellesmere Rd. and Markham Rd. have close to 120 businesses and accommodate over 1,000 parking spaces, entering and exiting the roadway is crucial for the tenants , visitors and community .

The Retail to the west consist of Three buildings with access to Dolly Varden signal light but the driveway joining the properties is very narrow and backs up already, so adding more cars through this corridor would not be realistic and not an option.

The Eight Industrial building have hundreds of vehicles visiting weekly and all truck drivers will have a great deal of trouble maneuvering their Transport trucks entering and exiting the driveways if a Centre-median lane is constructed and there is no left turning maneuverability.

This is a big concern for us ,our tenants and visitors and for the whole community as this will have a very negative impact on thousands of people on a daily basis.

I have many more concerns that will need to be talked about, but I would like more information from you regarding impact studies for the neighborhood and I would like to see the traffic study if done before Covid 19 .

I would like to see the study to show how vehicles would maneuver around and get into corresponding driveways North on Markham Rd. and West of Markham Rd on Ellesmere Rd. to Bellamy (U Turns and traffic flow etc.)

At this point in time we can only see Curbside Bus Lanes shared by TTC and VIVA with a dedicated left turn lane down the middle of Ellesmere Rd. between Markham and McCowan working for the Community ,Employers ,Employees and all visitors to the area.

We don't see a problem for a Centre-median lane East of Markham Rd .on Ellesmere Rd. (similar to Davis Drive in Newmarket where it changes at a certain point) .

I would also like to see all the feedback from the community .

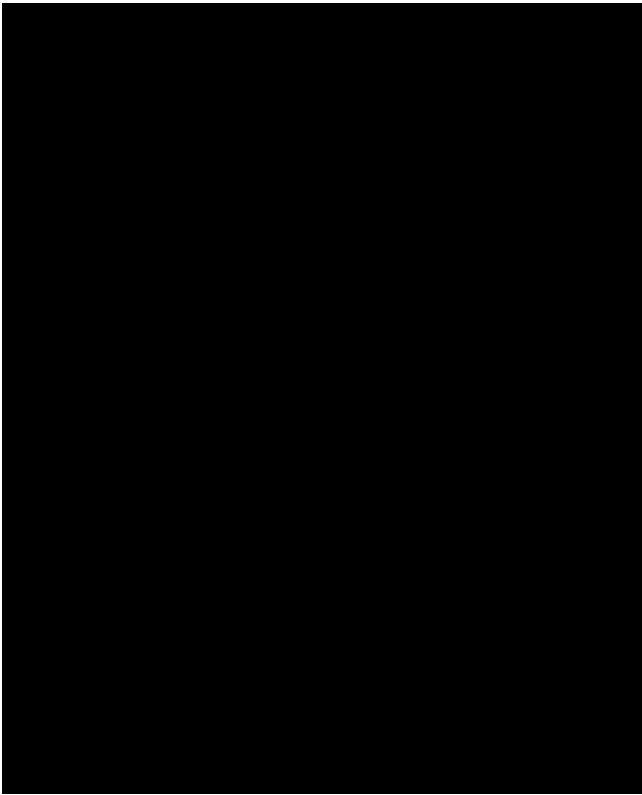
Please send me the info that I requested above and any other reports that we should see so we can work with you on planning the future transit for this community .

If you have any questions or would like to discuss anything please feel free to contact me .

Regards

[REDACTED]

[REDACTED]



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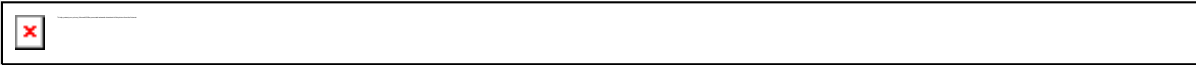
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From: [REDACTED]
Subject: Community liaison committee
Date: January 7, 2021 7:59:15 PM

Hi there ,
I was just on the community Town Hall for Whitby with metrolinx concerning the new Transit plan and dedicated bus lanes.
I am very interested in this topic as a 30-year citizen up Whitby with four children. We have raised a family here and I am very interested in and invested and getting involved on the community liaison committee . Please consider my application . [REDACTED]

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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: Friday, January 8, 2021 3:30 AM
To: DSBRT
Subject: Form submission from: Contact the Project Team



Hello,

Submitted on Friday, January 8, 2021 - 03:30

Submitted by anonymous user: 2607:fea8:5ae0:1db8:9404:9baa:d9a0:2479

Submitted values are:

[REDACTED]

[REDACTED]

Subject: Response to you

Message:

Comments had nothing to do with GO service on the 401 corridor - don't care!
My concern is about Metrolinx wanting to "eliminate" on street parking in
HISTORIC DOWNTOWN WHITBY FOR 2 blocks so your buses can BLOW
THROUGH 4 lanes without having to swing around parked cars Those cars are
parked because they are attending small local businesses who will go out of
business if Metrolinx gets its wish - or I should probably say -WANT'S

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/19035>



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[REDACTED]

From: Hailey McWilliam
Sent: Friday, January 8, 2021 5:00 PM
To: [REDACTED]
Subject: FW: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Track and file

From: Margaret Parkhill <margaret.parkhill@ibigroup.com>
Sent: Friday, January 8, 2021 4:57 PM
[REDACTED]
Cc: DSBRT@metrolinx.com; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Andrew Au <Andrew.Au@toronto.ca>
Subject: RE: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

[REDACTED]
Thank you for your letter regarding the property at [REDACTED]

For safety reasons, a raised island is proposed along Ellesmere Road with the introduction of dedicated transit lanes. This raised island will prevent left-turns at unsignalized driveways and side streets. A driver wanting to turn left at an unsignalized side street would continue to the next signalized intersection and make a U-turn.

Adding a traffic signal at Mornelle Court is not being recommended as part of the Durham-Scarborough Bus Rapid Transit project. Note that Mornelle Court is less than 200 metres from the next signal at Morningside Avenue. So drivers travelling eastbound on Ellesmere Road could continue to Morningside and use the dedicated left-turn lane to make a U-turn, and then travel westbound on Ellesmere and make a right-turn onto Mornelle Court. Drivers may also choose to take a different route, such as along Morningside Avenue instead of Ellesmere Road.

With the bus lanes in the middle of Ellesmere Road, there is added width between the left turn/u-turn lane and the first lane of traffic in the opposite direction. This makes it easier for vehicles to make the u-turn movement at the signalized intersection, while all other traffic has a red light.

We have added you to the project mailing list. You can unsubscribe at any time by emailing DSBRT@metrolinx.com with the subject line "unsubscribe".

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

cc. Kristin Demasi, Project Manager, Metrolinx
cc. Andrew Au, City of Toronto

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Monday, December 14, 2020 6:25 AM
Subject: FW: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

From: [REDACTED]
Sent: December-07-20 8:09 AM
To: Kristin Demasi <Kristin.Demasi@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: [REDACTED] - DURHAM-SCARBOROUGH BUS RAPID TRANSIT - TORONTO & WEST TURN AROUND

Kristin

Please see attached letter regarding the Toronto & West Turn Around Bus Rapid Transit.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

From: Hailey McWilliam
Sent: Friday, January 8, 2021 5:21 PM
To: [REDACTED]
Subject: FW: Mailing list

Track and file

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 8, 2021 5:11 PM
To: [REDACTED]
Subject: RE: Mailing list

Hi [REDACTED]

You have been added to the project mailing list Thank you for your interest in the Durham-Scarborough BRT

Thanks
Durham-Scarborough BRT Project Team

-----Original Message-----

From: [REDACTED]
Sent: January-08-21 5:03 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Mailing list

Please keep me informed by sending your
Mailing list
Thank you.

Sent from my iPhone

[REDACTED]

From: Hailey McWilliam
Sent: Tuesday, January 12, 2021 11:46 AM
To: [REDACTED]
Subject: FW: Downtown

Track and file

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 12, 2021 11:43 AM
To: [REDACTED]
Subject: FW: Downtown

H [REDACTED]

Thank you for your questions and providing input on the Durham-Scarborough Bus Rapid Transit project.

The purpose of the project is to improve reliability of transit service and provide better connections to people and jobs in Durham Region and Scarborough. The dedicated lanes maintain transit service in bad weather or when other traffic incidents increase volumes along Dundas Street. The consistent speed of the buses and the improved reliability that the lanes provide will make transit more attractive to current riders and to potential new riders. The modelling work we have done indicates that travel times along the corridor will be reduced by 15-25%, and the reliability of the service will save a further 10%. The same modelling indicates that ridership will double, reducing the need for travel by private car, thereby reducing pressure on the roads and reducing pollution.

We understand your concern related to the loss of on-street parking in Downtown Whitby. To accommodate the dedicated lanes, 31 on-street parking spaces will be lost on Dundas Street. However, the project team is working with the Town of Whitby and Durham Region to find an appropriate place to relocate the lost parking spaces. It appears that 34 spaces could be accommodated near the intersection of Byron and Elm Street.

The Transit Mall will also allow the public realm to be widened and improved to help animate the street and draw people to Downtown Whitby.

Dedicated transit lanes improve efficiency and reliability. DRT, TTC and GO buses will be able to utilize the dedicated bus lanes. Transit riders will benefit through more reliable travel times and drivers will benefit as they will not be delayed by buses in the curb lanes (outside of proposed Transit Mall).

More information on the proposed transit mall is available on the project website:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Fproposed-transit-and-pedestrian-mall-downtown-whitby&data=04%7C01%7Canthony.galloro%40ibigroup.com%7Ca0f86f2869b142f641a608d8b7197ba8%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460667382327310%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjE6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=nksYM%2B3N3m6NU%2BPGkpDYEqRpx7dHRPDUQt4CWYwKppk%3D&reserved=0>

We are working through all the comments received as part of the recent Public Information Centre. We also have additional consultation planned for 2021 and you can connect with the project team at any time by emailing dsbrt@metrolinx.com

Thanks again for your input

Regards

The Durham-Scarborough BRT Project Team.

-----Original Message-----

From: [REDACTED]

Sent: December 7, 2020 4:53 PM

To: Internet, Council <council@whitby.ca>

Cc: Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; Lorraine Huinink <lorraine.huinink@durham.ca>; Ellis, Heather <ellish@whitby.ca>

Subject: Re: Downtown

Thank you for your prompt reply to my concern about the proposal to restrict parking on Dundas. While I appreciate your response, it still does not answer my main question, specifically, what does the proposal do to improve transit? I fail to see how restricting parking is going to result in improved transit operation. That area is not a bottleneck now and buses do have priority right of way now. Thank you.

On 2020-12-07 4:39 p.m., Internet, Council wrote:

> Thank you for your email about the BRT project. After Metrolinx developed a first preferred alternative for Whitby, it was asked by Whitby Council to go back and consider other alternatives. Metrolinx did that review and adopted a new preferred alternative. That alternative - the pedestrian/transit mall - is still in the public consultation stage which does not close until December 18. Following that, Metrolinx will review all of the input and undertake further consultation and workshops prior to identifying its preferred alternative for the Environmental Assessment that is underway. That choice is not expected to be made until the summer of 2021. Actual changes to Downtown Whitby would not be made for 8 - 10+ years.

>

> Mayor Mitchell appreciates that this project has generated a good deal of concern among directly impacted businesses and residents. Following the close of this consultation all questions/concerns/comments - including yours - will be summarized and Metrolinx will be requested to collect the information and evidence to address them. We will add your name to the list of those who have communicated with us to ensure you are notified of any future steps or reports.

>

> cc: Lorraine Huinink, Region of Durham

> Mathieu Goetzke, Metrolinx

>

> Andrea Quinn-Nilas

> Coordinator - Administration

> Office of the Mayor and Council

> Town of Whitby

> T 905.444.1940

> C 905.706.4671

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: December 7, 2020 4:26 PM

> To: Internet, Mayor

> Subject: Downtown

>
> [EXTERNAL EMAIL]
>
>
> I have recently seen articles in the local weekly paper about a Metrolinx proposal that would fundamentally change downtown Whitby by prohibiting parking on Dundas between Perry and Byron. I fail to see what benefit there is in banning parking on Dundas. The local businesses in that area are already reeling from the pandemic and do not need this kind of further blow to their businesses. What exactly is the objective of this exercise? There must be some benefit but I fail to see what it might be. The Town has gone to considerable length to encourage investment in the downtown area and has been preaching to local residents to support merchants and this seems totally counter to that. I would be interested to hear what the proposed benefits are from your perspective. Thank you.
>
> -----
> Origin:
> https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.whitby.ca%2F&data=04%7C01%7Cantony.galloro%40ibigroup.com%7Ca0f86f2869b142f641a608d8b7197ba8%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460667382337303%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCI6Mn0%3D%7C1000&sdata=r2yflq5pCoNtmw6L17lgWtQSClfc5c1sYyYqYdxttSo%3D&reserved=0
> U4aZpVv9jqU9QB9DTugXrM%3D&reserved=0
> Ue9AeQuAleQuAl
> -----
>
> This email was sent to you by [REDACTED]
> https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.whitby.ca%2F&data=04%7C01%7Cantony.galloro%40ibigroup.com%7Ca0f86f2869b142f641a608d8b7197ba8%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460667382337303%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCI6Mn0%3D%7C1000&sdata=r2yflq5pCoNtmw6L17lgWtQSClfc5c1sYyYqYdxttSo%3D&reserved=0.
>
>
> Confidentiality Warning: This e-mail contains information that is
> confidential and is intended only for the use of the named
> recipient(s). If you are not the intended recipient, you are hereby
> notified that any review, copying or distribution of this transmission is strictly prohibited.
> Please contact the Town of Whitby immediately if you have received
> this transmission in error and delete this message.
>

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This email has been checked for viruses by AVG.
https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.avg.com%2F&data=04%7C01%7Cantony.galloro%40ibigroup.com%7Ca0f86f2869b142f641a608d8b7197ba8%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637460667382337303%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCI6Mn0%3D%7C1000&sdata=4rXyrHQ3YpmlJZ6zRXcbG%2BAZp0nnePYz2qaQbAleB8U%3D&reserved=0

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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 1:20 PM
To: [REDACTED]
Subject: FW: Form submission from: Contact the DSBRT Team

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 1:19 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hi [REDACTED]

Thank you for your email submission

The project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation. Impacts to the environment, trees and access are all still under review and more information will be provided as the project moves through the environmental assessment.

The aim of the project is to provide dedicated transit lanes to support existing bus services along Ellesmere Road to operate more reliably. This includes both Durham Region Transit's existing PULSE service and TTC services. It is not a new bus service. Residents of Scarborough will benefit from the more frequent and reliable bus service which will connect destinations within Scarborough and Durham Region. The project is not to connect people to downtown Toronto, but to provide much needed bus connections to locations within Scarborough and within Durham Region. Dedicated bus lanes will provide better service for those already using transit, encourage increased transit usage through better and more reliable services, and help reduce the pressure to build more roads for cars. The project balances local needs, environmental factors and corridor needs to achieve its objectives.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed.

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

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: January-10-21 10:13 AM

To: DSBRT <DSBRT@metrolinx.com>

Subject: Form submission from: Contact the DSBRT Team



Hello,

Submitted on Sunday, January 10, 2021 - 10:13

Submitted by anonymous user: 184.147.93.171

Submitted values are:

[REDACTED]

[REDACTED]

Subject: DSBRT

Message:

As a home owner and long resident of Highland Creek, I am very concerned about the negative impact the BRT will have on my community.

I understand that this will be the only place in Ontario to have a rapid bus line traveling through a residential area and this will be very disruptive to traffic flow and the life of people in Highland Creek. Why do we need another bus line when there is TTC and PULSE buses on this street?

With the pandemic and it's long term effects, will classes resume at UTSC or will the future be on-line for most aspects of our life? Who will take a bus from Oshawa to the heart of Scarborough or downtown when there is the GO train?

I hope that this plan will be downsized to allow Ellesmere to retain the mature trees

and prevent the blockage of so many intersections to left hand turns. Please do not tear Highland Creek apart.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/19055>



Facebook



Twitter



Instagram

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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 2:27 PM
To: [REDACTED]
Subject: FW: DSBRT/ ELLESMERE

Track and file

-----Original Message-----

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 2:17 PM
To: [REDACTED]
Subject: RE: DSBRT/ ELLESMERE

Hi [REDACTED]

Thank you for your letter. I know we have provided you with a response but I wanted to make sure it was captured via this email address as well.

We understand your concerns regarding the proposed changes to Ellesmere Rd, bus access and the environmental and property impacts associated with the project.

We would first like to clarify that the project is currently in the preliminary design and environmental assessment stage. Completion of the project is a long-term goal that is dependent on detailed design, funding, additional technical studies, and future consultation.

The major objective of the Durham-Scarborough Bus Rapid Transit (DSBRT) project is to improve transit service along Ellesmere Road, Kingston Road, and Highway 2. Investing in transit will reduce reliance on motor vehicles for some trips, reduce transit travel times making it more convenient to travel and improve reliability of service. Improved transit service means more reliable connections to the places that people live, work, play and learn along this important and growing corridor. We realize this project will require a significant change to the corridor to add space for transit while balancing the needs of existing travellers and minimize impacts to the natural environment. We have completed a review of existing environmental conditions, traffic and travel patterns.

You must have seen a lot of change in the Highland Creek area. Population and employment growth in Scarborough is predicted to continue. Scarborough Centre is expected to experience a great deal of population and employment growth over the next 30 years with upwards of 40,000 residents and 23,000 jobs. This growth potential is contingent on having the required transportation infrastructure in place. Durham Region is one of North America's fastest growing areas, with the population expected to grow to 1.2 million people by 2041. To prepare for all this growth in both Scarborough and Durham Region, and to avoid more road congestion than we see now, the plan is to introduce additional lanes to carry only bus passengers. This corridor connects people and employment across Scarborough and Durham Region. The existing road capacity would be maintained for those who cannot, or choose not, to use public transit for some or all of their trips.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. In this area the analysis selected a combination of routes that includes BRT along Ellesmere and Highway 2, and rapid transit along Sheppard Avenue, the Eglinton East corridor, and other corridors to improve connections across the region. Sheppard Avenue was not selected for this project as it does not connect to several of the major destinations along the corridor, nor does it provide a direct connection between these destinations in Durham Region and Scarborough Centre. This decision was reconfirmed in the 2018 Initial Business Case, which found a good cost-

benefit ratio for the proposed project. The scope of this project is to advance the design to the next stage, reconfirm the findings in the business case and complete the environmental assessment.

There are a number of segments of the corridor where there are residential homes that face the roadway. Additionally, there are segments of other approved projects where similar conditions exist. There is the potential in the area east of Meadowvale to improve the streetscape and narrow the lanes to provide a safer community and reduce vehicle speed. We are still refining the design to minimize impacts to property as much as possible.

The team is currently reviewing all feedback from the recent public information centre which closed January 10 2021. There will be additional engagement opportunities on the project in 2021 and you can always get in touch with the project team directly through email at dsbrt@metrolinx.com.

Thank you
The Durham-Scarborough BRT Project Team

-----Original Message-----

From: [REDACTED]
Sent: December-18-20 6:39 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Tas Borovilos <tas.borovilos@pc.ola.org>
Subject: DSBRT/ ELLESMERE

To whom it may concern:

Good day, I am a resident of the Highland Creek community a hidden gem within Toronto a heritage village with historical values. I also live on one of the side streets just south of Ellesmere Rd.

You, METROLINX along with the city and provincial government are planning to build the BRT along Ellesmere Rd. It would be a GROSS Misjudgment in error to even consider building this huge disruption in the middle of a residential community. There are beautiful large single family homes along the entire length from Kingston Rd to Military Trail (approx 220) and it would be the first in Ontario, if not Canada for METROLINX to do something like this in the middle of a residential community. The noise pollution the traffic disruption the expropriation of property the health risks of high tension wires to accomplish this feat is unconscionable when SHEPPARD Ave the next main large road just north of Ellesmere with wider four lanes no homes but only businesses and open space is the logical choice.

If this is being done to serve THE UNIVERSITY because they have deep pockets and lobbyist to get their way would be a disgrace and shows that they have NO vested interest in our COMMUNITY — A HERITAGE COMMUNITY. Instead of the beautification of our community they are trying to destroy it. There is no reason why a student could not take a bus south from Sheppard to get to the university or walk!!!

NO TO THE DSBRT ON ELLESMERE RD

Thank you
A CONCERNED RESIDENT OF 35 years

[REDACTED]

Sent from my iPhone

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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 2:27 PM
To: [REDACTED]
Subject: FW: Meyrolinx Extension through Whitby

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 2:14 PM
To: [REDACTED]
Subject: RE: Meyrolinx Extension through Whitby

Hi [REDACTED]

I know we have previously emailed you but I wanted to make sure we have answered all your questions

The preferred design between Lakeridge Rd and McQuay Boulevard is centre median transit lanes- with stops at major intersections. There are also plans for a new continuous sidewalk and bike paths along this stretch. Majority of the corridor can fit in within the official plan right of way. We are still refining the design to try and minimize impacts beyond this right of way. This work will continue in 2021. We do not yet have specific details on how much property may be needed beyond the official limits and whether or not it would be taken from one or both sides of Dundas St. Property owners will be contacted once we finalize the design.

A stop is not currently proposed at Halls Rd. The proposed stops are located at Lakeridge Rd, Des Newman, McQuay Blvd before getting into downtown.

You are correct that we do not yet have a specific timeline for construction of this segment. The corridor has not yet received a commitment for full capital funding. Timelines for implementation will be determined in a future phase of work once this current phase is complete.

Apologies for the delay in responding- we are still going through all comments received from the recent public information centre. You can of course get in touch with someone from the project team anytime via this email address

Thank you
Kristin

From: [REDACTED]
Sent: December-20-20 12:09 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Meyrolinx Extension through Whitby

After receiving the information on the Metrolinx project, there was a section where we could press and pinpoint a specific area on the route map and ask a question. It has now been several weeks and I have not received a response from you on my questions.

Therefore, I will again pose my questions in hopes of getting a response. Just to note that these are questions that some of our neighbours are also interested in having answered.

The area in question is in Whitby, between Lakeridge Road and McQuay Boulevard.

The questions are:

From what I understand, this area will have curbside bus lanes, as opposed to centre lane. Please confirm.

Is there currently existing, enough right of way to accommodate 2 additional bus and bike lanes, and if not, then..

How much land will be required to be expropriated (in feet), and

Will it be taken from one side or split between both sides of the road?

Will there continue to be a bus stop at Halls Road?

...and lastly, I know timelines probably at this time can't be specific, but would you be able to provide a timeline as to start of construction for the section in question?

Thank you,

A black rectangular redaction box covering the signature of the sender.

Sent from my Galaxy Tab® S2

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[REDACTED]

From: Hailey McWilliam
Sent: Thursday, January 14, 2021 11:33 AM
To: [REDACTED]
Subject: FW: Feedback on Durham - Scarborough BRT Project

Track and file

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 14, 2021 11:20 AM
To: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Feedback on Durham - Scarborough BRT Project

Hi [REDACTED]

Thank you for your email and letter of support. The team is reviewing and will get back to you.

We look forward to additional engagement with you on the project this year

Thanks again
Kristin

From: [REDACTED]
Sent: January-06-21 7:43 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [REDACTED]
[REDACTED]
Subject: Feedback on Durham - Scarborough BRT Project

Please see attached my letter providing feedback on the Durham - Scarborough BRT project from a cycling perspective. The following have been copied to this letter.

[REDACTED]

[REDACTED]

[REDACTED]

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Appendix J – Ajax Community Meeting



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons



Durham-Scarborough Bus Rapid Transit

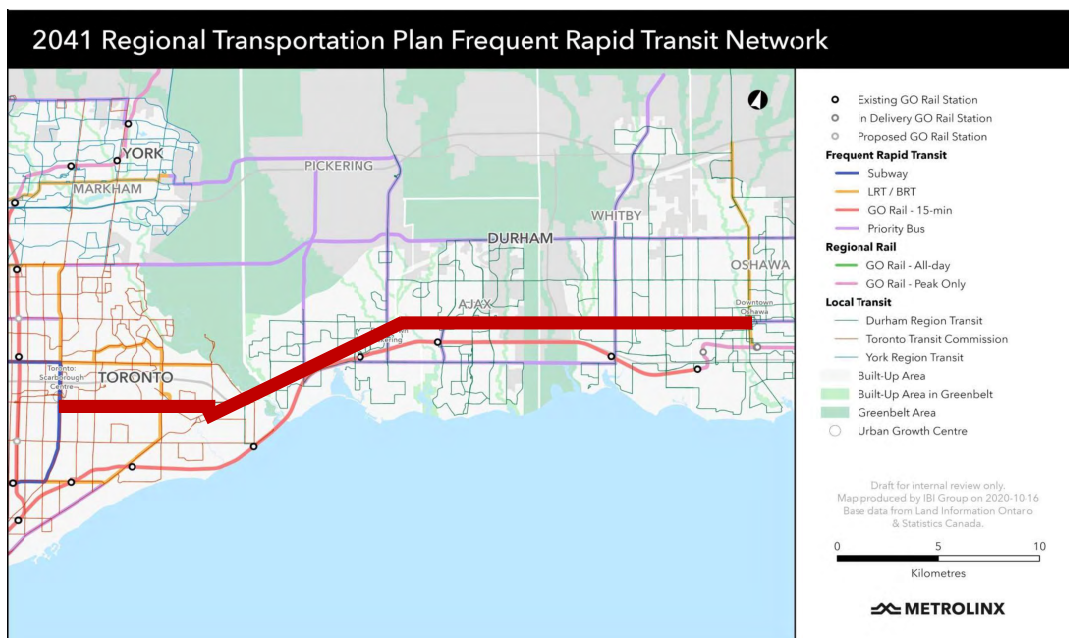
Metrolinx

AJAX TECHNICAL BRIEFING
JANUARY 6, 2021

DRAFT



2041 Frequent Rapid Transit Network



JANUARY 6, 2021

DRAFT



Study Area



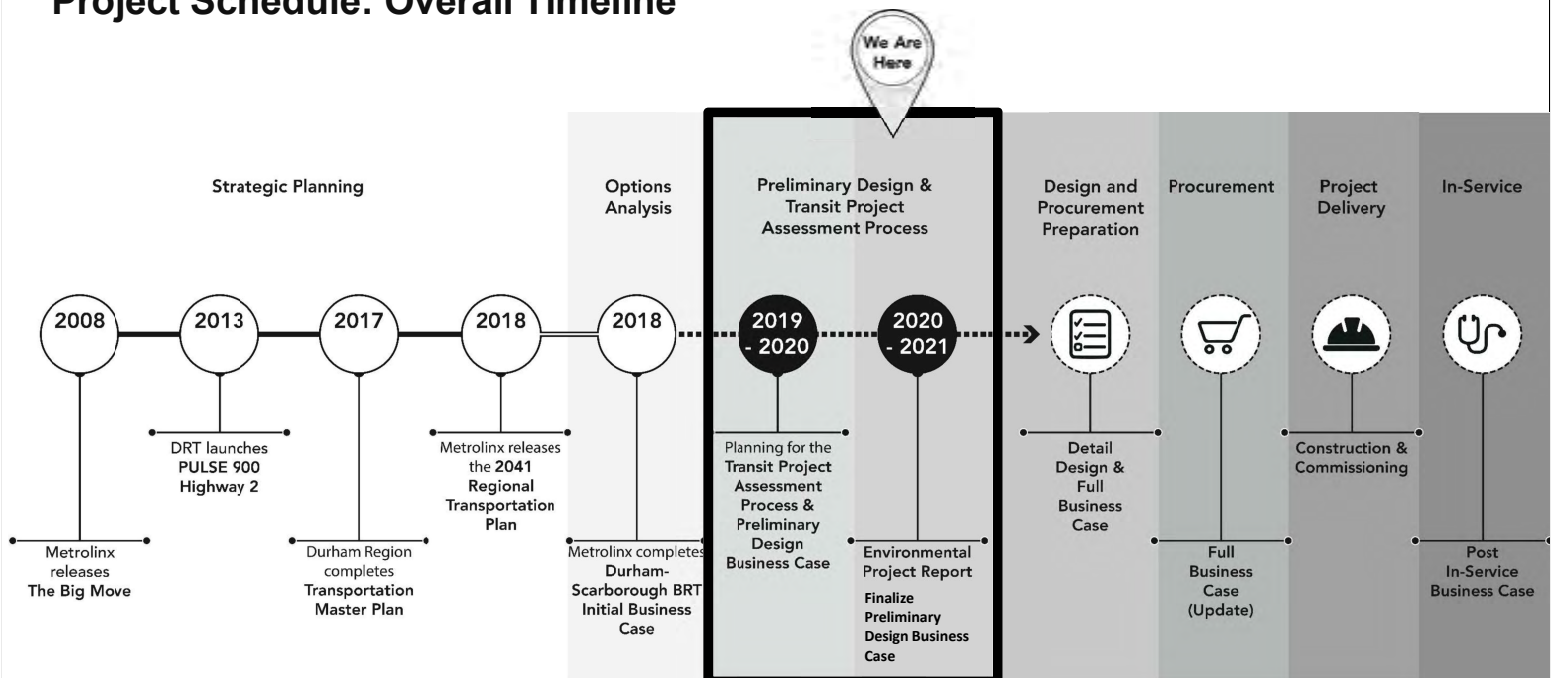
JANUARY 6, 2021

DRAFT

3



Project Schedule: Overall Timeline



JANUARY 6, 2021

DRAFT

4



PRELIMINARY DESIGN

JANUARY 6, 2021

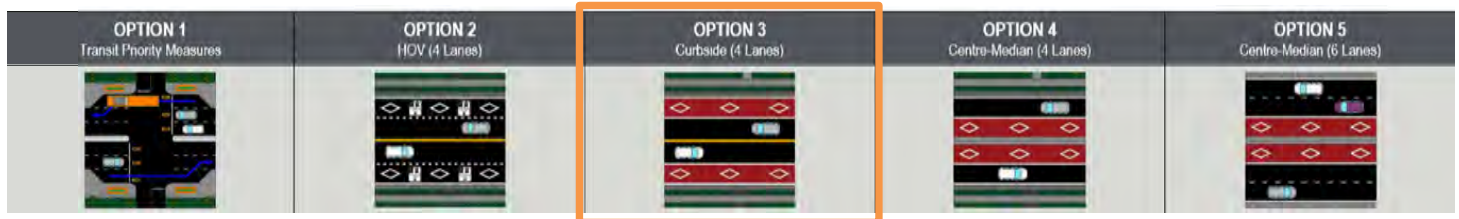
DRAFT

8



Evaluation of Design Options

At Public Information Centre #2, 5 options were presented for Pickering Village between Elizabeth Street and Rotherglen Road:



Option 3 was identified as the technically preferred option.

- We heard support for Options 3 and 5.
- Main concerns were related to traffic and maintaining the character of Pickering Village by preserving cultural heritage resources.

JANUARY 6, 2021

DRAFT

6



Evaluation of Design Options

Indicator	Option 3. Convert curbside general traffic lanes to bus-only lanes.	Option 5. Widen to add two bus-only lanes and maintain 4 general traffic lanes.
Transit Reliability		✓
	BRT shares the curb lane with local transit, resulting in more frequent stops and longer travel times.	Highest quality and most reliable transit service. No transition required from outside pinch point.
Traffic		✓
	The option does not provide enough eastbound traffic capacity for the afternoon peak.	Maintains existing traffic capacity.
Driveways and Access	✓	
	Accesses are maintained.	Medians will result in left-turn access restrictions.
Cultural Heritage	✓	
	Minimizes impacts to cultural heritage resources.	Impacts to cultural heritage resources.
Supports Future Development	✓	✓
	Dedicated transit infrastructure supports future development.	Dedicated transit infrastructure supports future development.
Operating and Capital Costs	✓	
	Medium operating and capital costs.	High operating and capital costs.

7



5-Lane Option

To address concerns related to traffic capacity and cultural heritage, the project team developed a 5-lane option.





Preferred Preliminary Design – Town of Ajax



- Balance of three objectives: cultural heritage, traffic, transit

JANUARY 6, 2021

DRAFT

9



Town of Ajax - Cultural Heritage

59 Total Known or Potential Cultural Heritage Features

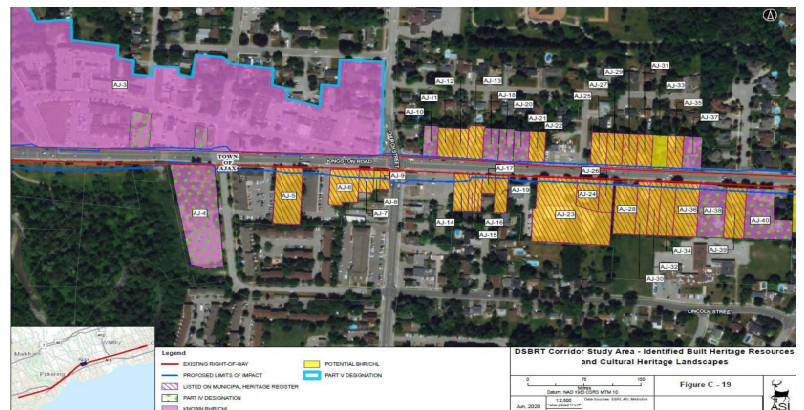
1 Heritage Conservation District

12 Known cultural heritage properties

46 Potential cultural heritage properties

Two group CHERs have been completed for:
571, 575, 577 and 579 Kingston Road, and
601, 605 and 607-611 Kingston Road

Draft reports reviewed by Ajax Heritage
Advisory Committee on October 7, 2020.



JANUARY 6, 2021

DRAFT

10



Pickering Village – Changes in Traffic Patterns

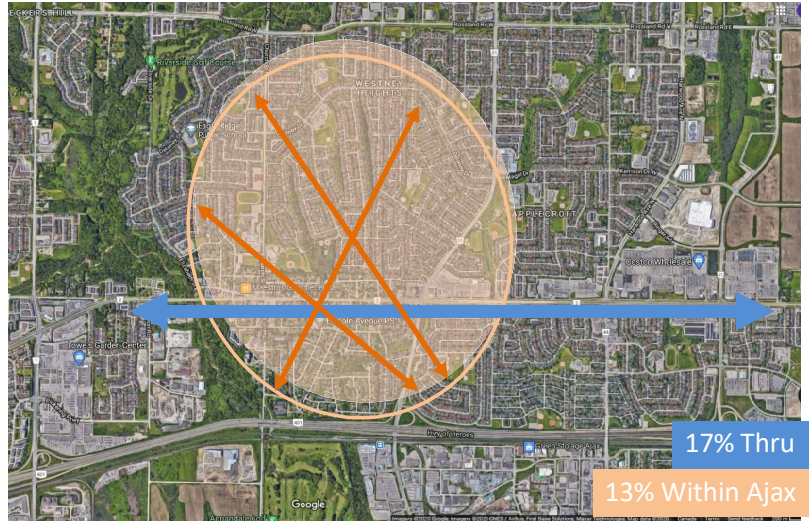
Data analyzed to understand:

- Where trips start and end
- What routes they take

Large-scale traffic models used to test changes in traffic patterns - 2 eastbound lanes and 1 westbound lane for general traffic

Preliminary findings:

- 30% of auto trips will use other routes:
 - 17% begin and end outside Ajax
 - 13% medium or short distance trips within Pickering Village



CONSULTATION & NEXT STEPS



Consultation To Date

- Stakeholder meetings: June & August 2019
- **Public Information Centre (PIC) #1: June & September 2019**
- Stakeholder meetings: October 2019
- **PIC #2: November 2019**
- Meeting with Ajax staff: March 17, 2020
- Ajax Heritage Committee: October 7, 2020
- Meeting with Ajax staff: October 28, 2020
- Stakeholder meetings: October & November 2020
- **PIC #3: November 2020 to January 2021**
- Ajax Council: November 16, 2020
- Ajax Accessibility Committee: December 16, 2020
- Durham Region Cycling Coalition: December 9, 2020



What We've Heard So Far

Stakeholder Advisory Group (SAG) provided input into the preliminary design.

Meetings held on October 28, 2019 and October 28, 2020:

- Cultural heritage resources should be preserved where possible
- BRT will likely be well received by university students
- General support for the BRT stop locations

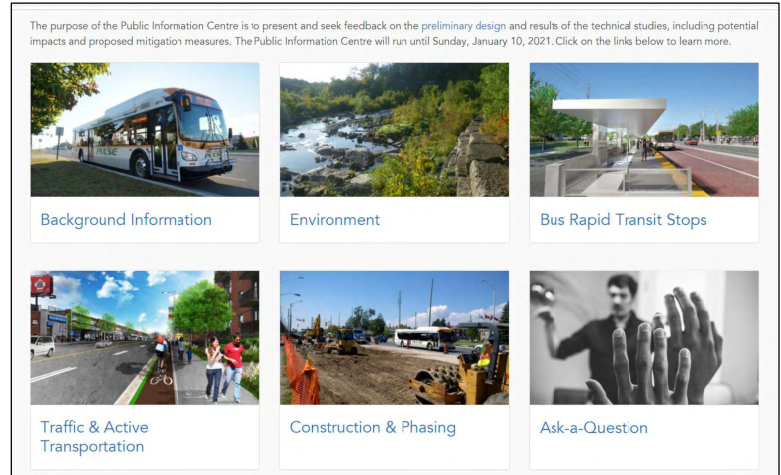
Over 100 on-line surveys received through the project website:

- Many disagreed with the curbside 4 lanes option presented at PIC2 in Fall 2019
- Most support for centre-median transit lanes plus 4 general traffic lanes (6 lanes)
- Concerns about heritage buildings, safety and accessibility



Public Information Centre #3

- November 16th to January 10th (extended from December 18)
- Information on the project website (www.metrolinxengage.com/dsbrt) includes:
 - Preliminary design drawings
 - Renderings
 - Explanatory videos
 - Results of technical studies
- Feedback is being collected through:
 - Online survey
 - 'Ask-a-Question' page
 - Interactive map (www.dsbrtmap.ca)
 - Email
 - Over the phone



JANUARY 6, 2021

DRAFT

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Next Steps

- Consultation doesn't end after PIC 3 – stakeholder meetings and conversations will continue.
- The project team will summarize the feedback received and begin making updates to the preliminary design in response to the feedback.
- Winter 2021 will be spent preparing the Preliminary Design Business Case and the draft Environmental Project Report.
- The 120-day Transit Project Assessment Process will begin in mid-2021. Stakeholders will be notified through a Notice of Commencement.
- Additional stakeholder meetings and PIC #4 will be held during the Transit Project Assessment Process.
- Segments of the corridor, including portions of the Town of Ajax, are planned to be constructed by the Region of Durham as part of the Investing in Canada Infrastructure Program, subject to Federal approval.

JANUARY 6, 2021

DRAFT

16

**Durham-Scarborough Bus Rapid Transit
Ajax Community Meeting Response Table for Public Information Centre #3**

Date	Comment
	This table records all questions and comments received as part of the Ajax live information session for Public Information Centre #3 hosted on January 6, 2021 at 6:30 p.m.
2020-11-13	This is a terrible idea, hwy 2 is already congested. Either expand hwy 2 or don't do this at all. There's already a bases for durham we don't need another one.
2020-11-13	Quite frankly Metrolinx is out of its mind. They have not got the Eglington Avenue link finished yet and they ae still at least 5 years away with all the delays. Now they want to foul up Kingston Road in Ajax. They are out of their minds. Having one lane westbound is unthinkable because if there is a jam up on the 401 west bound everyone goes either north to #2 or south to Bayley. It just won't work because you cannot make highway #2 wider because of the heritage homes in the village. Whoever came up with the plan should come to the Village and hold a Forum on this subject & find out exactly what the residents in the Village really think about their idiotic plan
2020-11-13	Not a fan of this idea. Concerned about the car congestion. The busses be through there easily with little wait time, it's not necessary to dedicate a bus lane
2020-11-13	U guys are running the heritage property
2020-11-13	This plan will cause major traffic congestion not just at rush hour, but all day, everyday in Pickering village. Also with the casino being built on Church Street South, the traffic in this area (Church and hwy2) is only going to get worse. This plan will leave those of us living in Pickering Village trapped by traffic. Our closet fire station uses hwy2 to get to our area. This plan will greatly increase times for our first responders pitting residents at risk. If bus lanes are needed, then the road needs to be widen. This would require Metrolinks to purchase property on the South side of Hwy2 and which would leave historical buildings intact (as they are set back). I agree with rapid transit, but 1 lane east and west for traffic is not sufficient. I do not approve of this plan.
2020-11-13	Hello, I live on Church St S, and I am an active pedestrian (and motorist) in the area. Oftentimes, trying to cross the intersection at Kingston & Church on foot is extremely dangerous, and at least once a week, I have a near miss with a car while I am on foot. (I also encounter a lot of dangerous people running red lights while they are travelling eastbound on Kingston Rd and I am attempting to make a left to go south on Church while travelling west.) This intersection is already stressful to navigate, and it's a wonder there are not more accidents here. How will adding bus lanes and

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Date	Comment
	decreasing the amount of vehicle traffic flow make the intersection safer for Pickering Village residents?
2020-11-13	Where are they going to find the room ?
2020-11-13	There has to be a better alternative then losing a vehicle lane. Perhaps the 5th lane could be timed directional westbound in AM (heading into the city in AM) and eastbound in PM. Losing a lane of vehicle traffic is not equitable to those of use who cannot use public transit because of our jobs and now I am going to have to sit in lengthy lines. Through an accident in a church and hwy 2 and you are done for, you will have shut down traffic.
2020-11-14	Stupidist idea that i have ever herd. It may be a pitch point for buses, but it will become an even bigger pitch point for car traffic. What happens when Durham live opens and Bailey becomes even less of an option.
2020-11-14	Why is this necessary? Are the empty bus lanes along the rest of Hwy 2 not an indicator that it's not necessary to have dedicated bus lanes in Ajax?
2020-11-14	Utilize the preferred option 5 Lane cross section to have the least disruption
2020-11-14	You will create a significant bottleneck by reducing the west traffic to one lane. If Metrolink must have their own lane tell them to go north of Rossland and build a new one, or south and expand Bailey street. Leave Kingston road alone!
2020-11-15	<p>Putting the BRT lanes into the two centre lanes has two very important downsides:</p> <ol style="list-style-type: none"> 1) There must be four "weave" zones, both entering this pinch point and leaving where the BRT vehicles must move from the curb lanes to the centre lanes and back which will provide more opportunity for collisions and traffic delays, and 2) the BRT vehicles at present only have access on their right-hand sides for both boarding and discharge of passengers and this configuration requires that additional islands must be constructed to allow this. The right-of-way cannot accommodate these islands as it has already been identified as being very restrictive. <p>I believe BRT in the curb lanes with additional traffic controls for the two peak periods is a far better solution for the Pickering Village pinch point.</p>

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Date	Comment
2020-11-16	What is going to be done about the increased back log of traffics will create? Is this really necessary?
2020-11-16	Way for the sake of such a small length of road why will the residents be displaced for up to five years for this project. Just leave well enough alone we are coping nicely. Thank you
2020-11-17	<p>This is a terrible idea. Where this kind of proposed design has been implemented in Ontario has made it more confusing for riders of public transit to actual access the right bus easily and more cumbersome for drivers to understand exactly where they are permitted to drive. There is quite a bit of natural habitat that will be irrevocably destroyed if these plans at Elizabeth road are permitted to go through. Ajax shouldn't just be allowed to become one big industrial park with only manicured green space to look at. Stop trying to force drivers into buses. Why is there even a need when half of the previous rush hour traffic has been permanently reverted to remote-only work. Also, these curbed bike lanes make it safer for cyclists but routinely more dangerous for pedestrians that now must compete with cyclists who frequently take over sidewalks despite their designated spaces.</p>
2020-12-04	<p>The intersection of Church St. and Kingston Rd. is already heavily congested during peak hours that results in through traffic spilling into surrounding local roads (that do NOT have adequate traffic calming measures in place). The existing north/south traffic flow congestion on Church St. will inevitably be backed up further by the reduction of a westbound lane on Kingston Rd. These designs have not considered the pending impact of traffic flow that will be associated with the Durham Live development.</p> <p>Dedicated transit lanes/infrastructure in this neighbourhood (and most of Durham) make no sense because most people move here to raise a family. Transit doesn't make sense when you need to go grocery shopping for a family. It doesn't make sense when you need to drop off/pick up your children from daycare or school. It doesn't make sense when you need to bring kids and their bags of equipment to sports events. It doesn't make sense when you need to transport a family of 5 (or more) from point A to B. Adding these lanes will NOT increase transit adoption due to this demographic nature of suburban living. Furthermore, the existing curbside dedicated bus lanes are empty most of the time and while in their current state they could be adapted to allow for regular drivers at off-peak times, dedicated median lanes would eliminate this potential and flexibility. The addition of these lanes (and reduction of the westbound lane) will just make local driving trips more difficult for local residents without removing any drivers from the roads.</p>

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Date	Comment
	<p>Why would Metrolinx intensify transit through a route on Kingston Rd from Brock Rd to Rotherglen Rd where:</p> <ol style="list-style-type: none"> 1) There are many historical sites that would be impacted 2) Existing road and property infrastructure was not designed for high density traffic and transit flow 3) Surrounding residential and commercial zoning is very low density where there is no potential for increased transit ridership and there is no municipal plan to increase that local population density 4) A neighbourhood that is NOT a destination for commuters, workers, and non-local retail customers <p>Rossland Rd is an existing regional road that has ample space for widening/redevelopment and would cut through neighborhoods with a higher density (which continues to increase with continued development of north Ajax). If the primary objective of this plan is to increase adoption of transit, it would make more sense to place it where there is a greater potential for ridership and less negative impact to surrounding neighbourhoods.</p> <p>Also, where it is clear that there will be heavy intensification of Church St south of the 401 with the development of Durham Live (which is being promoted as a destination), will transit flow also be increased/intensified on Church st. south connecting BRT passengers to the Durham Live site? If that site will draw as much car/transit traffic as expected wouldn't it make more sense to divert the route through Bayly where such infrastructure could more easily be built (and welcomed)?</p>
2020-12-08	<p>'I've already provided Metrolinx with feedback through their website, but so you have it on record as well here are my concerns:</p> <ul style="list-style-type: none"> - reducing westbound traffic through Pickering Village doesn't seem to take into account current and future traffic issues, even though they say they have done traffic studies. Ajax already has traffic congestion, I don't see how this is going to help. - Centre bus lanes may cause a number of issues; 1) pedestrians trying to reach buses in the centre of traffic will more likely cross against traffic, this increases the chance of serious accidents, especially during evening rush hours in fall and winter. 2) I assume buses will have the first advance green to cross east/west through intersections, this means cars turning left at the intersections will likely have the next advanced green lights, because that is the only safe way to cross the intersection when there are buses and associated infrastructure in the way (Bayly/Hardwood was redesigned

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Date	Comment
	<p>because of obstructions). This leaves through traffic last through the intersection going east/west. This all takes time. Traffic at Ajax's major intersections is already challenging. This will just make it worse. Plus, the added time for east/west traffic will delay north/south traffic at the intersections.</p> <p>Kingston Rd was just finished being redesigned to add bus and bike lanes, and now Metrolinx wants to disrupt it again to put in centre bus lanes and restrict traffic through Pickering Village and potentially make traffic worse through Ajax, craziness! If this goes through my provincial tax dollars have just been wasted.</p>
2020-12-09	<p>This is outrageous. They're going to push morning westbound traffic through the community. We have already had 2 kids hit by cars in the Village in the last couple of years. Increasing traffic density is going to increase the risk of more people, kids in particular, getting hurt. This is a dangerous idea.</p>
2020-12-09	<p>ruining a historic village for a bus route that is not needed that I can see based on traffic volume is ridiculous. tearing down buildings, creating traffic pinch points will decrease traffic flow through the village and increase risk - we've already had t2 kids hit by cars in the last couple of years. the village should become a walk friendly community. divert the busses around the village! I bought my house here BECAUSE it was a protected neighbourhood, I want to see the village grow with active storefronts and pedestrian traffic, not be divided and congested.</p>
2020-12-12	<p>I disagree with this plan. This will have a detrimental impact on the community, increasing traffic through the subdivisions, especially on Lincoln. Expropriating property from homeowners and businesses along this route will negatively impact many people and I do not believe traffic through this area is significant to make these drastic changes for</p>
2020-12-14	<p>As my backyard is on the south side of Kingston Rd facing it by Harwood, I have been through road expansion construction, I understand the hassle, amount of dirt on my windows and debris/noise that comes with it. This project made sense to me from a transit and growth perspective. I would have to say it works other than people still using the bus lane and driving in it. I have been living in Ajax since 1994 and have seen corn fields in my area turn into a bustling vibrant shopping area.</p> <p>To me, the bus lane through the village is a bad idea. Between Brock and Westney it is a bottleneck of traffic at any time of the year, just add an accident on the 401 and everyone scoots off to Base Line or Kingston Rd. After post construction it would even be worse from what I am reading</p>

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Date	Comment
	<p>regarding the project. My other concern is that this is a Provincial decision and the Town of Ajax's voice may have no relevance as transit is a relevant buzz topic these days.</p> <p>With Metrolinx's advances with train service every 15 minutes they should let the focus of regional bus services remain as such and focus on earlier AM and later PM GO Transit bus services, DRT has done a great job expanding in our community. If anything, the service of regional transit along Kingston Rd should be increased as it is the heart of the region. The only way this project would make sense is if they made the street and bridge wider in the village for two lanes each way as well as a bus lane.</p>
2021-01-04	<p>Our concern relates to traffic congestion. Not having two traffic lanes for cars/trucks in both directions all the way through will result in serious traffic issues. Please consider options that can maintain two lanes of traffic in each direction throughout. Thanks,</p>
2021-01-04	<p>Moving the Dedicated Centre Lane Bus Stop at Rotherglen Road – As the existing Kingston Road Right-of-Way is wider east of the Rotherglen Rd intersection, would it be possible to move the eastbound stop to the east side of the road to limit impacts to private properties?</p>
2021-01-04	<p>Can the following be considered for this area as part of an alternative special bus priority scheme?</p> <p>Curbside Bus Lanes with Intermittent Priority (BLIP) – To provide a compromise between dedicated bus lanes and buses operating in mixed traffic lanes. As a bus approaches, other vehicles are instructed to safely leave the lane (or are prevented from entering the lane), yielding right-of-way to the bus. Signage and other technology can be utilized to inform drivers a bus is approaching. This has been demonstrated to be as effective as a dedicated bus lanes with lower costs and construction time.</p> <p>Reversible Lanes and Traffic Signal Prioritization – There is a successful local example of this on Jarvis Street in Toronto. Reversible lanes are lanes on which traffic flows in one direction during certain times of day and in the opposite direction during other times of day. This can also apply to make a dedicated curbside transit lane during rush hour while maintaining two (2) traffic lanes. For example, altering the current four (4) lanes in the afternoon rush to 1 westbound mixed traffic and bus lane, 2 eastbound traffic lanes and 1 eastbound bus priority lane. Outside of rush hours the roadway can, for the most part, function as it does currently with two mixed traffic lanes in either direction. This would limit costs, impacts to both transit and traffic, impacts to the local community and be more resilient to a changing community and traffic patterns in future without building hard</p>

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Date	Comment
	<p>barriers (e.g dedicated barrier bus lanes).</p> <p>This can also be improved via Traffic Signal Prioritization to prioritize traffic, bus, and turning allowances at specific times of day. In addition, left turns can be restricted at Church Street and Rotherglen Road during rush hour to improve the efficiency of this design. Local motorists requiring a left turns can use Randall Dr or Lincoln St to access Church St or Rotherglen Rd during those times.</p>
2021-01-04	<p>Can the following be considered for this area?</p> <p>Curbside Bus Lanes – removing the need for a bus stop in the middle of the roadway to improve transit rider access and limit property acquisition, could also have a covered sidewalk at the bus stop (an awning for example to match the areas historic character). There appears to be adequate space between Notion Road and Elizabeth Street; Rotherglen Road and Westney Road to allow for the bus to transition.</p>
2021-01-05	<p>Reference Church St and Kingston Road intersection and area:</p> <p>As a resident, I have driven thru this area for many years. This intersection is tight for space. The south side of Church cannot see west on Kingston Road due to a building right on the SW corner of the intersection. There is a slight curve as Church St passes north over Kingston Road, which makes turns from southbound Church onto eastbound Kingston Road a bit tricky. You have high school and grade school kids crossing the intersection with a crossing guard during school hours. Most people ignore the 50 kmh speed limit.</p> <p>I am curious as to the accident statistics at this intersection. There have been major accidents.</p> <p>So how can we add to the things that might go wrong: add more lanes, where lanes are more skinny than today add more obstacles onto the roadway - bus shelters add more people crossing the road going to and from bus shelters</p> <p>As a bus passenger, I would be concerned about my safety standing in the bus shelters and getting to and from the bus shelters, specially when traffic is moving, and more so in winter driving conditions.</p>

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Date	Comment
	<p>What actions are being considered in the proposal to address these issues?</p> <p>Thanks for asking for my feedback.</p> <p>I have added similar info on the Metrolinx website</p>
2021-01-06	Has the Durham Live Project been factored into these plans ??
2021-01-06	Could your team consider a reversible lanes approach to maintain traffic flow, the dedicated curbside bus lane, and remove all impacts to cultural heritage in the Village?
2021-01-06	Could the team consider moving the dedicated centre lane bus stop at Rotherglen Road? As the existing Kingston Road Right-of-Way is wider east of the Rotherglen Rd intersection, would it be possible to move the eastbound stop to the east side of the road to limit impacts to private properties?

Appendix K – Whitby Community Meeting



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
This table records all questions and comments received during the Whitby live information session for Public Information Centre #3 hosted on January 7, 2021 at 6:30 p.m. Upvote counts tallied as of January 7, 2021	
Why is this project needed through this corridor when there is proof that people are moving NORTH of 401 and of HWY 2?	20
Why does don mitchell think Durham residence will abandon their cars to use transit? evidence is business are failing in a unsupported downtown.	17
Failed projects (QueensQuay, Ajax, Newmarket) did nothing to improve the quality of neighbourhoods, livelihood of businesses or safety. How is this different?	14
investment due to changes in downtown no transit mall; enhance areas such as the back of businesses and the alleyways to allow for access from front and back	12
There was a cell phone study, but has there been a proper traffic study of rush hour volumes thru downtown and how that will affect traffic/residential areas.	11
Have you reviewed and analyzed the negative impact on business that the metrolinx Eglinton project has caused?	11
Has consideration been given to the failure rate of pedestrianization in areas when there is an insufficient pedestean footprint or the devastation arising?	10
Is there any plans to offer intermediate transit priority measures in the mean time while we await the construction of the transit mall?	10
Has this been decided, or is it being debated? All feedback I've heard from Whitby residents/business owners is that we don't want it (I concur).	10
How can you justify this entire project when the VAST majority of Whitby residents and small businesses in the area are vehemently against this project?	10
King street is not a fair comparison. The next majour parallel road is not far away. Where the closest to dundas is a large diversion. Lets get real examples.	10
What is the plan to allow for easy access to businesses for customers who drive into downtown Whitby?	9

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Comment / Question	Upvote Count
We have the 400 highways and the GoTrain. Why do we need this as well?	9
If there's a full transit mall, will the station still include level boarding, enclosed and heated shelters, and all the same amenities as other stations?	9
Can we have a Poll to see who in this meeting agrees with this plan?	9
When will you listen to the business owners and residents concerns?	8
How does the town plan on compensating business for loss in revenues that construction will cause?	8
What is the time frame for this project?	8
The Transit platform W. of Brock will completely block my business among many others. Our business' reply largely on having car access. How do we overcome this?	8
This is something that will FOREVER change the downtown core of Whitby in many drastic ways. This should be a referendum item.	8
Why are you answering the questions you want to answer, not the ones the public wants answered?	8
I oppose closing east-west traffic along Highway 2. Who else agrees with me?	8
Why doesn't the BIA approach small business to support and promote them?	7
Is there an actual demand for this? What study is this decision being based on? Has the decision already been made and this "consultation" is just for show?	7
this will KILL small business	7
A "slight" increase in bus ridership. A "slight" increase in traffic on residential streets. A "slight" increase in accidents in school zones?	7
I oppose closing east-west traffic along Highway 2. Who else agrees with me?	7
Why has Don Mitchell given his consent to this project?	6
Maybe route this up across Rossland, way more room and no need to cut off car access within the city.	6
When will this project start construction?	6

**Durham-Scarborough Bus Rapid Transit
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Comment / Question	Upvote Count
Why are we trying to turn our downtown in to something you would see in Toronto or another urban setting? We are the TOWN of Whitby.	6
What evidence do you have that we NEED this in addition to the other public transit we already have?	6
Is there a plan to address the safety of pedestrian traffic (but especially to the kids walking to and from school) on side streets with all the extra traffic	6
Has consideration been given to trying this more north so as to preserve the downtown and utilize roads that are already wider ?	6
Can this be extended to answer the questions asked. the Q&A was suppose to start 15 minutes ago. We are here to get our questions answered!	6
This plan is not serving the needs of anyone. Move this whole thing north where there is more development.	6
Since the residents all seem to be vastly against this, how do we file formal complaints?	6
Why has notification of this project not been included in the Town and Region's information bulletins?	5
Concerns have been expressed in previous consultation with east/west traffic routing and infiltration into nearby resi.areas. How is this being addressed?	5
What is the plan to prevent traffic slow downs, volume, and maintain safety for residents/pedestrians on those side streets that will become affected?	5
MY SMALL BUSINESS IS ON DUNDAS STREET WEST OF BROCK. THIS SEVERELY UPSETS SMALL BUSINESSES. WHY NOT LEAVE THE DOWNTOWN CORE ALONE AND FIGURE OUT ANOTHER ROUTE.	5
Who accepts operations cost increases? Cost of fare enforcement, local bus service, and increased 900 service, new bus acquisitions, etc.	5
Has this been decided, or is it being debated? All feedback I've heard from Whitby residents/business owners is that we don't want it (I concur).	5
Don Michell has said he has no power to prevent Metrolinx from moving forward with their plan. Why are Whtby and Metro bothering with public consultations?	5

**Durham-Scarborough Bus Rapid Transit
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Comment / Question	Upvote Count
@ERoy I agree. Pedestrian mall front and back needed and funding for sm bus. necesssary. Good points. People avoid downtown now because of cars wout parking	5
This should go across Taunton through Whitby, not Dundas - thats where people want to go because Taunton has smart centres.	5
"Once it is in place."So this is not really a consultation. It's a done deal?	5
Comparables are between Toronto and Whitby?? You're joking?!!	5
The severe lack of consideration for businesses & local residence in the area is very obvious. Our interests are of little/no interest as part of the project.	5
Thank you for responding to the question about a pilot. People need to have faith that this makes sense and that their concerns are being appropriately tested.	5
What is the town prepared to do when construction delays occur?	4
Can we have dedicated transit/bus lanes that are in the curb lanes with lighted bollards that provide a safety barrier between the traffic lanes and sidewalks?	4
Are we just wasting our time being here, fighting for our identity and the reason WHY WE MOVED TO WHITBY? The province & this Mayor sold out our beautiful town.	4
When stops are limited along the DSBRT does DRT plan to run a paralleling bus service along highway 2 making local stops (1 Queen and 501 Züm Queen type service	4
DRT ridership is low, seems unlikely bus frequency would be so high as to warrant dedicated lanes and closing car throughput.	4
Are there going to be any pilot projects set up to determine the viability of various plans	4
What data do you have with regards to traffic flow and need for east west? Would it not make more sense to place this line where there is more development?	4
Has consideration been given to removing the 407 toll? Opening the road would lessen congestion on 401 and Brock street in Whitby.	4

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Comment / Question	Upvote Count
Covid has reduced the use/appeal of public transit. Offices are moving to remote work. Have these realities been incorporated in your data modeling?	4
What will the financial impact be to businesses in the affected area during construction?	4
Did they close off a highway in Minneapolis, Madison or Vancouver to create a pedestrian transit mall? I would bet none of these were main routes.	4
I would take buses to get downtown. So would my teens. Currently easier to drive to Osh. centre than find a spot in Whitby. I would rather shop downtown.	4
It sounds like the shovels are ready...exactly what do the residents of the community have to provide to be heard?	4
Wow. This is a disaster for traffic and small businesses in town. Why are we doing this?	4
Folks, time to put a stop to this. Looks like the only person that wants it, is Don. We need to stop this nonsense.	4
Why aren't the important questions being answered? You're just skipping right past them!	4
I can't imagine this plan working unless some routing through parallel side streets in the core of Whitby on a one way basis. Is this being considered?	3
Address plans for Green St and Byron St to accommodate thousands of vehicles daily. What % of people use transit compared to drivers communicating with vehicles?	3
How wide will this roadway be? Wider than the 401? Why is this considered viable in a town setting?	3
Owners are almost unanimously opposed to this and upset. Is it possible to use Rossland Road or leave Dundas as-is with bus stops past or before the 4 corners?	3
What are the intended traffic diversion routes? And how will traffic using the transit mall be enforced? Camera enforcement of physical non-effective enforcement	3
So this is happening? The Town has already decided to move forward? Where is The Mayor and our Councillors? Why are they not here sharing their wards input?	3
Can a copy of this presentation and open house be made public beyond this evening?	3

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Comment / Question	Upvote Count
Is the expected growth for Brooklin and area being considered?north of highway 7 Our current population is approx 22,000 and is expected to be 80,000 residents?	3
RUIN BUISNESSES. SHAMEFUL	3
Your projected ridership, please provide a report.	3
Whitby is the least walked downtown in Ontario, we do not have the people without vehicles that walk our core.	3
I hope Whitby hires an EVENT PLANNER!	3
Are any of these examples showing streets that have no viable close by alternative parallel streets for cars?	3
People that are approaching brock are turning off as its already a bottle neck. Where is the data that tracks them all the way through as they've rerouted?	3
When those diverted cars cross Burns Street (instead of continuing along Dundas) they will cross a school zone on Athol Street. More cars in a school zone = bad	3
250 cars an hour, 2 transit riders in that hour	3
To have people bypass downtown, only furthers the point that small business will suffer. The people who go to the core drive there needing to park there car.	3
Everyone do NOT forget, the Mayor is also trying to shrink the north south lanes on Brock St, for his secondary plan.	3
More traffic through school zones - there's already a lot as folks travel to & from the Go station. Add street parking into the mix. More accidents will occur.	3
Is this a done deal already? When were residents consulted? It seems like this is not wanted by many. Is there a survey that could be done?	3
There isn't 4 people per hour on the buses today on dundas. Where do you get 1500	3
Can you address the impact on small business please.	3
How many of the people evaluating this project live and work in Whitby?	3

**Durham-Scarborough Bus Rapid Transit
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Comment / Question	Upvote Count
This is a disaster. People in Durham aren't suddenly going to give up their comfy SUVs for a bus. How hard will it be to disassemble when it fails?	3
The king street pilot ruined restaurants and small business.	3
How many current metro linx projects are behind schedule in the GTA?	3
I oppose this plan. I do not see how it will benefit the businesses or the residents. Whitby will not reach the population of (Toronto, Vancouver, Minneapolis)	3
You cannot just host meets with a small group. Being against this project doesn't means against transit— we are against a plan that doesn't make sense.	3
Are there plans to move the Thornton X King Westbound stop to the intersection recognizing the safety concerns around its current location and increased traffic	2
On HWY 2 will drivers be able to access the plazas and small business on opposite sides of the street, or is there a barricade/median?	2
Is there an option to make two lanes bus lanes and two lanes car lanes, eliminating parking spots but still allowing through traffic? Definitely not ideal still	2
Now that Bonacord and Mary streets are going to be expanded, and with Brock not accessible by car, what are the projected north/south major routes?	2
How are you ensuring safety for both vehicles and pedestrian traffic across the route? Ajax bus lanes are on the outside Whitby in the middle. This seems unsafe	2
Medians, can the design be to allow for traffic travelling east and westbound would be able to turn into the establishment without raise median	2
Who in a position to make decisions live in Whitby and *think* they know whats best for our town? By the plan its obvious government is out of touch.	2
Where is the study data on the potential traffic and community impact to adjacent neighbourhoods ?	2
I am concerned that closing off east-west traffic along Highway 2 is going to divert traffic on to two school zone streets: Henry Street and Athol Street.	2

**Durham-Scarborough Bus Rapid Transit
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Comment / Question	Upvote Count
You say there is 5-10% growth in ridership, but doesnt that account for the population growth so there would be 90-95% increase in vehicle traffic?	2
Has there been consideration that many people who are working from home due to covid, will continue to do so when this is over? It makes sense for employers.	2
Given the need to reduce congestion, carbon emissions, and deliver accessible transportation why is Metrolinks not fighting to eliminate fares?	2
Is this plan mapped onto current development expectations or will municipalities be using this as a mechanism to implement corridor intensification?	2
In the other transit mall examples shown, does the rerouted vehicular traffic end up on commercial or residential streets? Are we making accurate comparisons ?	2
Has there been accurate study, not using cell data. Not everyone has location data on.	2
Are there dedicated bicycle lanes?	2
How did the transit mall get presented when your 2019 proposal had lanes open in our downtown? Who's idea was it?	2
How will the municipality be compensated for parking spaces? Will the province fund enhanced accessible pedestrian access back through alleyways to the stores?	2
Does the project include some solutions for cyclists along the corridor, so they don't have to share the lane with vehicles, which is very unsafe?	2
Where is the discuss on how this will impact the local residents and business owners the people who make up this area and live/work everyday!	2
by the time you guys are done, self driving taxis will make you non existent.	2
I didn't receive the notice for the 2 first rounds of debate...what happened to them?	2
How will the transit system effect parking and residents in the downtown core? You mentioned expanding paid parking,does that include taking over business lots?	2
What reason would people suddenly give up their cars? Is there some incentive? Whitby is very car focused	2

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
Why is the question about pilot project ignored? It was next up? Also Anderson HS is under-subscribed so that makes no sense.	2
How is the comparison to King St in TO related to Whitby. King St is the entertainment hub of TO and business people all day, prior to Covid	2
The vote on questions system isn't working. It's bumping lower voted questions up to the top. Check the number of votes on the questions you are answering	2
In 2041, most Whitby residents will be North of Rossland - Can the plan be modified to go along Rossland or Taunton & leave the historic downtown core alone?	2
I'm not necessarily opposed to a pedestrian mall type of downtown but convenient parking, immediate delivery access and handicap access is important.	2
Why do you keep explaining the intent and talking around the questions asked? This has been a waste of our time.	2
The Pulse already goes east-west and it's in place. This will only speed up "rapid" transit east-west by a small increment. Is that worth years of construction?	2
How is 45 min. nearly enough to address the concerns of the public? We are STAKEHOLDERS.	2
This was another cherry picking session, and i'm concerned for Whitby. Poor planning and clear communiqué.	2
WE DON'T WANT THE PROJECT STARTED...WHERE IS OUR VOICE?	2
Thank you for expanding your time and answering questions. i appreciate your time and your information. I am keen to see this underway.	2
Will you answer any questions regarding small business concerns?	1
You are funny. No he went to Mexico after Barbados Turks and Caicos and Bahamas	1
Have you considered fitting buses with safety bars(like street cars) and stop signs? That way at the 4 corners you could leave the parking the way it is.	1
4-5 year?????	1

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
I know there was a submission to reroute traffic one way a couple streets North and south of Highway 2 , like in Oshawa. It that still being considered?	1
Will stations have heated enclosures? Also, are there options and considerations for the "last mile" worked into this plan?	1
I am now considering moving out of this area and I suspect there will be an exodus when all the commuter traffic starts racing through residential subdivisions.	1
What is the approximate number of residents this is expected to service?	1
Will this presentation be shared?	1
ill conceived, awful plan for Whitby.	1
Is this more of it sucks whitby is so affected, but bigger picture. Sorry, not sorry??	1
I'm concerned by the timelines. 2041? so far away. I feel that by the time this is built, we'll be needing LRTs. Buses in peak E/W are full (non-covid)	1
Do you have any examples, that are similar to suburban Canadian cities. Not American? Canadians think and act differently than Americans?	1
Are you really showing slides of Toronto, as a comparison to whitby?	1
The local traffic, isnt going to take the bus.	1
So people who are driving will avoid the downtown and will not shop downtown which will kill the businesses downtown. It will be a self fulfilling prophecy.	1
Henry can be a mess now due to stop signs at peak periods. Are there any plans to upgrade the surrounding areas with stop lights?	1
Nobody is doing that.	1
Have you considered just leaving downtown the way it is, while continuing the project. One of the studies I read said that was an option.	1

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
This proposal is in front of Whitby; what plans are in place to change what the community wants? People vs buses?	1
Has an actual traffic study been completed? Have those numbers been published anywhere?	1
Condolences to those residing along or close to these routes. Nobody will get off a bus or walk 5+ minutes to visit Downtown for art competition or restaurant	1
Terrible Idea	1
They're pushing all vehicles to smart centers, and saying thats going to help small business.	1
Define a "slight" increase in traffic on side streets.	1
Are you going to replace Stop signs with Traffic Lights through the residential streets. Accidents waiting to happen - this whole plan is disappointing	1
I wish the Mayor wasn't so scared about losing funding Metrolinx is giving him, stand up for the people Don.	1
We don't need traffic diversion. We need Metrolinx and the Town to listen to esidents.. Has any thought at all gone linti how this affects residents?!	1
Are people being left behind on the durham pulse route?	1
I have never seen a full bus passing through Whitby, except maybe a Go Bus when the Go Trains are out of service.	1
Where is our Mayor; supposed to be the voice of the people	1
Matthieu , Rush hour patterns will be effected by COVID(work at home) . You need to talk to business owners on their employment plans.	1
Since the most space-restrictive area is within 1 block of Brock Street...would it make more sense to move the platforms beyond 1 block or further of Brock?	1
Why did you re-explain (felt like mansplain) the intent of the project, instead of presenting the evidence I asked for?	1

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
Are you going to redo your transit use projections based on the permeant changes due to COVD? Less of the population will need to commute they will work at hom	1
The u turns were allowed on consumers at one point. Look how that turned out.	1
This is still a force feed or Metrolinx agenda. residents oppose this but yet the same plans are being presented. This plan benefits no citizen of our town.	1
Businesses will be hurt, eg. St. Clair Ave W. Eglinton Avenue LRT.	1
It appears the feedback from this consultation is the route should be more north than Dundas.	1
I would want it down during the winter, that's where the most impact would be.	1
Wow...you skipped a ton of valuable questions...glad to see we have a voice...will you be answering us?	1
There is no such throughfare constructed this close to a major highway, this artery being restricted will be gridlock when accidents occur on the 401.	1
Can the Mayor join the next calls?	1
Small business doesn't need seminars and info sessions. Its just filler and fluff.	1
Why do you keep explaining intent of the project while not providing any meaningful answers to questions being posed?	1
There were no real answers, just r-explanations of "your plans" in our home and work environment.	1
Great question re: what happens with a 401 closure. When one happens now due to an accident it is a big mess everywhere, especially on Dundas.	1
Where is the traffic data modelling report ?	0
Unless they are driving to a local business, that dundas serves	0
Is the plan to start this, with out having adequate parking in downtown Whitby?	0
Are there any park & rides throughout the 36km?	0
How are those horizontal spots going to work on the vertical street??????	0

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
Is there a peer review of your traffic data? How does it compare to current reports from DRT?	0
What about accessible parking?	0
I hardly see a bus in the bus lanes that you've already created. This will create more annoyance to people who work in the core.	0
I hardly see a bus in the bus lanes that you've already created. This will create more annoyance to people who work in the core.	0
People already do this with the pulse. Catch and go with out a schedule.	0
As an employer directly impacted 1) What will the government do for the business directly impacted by the shift in traffic patterns?	0
When I lay my team off because I will inevitably have to shutter my business what will the government do for the employees that lose their jobs?	0
Vancouver is equivalent to Toronto...not the suburbs...where in Burnaby do they have this restrictive thoroughfare?	0
Parking - there was parking downtown Whitby until the Town approved Condos to be built on the old Firestation space	0
Your bus leaves empty, almost every hour of the day.	0
Has there been consideration for the extra traffic? 40% growth? 40% more cars? Where does that traffic divert?	0
How were you able to have 2 rounds of 'public consult' and escape the notice of employers?	0
I speak to a lot of people in a lot of jobs. Many of them are saying if they go back to work, it will maybe 1-2 days/week if at all.	0
Accidents often happen on the 401. The traffic often gets diverted to Dundas street and often is very congested causing gridlock. How will you deal with this?	0
I would like comparison data with actual comparable cities - Toronto and Vancouver is not comparable.	0

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
Pattern and access is everything, the downtown of Whitby is already struggling..where do you think pedestrians are to come from with no density?	0
How is shutting down a highway good for car travel? We aren't talking about a lightly-used through street here.	0
Couldn't the road immediately south of Dundas at the 4 corners of Whitby that isn't very busy be a good road to turn into a Bus route? (edited)	0
How many people from whitby were supporting you. How many were asking you that.	0
This the same project as hwy 7 in York region?	0
Why aren't you expropriating land and creating a private lane like that close to York University?	0
Would signs then help now? Things could maybe not so drastic then.	0
Would signs then help now? Things could maybe not so drastic then.	0
Has Whitby offered a tax deferral for all of the business and residents along this corridor?	0
Do work in a bubble?	0
Metrolinx is offering to pay for the development of all the ramps?	0
Is there a go bus that goes to the same location as the pulse?	0
Matthieu, build a subway instead. They last for over a 100 years. Ideal for our climate.	0
I live in Whitby, and employ here....Dundas is not a busy street Westbound...it can most certainly support 50% growth with no widening, where is the study?	0
Are there plans to get the surrounding bus lines in Durham to feed riders to this project? (Increased service) (edited)	0
Why can't it come north to Rossland or Taunton	0
This is a huge waste of money. All funds should be going to Healthcare. COVID has shown us how bad are Healthcare system is !	0

**Durham-Scarborough Bus Rapid Transit
Whitby Community Meeting Response Table for Public Information Centre #3**

Comment / Question	Upvote Count
Great question re: what happens with a 401 closure. When one happens now due to an accident it is a big mess everywhere, especially on Dundas.	0

Whitby Session Comments and Responses

January 7, 2021

Topic #1: Business Impacts

Summary of Questions:

The proposed Full Transit Mall will negatively impact businesses in Downtown Whitby. How will impacts be mitigated? What support will there be for businesses during construction?

Response:

Metrolinx understands the importance of supporting local businesses. The purpose of the Full Transit & Pedestrian Mall is to provide transit priority and improve walkability in Downtown Whitby. As part of the Transit Mall, sidewalks will be widened to increase the size of the public realm. With larger sidewalks, businesses will be able to place patios and displays outside their stores to attract customers.

We understand that businesses are very concerned about the loss of on-street parking on Dundas Street and drive-by traffic. The project team has developed a concept to expand the existing off-street parking lot at Byron Street & Elm Street. The concept can make up for all the parking spaces that will be removed from Dundas Street within about 250 metres or a four-minute walk. The project team will keep working to refine the design based on the valuable public feedback we've received.

Metrolinx is committed to supporting businesses during construction. In the next phase of the project, detailed design, Metrolinx will work with businesses to develop an action plan for construction that includes signage and wayfinding. Metrolinx will establish Community Liaison Committees, which have been effective in other Metrolinx projects. The Committees will foster consistent dialogue with residents and business owners where feedback can be provided on how businesses and surrounding communities will be supported through the detailed design and construction stages.

Text of Questions Received:

6	Have you reviewed and analyzed the negative impact on business that the metrolinx Eglinton project has caused?
7	Has consideration been given to the failure rate of pedestrianization in areas when there is an insufficient pedestrian footprint or the devastation arising?
16	When will you listen to the business owners and residents concerns?
17	How does the town plan on compensating business for loss in revenues that construction will cause?
19	The Transit platform W. of Brock will completely block my business among many others. Our business' rely largely on having car access. How do we overcome this?
23	Why doesn't the BIA approach small business to support and promote them?
25	this will KILL small business

41	MY SMALL BUSINESS IS ON DUNDAS STREET WEST OF BROCK. THIS SEVERELY UPSETS SMALL BUSINESSES. WHY NOT LEAVE THE DOWNTOWN CORE ALONE AND FIGURE OUT ANOTHER ROUTE.
49	The severe lack of consideration for businesses & local residence in the area is very obvious. Our interests are of little/no interest as part of the project.
60	What will the financial impact be to businesses in the affected area during construction?
64	Wow. This is a disaster for traffic and small businesses in town. Why are we doing this?
75	RUIN BUSINESSES. SHAMEFUL
83	To have people bypass downtown, only furthers the point that small business will suffer. The people who go to the core drive there needing to park their car.
88	Can you address the impact on small business please.
114	Where is the discussion on how this will impact the local residents and business owners the people who make up this area and live/work everyday!
130	Will you answer any questions regarding small business concerns?
167	Businesses will be hurt, eg. St. Clair Ave W. Eglinton Avenue LRT.
173	Small business doesn't need seminars and info sessions. It's just filler and fluff.
186	As an employer directly impacted 1) What will the government do for the business directly impacted by the shift in traffic patterns?
187	When I lay my team off because I will inevitably have to shutter my business what will the government do for the employees that lose their jobs?
204	Has Whitby offered a tax deferral for all of the business and residents along this corridor?

Topic #2: General Concerns about the Project

Summary of Questions:

Why is the project moving forward when people vocally oppose it? How can we influence the project? Can the project be stopped? Can the design be changed?

Response:

The Durham-Scarborough Bus Rapid Transit (BRT) project is regionally important. This project is included in many regional and local plans and policies, including Metrolinx's 2041 Regional Transportation Plan, the Durham Region Transportation Master Plan, and was studied through the completion of an Initial Business Case: http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2019-01-24-DSBRT_Final-for-Publication_updated.pdf.

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx looked at a wide range of corridors and technologies. Highway 2 in Durham Region was identified as the preferred corridor and Bus Rapid Transit (BRT) was identified as the preferred technology. This decision was reconfirmed in the 2019 Initial Business Case, which found a good cost-benefit ratio for the project. The scope of this current project phase is to advance the preliminary design, reconfirm the findings in the business case, and complete the environmental assessment.

As part of the past studies and public consultation that have been completed for the project, some elements, such as the route and the BRT technology, have been confirmed. The elements that can be modified and refined through this phase of the project is the preliminary design.

At Public Information Centre #2, which was hosted on Tuesday, November 19th, 2019 at Durham Region Headquarters in Whitby, the project team presented a number of design options. The technically preferred option for Downtown Whitby was to maintain one lane in each direction for general traffic and convert the curbside general traffic lanes to dedicated bus lanes. Through the consultation, feedback showed that the public had an interest in improving the public realm and increasing walkability in the Downtown core. As a result of the feedback, the design was modified, and the Transit Mall option was created.

Public Information Centre #3 started November 16th, 2020 and ran until January 10th, 2021. The project team is reviewing and considering all the feedback received through the Public Information Centre, including the Whitby Community Meeting held on January 7th, 2021. The feedback is being used to further refine the design, and to develop mitigation measures.

A lot of feedback was received about the preliminary design in Downtown Whitby. The project team has developed a concept to expand the existing off-street parking lot at Byron Street & Elm Street. The concept can make up for all the parking spaces that will be removed from Dundas Street within about 250 metres, or a four-minute walk. The project team will keep working to refine the design based on the feedback received.

Throughout the lifecycle of the project, regular opportunities will be given to the public to provide further feedback. Design work will continue in 2022, and Metrolinx will establish Community Liaison Committees, which have been effective in other Metrolinx projects, to support the development of

detailed design and mitigation plans. The Committees will foster consistent dialogue with residents and business owners where feedback can be provided.

Text of Questions Received:

9	Has this been decided, or is it being debated? All feedback I've heard from Whitby residents/business owners is that we don't want it (I concur).
10	How can you justify this entire project when the VAST majority of Whitby residents and small businesses in the area are vehemently against this project?
22	I oppose closing east-west traffic along Highway 2. Who else agrees with me?
27	I oppose closing east-west traffic along Highway 2. Who else agrees with me?
37	Since the residents all seem to be vastly against this, how do we file formal complaints?
43	Has this been decided, or is it being debated? All feedback I've heard from Whitby residents/business owners is that we don't want it (I concur).
53	Are we just wasting our time being here, fighting for our identity and the reason WHY WE MOVED TO WHITBY? The province & this Mayor sold out our beautiful town.
65	Folks, time to put a stop to this. Looks like the only person that wants it, is Don. We need to stop this nonsense.
89	How many of the people evaluating this project live and work in Whitby?
93	I oppose this plan. I do not see how it will benefit the businesses or the residents. Whitby will not reach the population of (Toronto, Vancouver, Minneapolis)
101	Who in a position to make decisions live in Whitby and *think* they know what's best for our town? By the plan it's obvious government is out of touch.
111	How did the transit mall get presented when your 2019 proposal had lanes open in our downtown? Who's idea was it?
115	by the time you guys are done, self driving taxis will make you non-existent.
128	WE DON'T WANT THE PROJECT STARTED...WHERE IS OUR VOICE?
139	ill conceived, awful plan for Whitby.
140	Is this more of it sucks whitby is so affected, but bigger picture. Sorry, not sorry??
145	So people who are driving will avoid the downtown and will not shop downtown which will kill the businesses downtown. It will be a self-fulfilling prophecy.
149	This proposal is in front of Whitby; what plans are in place to change what the community wants? People vs buses?
151	Condolences to those residing along or close to these routes. Nobody will get off a bus or walk 5+ minutes to visit Downtown for art competition or restaurant
152	Terrible Idea
153	They're pushing all vehicles to smart centers, and saying that's going to help small business.

156	I wish the Mayor wasn't so scared about losing funding Metrolinx is giving him, stand up for the people Don.
166	This is still a force feed or Metrolinx agenda. residents oppose this but yet the same plans are being presented. This plan benefits no citizen of our town.
212	This is a huge waste of money. All funds should be going to Healthcare. COVID has shown us how bad are Healthcare system is !

Topic #3: Transit Usage

Summary of Questions:

How many riders are on the system today and how many are predicted in the future? Will this service connect with the rest of the system? Please explain why this project is needed given that the existing service appears to be adequate, and people will not give up their cars and start taking the bus.

Response:

The project aims to improve the performance and reliability of the existing Durham Region Transit (DRT) PULSE service to serve the growing population of Whitby and Durham Region. The current ridership on the PULSE route has exceeded initial projections by more than 50%. The service carried more than 3 million passengers in 2019. Running more frequent transit service in dedicated bus lanes is expected to double ridership levels. In Downtown Whitby, about 900 people get on and off the bus stops between Annes Street and Garden Street daily. Through Downtown Whitby, about 5,400 people ride the bus every weekday. In 2041 we expect 38,400 daily riders on the entire line.

The PULSE route is the busiest in the DRT network and is the spine of the system. The Highway 2 corridor connects to many north-south routes allowing passengers to travel within the urban areas of the region.

In some areas of the route, passengers are left behind because the buses are full. This is made worse by the delays that are caused by mixing buses in general traffic. This project will provide dedicated transit lanes that will make bus service more impervious to traffic accidents and changing weather conditions, and allow buses to run on schedule, up to every 5 minutes during rush hour. Providing a reliable transit service draws more people to use transit.

As the population and employment opportunities in Durham Region continue to grow, there will be greater demands put on the existing transportation network. Projects such as the Durham-Scarborough BRT will provide people with more choice and will allow the corridor to carry more people than could ever be accommodated in private cars.

Separating buses from general traffic will also improve operations for the driving public.

Text of Questions Received:

2	Why does don mitchell think Durham residence will abandon their cars to use transit? evidence is business are failing in a unsupported downtown.
24	Is there an actual demand for this? What study is this decision being based on? Has the decision already been made and this "consultation" is just for show?
55	DRT ridership is low, seems unlikely bus frequency would be so high as to warrant dedicated lanes and closing car throughput.
62	I would take buses to get downtown. So would my teens. Currently easier to drive to Osh. centre than find a spot in Whitby. I would rather shop downtown.
76	Your projected ridership, please provide a report.
82	250 cars an hour, 2 transit riders in that hour
87	There isn't 4 people per hour on the buses today on dundas. Where do you get 1500

90	This is a disaster. People in Durham aren't suddenly going to give up their comfy SUVs for a bus. How hard will it be to disassemble when it fails?
104	You say there is 5-10% growth in ridership, but doesn't that account for the population growth so there would be 90-95% increase in vehicle traffic?
118	What reason would people suddenly give up their cars? Is there some incentive? Whitby is very car focused
125	The Pulse already goes east-west and it's in place. This will only speed up "rapid" transit east-west by a small increment. Is that worth years of construction?
137	What is the approximate number of residents this is expected to service?
144	The local traffic, isn't going to take the bus.
148	Have you considered just leaving downtown the way it is, while continuing the project. One of the studies I read said that was an option.
158	Are people being left behind on the Durham pulse route?
159	I have never seen a full bus passing through Whitby, except maybe a Go Bus when the Go Trains are out of service.
183	I hardly see a bus in the bus lanes that you've already created. This will create more annoyance to people who work in the core.
184	I hardly see a bus in the bus lanes that you've already created. This will create more annoyance to people who work in the core.
185	People already do this with the pulse. Catch and go without a schedule.
190	Your bus leaves empty, almost every hour of the day.
207	Is there a go bus that goes to the same location as the pulse?
210	Are there plans to get the surrounding bus lines in Durham to feed riders to this project? (Increased service) (edited)

Topic #4: Durham Scarborough Bus Rapid Transit Project Status

Summary of Questions:

What is the status of the project? When will construction begin and how long will construction take? Other Metrolinx projects are behind schedule, what will happen if there are delays?

Response:

This project is currently in the Preliminary Design Phase. As part of this phase, the project will go through the Environmental Assessment process. A Preliminary Design Business Case will also be completed to confirm that the project is still a valuable investment. These processes are anticipated to be completed in late 2021. Next, the project will advance to the Detailed Design Phase. Detailed Design usually takes a couple of years and must be completed before construction can begin. Construction timing will depend on funding, permits and approvals.

Through the completion of other construction projects, Metrolinx is developing best practices and gathering lessons learned that are applied to the Durham-Scarborough BRT and other.

Due to the length of the study area, the corridor will be broken up into smaller segments for construction. A phasing plan will be developed as part of the project. In Downtown Whitby, construction will likely take place over one or two construction seasons (Spring through Fall). We understand that construction is disruptive in the short term and our dedicated Community Relations team will be on hand to answer your questions and provide updates through every stage of this important transit project. Metrolinx is committed to working with the local business community to help make the process as easy as possible and reduce delays.

Text of Questions Received:

18	What is the time frame for this project?
28	Why has Don Mitchell given his consent to this project?
30	When will this project start construction?
44	Don Michell has said he has no power to prevent Metrolinx from moving forward with their plan. Why are Whtby and Metro bothering with public consultations?
51	What is the town prepared to do when construction delays occur?
63	It sound like the shovels are ready...exactly what do the residents of the community have to provide to be heard?
72	So this is happening? The Town has already decided to move forward? Where is The Mayor and our Councillors? Why are they not here sharing their wards input?
92	How many current metro linx projects are behind schedule in the GTA?
107	Is this plan mapped onto current development expectations or will municipalities be using this as a mechanism to implement corridor intensification?
133	4-5 year?????
141	I'm concerned by the timelines. 2041? so far away. I feel that by the time this is built, we'll be needing LRTs. Buses in peak E/W are full (non-covid)

Topic #5: Why not use a more northerly corridor?

Summary of Questions:

Why was Dundas Street chosen as the BRT corridor? Can the route be moved north to other roads like Rossland Road or Taunton Road?

Response:

As part of the work to create the 2041 Regional Transportation Plan, Metrolinx worked with GTHA municipalities to evaluate future growth areas and transportation needs in the region. In Durham, Highway 2 was identified as a key corridor for rapid transit, building on existing Durham Region Transit services and ridership. Most importantly, Highway 2 connects key destinations, existing population and employment centres, and high growth areas in Durham Region and Toronto. Other corridors in Durham Region, like Taunton Road, have also been identified in the [2041 Regional Transportation Plan](#) for priority bus routes. Planning and preliminary design for other corridors will happen in sequence.

An Initial Business Case for the Durham-Scarborough BRT was completed for the Highway 2 corridor in 2019. This study confirmed the project is a valuable investment with a strong benefit-cost ratio. Since the route was selected through several years of studies and community and municipal consultation, the route for this study is set. The scope of this project is to advance the preliminary design, update the business case, and complete the environmental assessment.

Text of Questions Received:

1	Why is this project needed through this corridor when there is proof that people are moving NORTH of 401 and of HWY 2?
29	Maybe route this up across Rossland, way more room and no need to cut off car access within the city.
34	Has consideration been given to trying this more north so as to preserve the downtown and utilize roads that are already wider ?
36	This plan is not serving the needs of anyone. Move this whole thing north where there is more development.
46	This should go across Taunton through Whitby, not Dundas - thats where people want to go because Taunton has smart centres.
70	Owners are almost unanimously opposed to this and upset. Is it possible to use Rossland Road or leave Dundas as-is with bus stops past or before the 4 corners?
74	Is the expected growth for Brooklin and area being considered?north of highway 7 Our current population is approx 22,000 and is expected to be 80,000 residents?
122	In 2041, most Whitby residents will be North of Rossland - Can the plan be modified to go along Rossland or Taunton & leave the historic downtown core alone?
168	It appears the feedback from this consultation is the route should be more north than Dundas.

Topic #6: Preliminary Design Questions

Summary of Questions:

1. Will transit priority measures be implemented prior to the Transit Mall?
2. Will the BRT stop in the Transit Mall include level boarding and the same amenities as the other shelters? Will the stops be heated?
3. Has the project team considered keeping two general traffic lanes and implementing curbside dedicated bus lanes?
4. Will local service continue to serve the corridor when the BRT is implemented?
5. Will the westbound Thornton / King stop be moved?
6. Is there dedicated cycling infrastructure? Are first-mile last-mile connections being considered?

Response:

1. Interim transit priority measures may be considered along Dundas Street depending on funding and timing. A phasing plan is still being developed. The goal of the Environmental Assessment process is to identify the ultimate design for Bus Rapid Transit (BRT) corridor in 2041.
2. The BRT stops within the Full Transit Mall would not have level boarding as the platforms would all be integrated with the sidewalk and be at sidewalk height. However, the Project Team developed a revised design, which provides level boarding in Downtown Whitby at the eastbound stops. The shelters will be designed to meet current accessibility standards and will have the same amenities such as seating and windscreens as other shelters. First-mile and last-mile connections were considered when developing the active transportation network.
3. At Public Information Centre #2, which was hosted on Tuesday, November 19th, 2019 at Durham Region Headquarters in Whitby, the project team presented a number of design options. The technically preferred option for Downtown Whitby was to maintain one lane in each direction for general traffic and convert the curbside general traffic lanes to dedicated bus lanes. Through the consultation process, feedback showed that the public had an interest in improving the public realm and increasing walkability in Downtown Whitby. As a result of the feedback, the design was modified, and the north side pedestrian Mall concept was created.
4. Durham Region Transit Pulse will be using the dedicated bus lanes to serve longer trips with higher reliability and frequency. On some portions of the corridor in Durham Region, DRT buses providing local service will continue to operate in the curbside lanes in Durham Region to serve other transportation needs.
5. The westbound stop at King Street and Thornton Road is currently located at the intersection. The stop location can be viewed on the interactive map (www.dsbrtmap.ca) or on PDF plans: https://www.metrolinxengage.com/sites/default/files/oshawa_2020_11_12.pdf
6. New sidewalks will be installed, and the majority of the 36 km route will have new cycling facilities. Existing and planned north/south cycling routes were identified and connections will be made as part of this project. In some of the constrained areas, alternate routes are proposed on nearby east/west streets to provide connections. For example, through Downtown Whitby there isn't enough space for dedicated cycling with buildings set close to the road. Between Raglan Street and Garden Street, cyclists can use Mary Street and other planned cycling routes as alternates.

Text of Questions Received:

8	Is there any plans to offer intermediate transit priority measures in the mean time while we await the construction of the transit mall?
---	--

14	If there's a full transit mall, will the station still include level boarding, enclosed and heated shelters, and all the same amenities as other stations?
45	@ERoy I agree. Pedestrian mall front and back needed and funding for sm bus. necessary. Good points. People avoid downtown now because of cars wout parking
52	Can we have dedicated transit/bus lanes that are in the curb lanes with lighted bollards that provide a safety barrier between the traffic lanes and sidewalks?
54	When stops are limited along the DSBRT does DRT plan to run a paralleling bus service along highway 2 making local stops (1 Queen and 501 Züm Queen type service
95	Are there plans to move the Thornton X King Westbound stop to the intersection recognizing the safety concerns around its current location and increased traffic
97	Is there an option to make two lanes bus lanes and two lanes car lanes, eliminating parking spots but still allowing through traffic? Definitely not ideal still
110	Are there dedicated bicycle lanes?
113	Does the project include some solutions for cyclists along the corridor, so they don't have to share the lane with vehicles, which is very unsafe?
135	Will stations have heated enclosures? Also, are there options and considerations for the "last mile" worked into this plan?
162	Since the most space-restrictive area is within 1 block of Brock Street...would it make more sense to move the platforms beyond 1 block or further of Brock?
179	Are there any park & rides throughout the 36km?
198	Couldn't the road immediately south of Dundas at the 4 corners of Whitby that isn't very busy be a good road to turn into a Bus route? (edited)
200	This the same project as hwy 7 in York region?
201	Why aren't you expropriating land and creating a private lane like that close to York University?

Topic #7: Project Comparisons

Summary of Questions:

We want to maintain our suburban / Town feel; we do not want to look like the City of Toronto. Are there more relevant examples of transit malls in towns like Whitby instead of large cities like Toronto and Vancouver?

Response:

We understand the importance of maintaining the character of Downtown Whitby. We have also heard that Downtown Whitby is a destination. There are opportunities to provide wider accessible sidewalks for patios, sidewalk sales, or festivities. We've heard that the public had an interest in enhancing the public realm and increasing walkability in the Downtown. As a result of this feedback, the pedestrian Transit Mall option was created, which doubles the width of the sidewalk on both sides of Dundas Street, while avoiding impacts to buildings and maintaining cultural heritage resources.

The additional sidewalk space can be used to enhance the existing character through streetscape improvements. Some elements of the Bus Rapid Transit (BRT) shelters are also designed to be customizable to be able to incorporate public art that ties into the character of the surrounding neighborhood. Other places with comparable flex streets or transit and pedestrian malls include: Halifax NS, London ON, Ithaca NY, Cumberland MD, among others.

Text of Questions Received:

3	Failed projects (QueensQuay, Ajax, Newmarket) did nothing to improve the quality of neighbourhoods, livelihood of businesses or safety. How is this different?
11	King street is not a fair comparison. The next major parallel road is not far away. Where the closest to Dundas is a large diversion. Let's get real examples.
31	Why are we trying to turn our downtown into something you would see in Toronto or another urban setting? We are the TOWN of Whitby.
48	Comparables are between Toronto and Whitby?? You're joking?!!
79	Are any of these examples showing streets that have no viable close by alternative parallel streets for cars?
91	The King Street pilot ruined restaurants and small business.
120	How is the comparison to King St in TO related to Whitby. King St is the entertainment hub of TO and business people all day, prior to Covid
142	Do you have any examples, that are similar to suburban Canadian cities. Not American? Canadians think and act differently than Americans?
143	Are you really showing slides of Toronto, as a comparison to Whitby?
188	Vancouver is equivalent to Toronto...not the suburbs...where in Burnaby do they have this restrictive thoroughfare?
195	I would like comparison data with actual comparable cities - Toronto and Vancouver is not comparable.

Topic #8: Issues with the Format of the Session

Summary of Questions:

The length of the meeting isn't enough time to address our questions. Why are some of the top voted questions not being answered? Why keep explaining the project to us over and over?

Response:

The session was originally planned to be an hour in length. Because the presentation took longer than expected and the volume of questions was higher than anticipated, the session was extended by one hour.

The purpose of the Slido app was to allow attendees to ask questions in real time. Participants were able to "up vote" questions for panel members to answer. The majority of the top questions were selected, unless the question had already been answered, or was considered inappropriate.

The project was explained in case there were meeting participants who were learning about the Bus Rapid Transit (BRT) project for the first time.

Text of Questions Received:

21	Why are you answering the questions you want to answer, not the ones the public wants answered?
35	Can this be extended to answer the questions asked. the Q&A was suppose to start 15 minutes ago. We are here to get our questions answered!
47	"Once it is in place."So this is not really a consultation. It's a done deal?
66	Why aren't the important questions being answered? You're just skipping right past them!
121	The vote on questions system isn't working. It's bumping lower voted questions up to the top. Check the number of votes on the questions you are answering
124	Why do you keep explaining the intent and talking around the questions asked? This has been a waste of our time.
126	How is 45 min. nearly enough to address the concerns of the public? We are STAKEHOLDERS.
127	This was another cherry picking session, and i'm concerned for Whitby. Poor planning and clear communiqué.
131	You are funny. No he went to Mexico after Barbados Turks and Caicos and Bahamas
160	Where is our Mayor; supposed to be the voice of the people
163	Why did you re-explain (felt like mansplain) the intent of the project, instead of presenting the evidence I asked for?
170	Wow...you skipped a ton of valuable questions...glad to see we have a voice...will you be answering us?
172	Can the Mayor join the next calls?
174	Why do you keep explaining intent of the project while not providing any meaningful answers to questions being posed?

175	There were no real answers, just r-explanations of "your plans" in our home and work environment.
199	How many people from whitby were supporting you. How many were asking you that.
205	Do work in a bubble?

Topic #9: Traffic Questions

Summary of Questions:

How will the Transit Mall impact traffic? Has there been a full traffic analysis? When will the traffic details be made public? How much will this increase travel times around Downtown Whitby? How will traffic infiltration be prevented?

Why is widening Dundas Street proposed outside of Downtown Whitby?

Response:

The Durham-Scarborough Bus Rapid Transit (BRT) project will change traffic patterns. The primary goal of the project is to improve transit efficiency, reliability and comfort by providing transit priority. Transit riders will benefit from shorter and more reliable travel times. Along most of the corridor, car and truck drivers will also benefit from smoother traffic flows as vehicles will not be delayed by buses in the curb lanes.

The Transit Mall concept will change the way people travel around and through Downtown Whitby. Our analysis shows that longer distance trips will likely move to other major roads or Highway 401. Trips to and from the downtown core will need to use a different combination of local streets to replace the part of their trip currently made on Dundas Street. Medium length trips passing through downtown would rely on the major north-south roads and use some local streets differently.

Depending on the specific start and end point of a trip, we expect most trips would move off of Dundas Street and use a combination of Mary Street, John Street and Walnut Street to the north of Dundas, and Colborne Street, Dunlop Street and Burns Street to south of Dundas, along with some trips using the north-south local streets.

We understand that traffic infiltration is a major concern. Design options are in development and will incorporate the feedback received so far.

From the Ajax boundary to Cochrane Street/Annes Street and from Garden Street to the Oshawa boundary, the technically preferred preliminary design includes widening the road to add dedicated centre-median bus lanes. In these areas, two general traffic lanes will be maintained in each direction. This means that no additional traffic capacity is being added. The exact extent of the 6-lane portions will be determined later.

The traffic analysis will form part of the Environmental Project Report that is being prepared for the project. The full report is currently under review by municipal staff from each municipality along the corridor. The traffic report will be made available for public review in mid-2021.

Text of Questions Received:

5	There was a cell phone study, but has there been a proper traffic study of rush hour volumes thru downtown and how that will affect traffic/residential areas.
12	What is the plan to allow for easy access to businesses for customers who drive into downtown Whitby?

39	Concerns have been expressed in previous consultation with east/west traffic routing and infiltration into nearby resi.areas. How is this being addressed?
40	What is the plan to prevent traffic slow downs, volume, and maintain safety for residents/pedestrians on those side streets that will become affected?
57	What data do you have with regards to traffic flow and need for east west? Would it not make more sense to place this line where there is more development?
64	Wow. This is a disaster for traffic and small businesses in town. Why are we doing this?
67	I can't imagine this plan working unless some routing through parallel side streets in the core of Whitby on a one way basis. Is this being considered?
68	Address plans for green st and Byron st to accommodate thousands of vehicles daily What % of people use transit compared to drivers communicating with vehicles
69	How wide will this roadway be? Wider than the 401? Why is this considered viable in a town setting?
80	People that are approaching brock are turning off as its already a bottle neck. Where is the data that tracks them all the way through as they've rerouted?
102	Where is the study data on the potential traffic and community impact to adjacent neighbourhoods ?
109	Has there been accurate study, not using cell data. Not everyone has location data on.
150	Has an actual traffic study been completed? Have those numbers been published anywhere?
154	Define a "slight" increase in traffic on side streets.
157	We don't need traffic diversion. We need Metrolinx and the Town to listen to esidents.. Has any thought at all gone linti how this affects residents?!
176	Where is the traffic data modelling report ?
177	Unless they are driving to a local business, that dundas serves
181	Is there a peer review of your traffic data? How does it compare to current reports from DRT?
191	Has there been consideration for the extra traffic? 40% growth? 40% more cars? Where does that traffic divert?
197	How is shutting down a highway good for car travel? We aren't talking about a lightly-used through street here.
209	I live in Whitby, and employ here....Dundas is not a busy street Westbound....it can most certainly support 50% growth with no widening, where is the study?

Topic #10: Ideas to Improve the Project

Summary of Questions:

1. Why isn't Metrolinx reducing transit fares to increase ridership?
2. Will the Town of Whitby be compensated for the lost parking revenue?
3. Will the back alleyways be enhanced?
4. Could you maintain parking spaces if cars had to stop for buses?
5. Is the Town still considering converting two-way streets to one-way streets?
6. Why not build a subway?

Response

1. In Durham Region, the corridor will be used by GO and DRT. Metrolinx only has authority over GO fares. We are looking at a full range of measures to increase ridership. We have introduced various pricing programs, such as Kids GO Free, lower fares for short-distance trips and Sunday Funday, to see how pricing affects ridership. There are various ridership recovery strategies being considered to make transit more accessible while we continue to invest in transit infrastructure that will support added services in the future.

DRT strives to deliver an equitable and affordable service to its customers, and fares are set to meet those goals while offsetting operating costs. In the case of the Durham-Scarborough BRT project, our focus has been on improving the speed and reliability of service. This will benefit existing customers and is also expected to increase ridership. As an integral part of DRT's network, regular DRT fares will apply on PULSE in the upgraded corridor.

2. On-street parking spaces are proposed to be relocated to an expanded off-street municipal lot, meaning there will be no loss in revenue to the Town.
3. Enhancing the back alleyways is something that may be considered by the Town of Whitby. It is outside of the scope of this project.
4. Parking spaces are being removed to more than double the width of the public realm along Dundas Street.
5. At this point in time, Metrolinx is not aware of any active study on the conversion of two-way streets in the Town of Whitby.
6. As part of the Durham-Scarborough Bus Rapid Transit (BRT) Initial Business Case, completed in 2018, BRT was identified as the preferred transit technology. Bus Rapid Transit is more cost effective based on the forecasted ridership to 2041 and is also more flexible than Light Rail Transit or subways. The buses can enter and exit the dedicated lanes and the centre-running bus lanes could be converted to Light Rail Transit in the future, should the increases in ridership exceed the capacity of Bus Rapid Transit.

Text of Questions Received:

4	investment due to changes in downtown no transit mall; enhance areas such as the back of businesses and the alleyways to allow for access from front and back
42	Who accepts operations cost increases? Cost of fare enforcement, local bus service, and increased 900 service, new bus acquisitions, etc.
78	I hope Whitby hires an EVENT PLANNER!

106	Given the need to reduce congestion, carbon emissions, and deliver accessible transportation why is Metrolinks not fighting to eliminate fares?
112	How will the municipality be compensated for parking spaces? Will the province fund enhanced accessible pedestrian access back through alleyways to the stores?
132	Have you considered fitting buses with safety bars(like street cars) and stop signs? That way at the 4 corners you could leave the parking the way it is.
134	I know there was a submission to reroute traffic one way a couple streets North and south of Highway 2 , like in Oshawa. Is that still being considered?
208	Matthieu, build a subway instead. They last for over a 100 years. Ideal for our climate.

Topic #11: Consultation Process Issues

Summary of Questions:

Why wasn't I notified of other consultation events? Where can I find the presentation? How can I provide feedback? Will the Transit Mall be piloted?

Response:

Metrolinx uses a variety of methods to inform the public of consultation events for the Durham-Scarborough Bus Rapid Transit (BRT) project. The following methods were used to inform the public of all three (3) rounds of Public Information Centres between June 2019 and November 2020:

- Notice of Public Information Centre was mailed to all property owners within 30 metres of the study corridor.
- Notice of Public Information Centre was advertised in local newspapers in two consecutive publications:
 - Ajax-Pickering News Advertiser
 - Whitby This Week
 - Oshawa This Week
 - Oshawa Express
- Notice of Public Information Centre was emailed to all individuals on the project mailing list.
- Public Information Centre information was advertised on the project website.

Radio advertisements were also used to notify the public of Public Information Centre #2 in Fall 2019. Metrolinx also included information on the project in its e-newsletters and on its website.

All project information can be found on the project website www.metrolinxengage.com/dsbrt. A copy of the presentation, as well as the recording of the community meeting can be found here: <https://www.metrolinxengage.com/en/dsbrt/WhitbyBRTmeeting>.

There is a survey on the website that can be used to submit feedback. Feedback received through this January 7, 2021 Whitby Community Meeting will also be considered and become part of the public record.

The Transit Mall may be piloted should the Town of Whitby be interested in testing the solution. However, pilots may not always provide an accurate representation of the effectiveness of the proposed design. Many features that are critical to the success of the Durham-Scarborough BRT system, such as frequent service, enhanced transit shelters and the improved streetscape and pedestrian realm cannot be provided through a pilot.

Text of Questions Received:

38	Why has notification of this project not been included in the Town and Region's information bulletins?
56	Are there going to be any pilot projects set up to determine the viability of various plans

73	Can a copy of this presentation and open house be made public beyond this evening?
86	Is this a done deal already? When were residents consulted? It seems like this is not wanted by many. Is there a survey that could be done?
94	You cannot just host meets with a small group. Being against this project doesn't means against transit— we are against a plan that doesn't make sense.
116	I didn't receive the notice for the 2 first rounds of debate...what happened to them?
119	Why is the question about pilot project ignored? It was next up? Also Anderson HS is under-subscribed so that makes no sense.
138	Will this presentation be shared?
169	I would want it down during the winter, that's where the most impact would be.
192	How were you able to have 2 rounds of 'public consult' and escape the notice of employers?

Topic #12: Other Issues Raised

Summary of Questions:

How can we see how many people are supportive and unsupportive of the Transit Mall? Will Metrolinx pay for other highway upgrades / remove tolls on adjacent highways?

Response:

Public Information Centre #3 started November 16, 2020 and ran until January 10, 2021. All feedback received as part of the Public Information Centre, including the Whitby Community Meeting held on January 7th, 2021, is summarized in a Public Information Centre #3 report. The report will be available for public review shortly.

Highway upgrades and tolls are outside of the scope of this project.

Text of Questions Received:

15	Can we have a Poll to see who in this meeting agrees with this plan?
20	This is something that will FOREVER change the downtown core of Whitby in many drastic ways. This should be a referendum item.
58	Has consideration been given to removing the 407 toll? Opening the road would lessen congestion on 401 and Brock street in Whitby.
84	Everyone do NOT forget, the Mayor is also trying to shrink the north south lanes on Brock St, for his secondary plan.
147	Nobody is doing that.
202	Would signs then help now? Things could maybe not so drastic then.
203	Would signs then help now? Things could maybe not so drastic then.
206	Metrolinx is offering to pay for the development of all the ramps?

Topic #13: Do we need more transportation than we already have?

Summary of Questions:

Why is the BRT needed?

Response:

The Highway 2 and Ellesmere Road corridor is a crucial transportation connection between people and jobs across Durham Region and Toronto. With rapid growth in the past decade and an expectation for this growth to continue, demand for travel along the corridor will increase. It's anticipated there will be a 79% population growth by 2041 in Durham Region. We continue to plan for a higher capacity form of transit to link communities and employment on both sides of the Toronto-Durham boundary, as we cannot continue to keep widening roads.

We understand that transit cannot be used for all trips. The purpose of improving transit in Durham Region is to make transit more competitive with the automobile so that people have more viable transportation options. This is important, as not everyone along the corridor is able to drive or owns a car. The BRT will also allow the corridor to carry more people than could ever be accommodated in private cars.

Text of Questions Received:

13	We have the 400 highways and the GoTrain. Why do we need this as well?
32	What evidence do you have that we NEED this in addition to the other public transit we already have?
61	Did they close off a highway in Minneapolis, Madison or Vancouver to create a pedestrian transit mall? I would bet none of these were main routes.
77	Whitby is the least walked downtown in Ontario, we do not have the people without vehicles that walk our core.

Topic #14: Safety and Accessibility Concerns

Summary of Questions:

If traffic diverts to residential neighbourhoods and school zones, how will pedestrian safety be managed?

How will pedestrians get to a transit stop in the middle of the road safely?

Response:

For trips that either start or end in Downtown Whitby, our analysis shows that drivers will likely use the local street network around Dundas Street. A traffic management plan will be developed in consultation with Durham Region and the Town of Whitby to manage impacts.

All Bus Rapid Transit stops will be located at signalized intersections. To reach the transit stop, you would cross the street during the “walk” signal, just as you would crossing the street at signalized intersections today. Centre-median stops help increase road safety by providing a protected pedestrian refuge in mid-point of the crossing. This is especially helpful for those who require more time to cross an intersection, as the BRT stop allows individuals to cross the street over two signal phases, if required.

Through the implementation of the BRT, all sidewalks and intersections will be upgraded to meet current accessibility requirements and existing sidewalk network gaps will be connected, further increasing safety and accessibility.

Text of Questions Received:

26	A "slight" increase in bus ridership. A "slight" increase in traffic on residential streets. A "slight" increase in accidents in school zones?
33	Is there a plan to address the safety of pedestrian traffic (but especially to the kids walking to and from school) on side streets with all the extra traffic
81	When those diverted cars cross Burns Street (instead of continuing along Dundas) they will cross a school zone on Athol Street. More cars in a school zone = bad
85	More traffic through school zones - there's already a lot as folks travel to & from the Go station. Add street parking into the mix. More accidents will occur.
99	How are you ensuring safety for both vehicles and pedestrian traffic across the route? Ajax bus lanes are on the outside Whitby in the middle. This seems unsafe.
103	I am concerned that closing off east-west traffic along Highway 2 is going to divert traffic on to two school zone streets: Henry Street and Athol Street.

Topic #15: Potential Mitigation Measures Suggested

Summary of Questions:

What are the intended traffic diversion routes? How will traffic diversion be managed? Will stop controlled intersections become signalized to accommodate the increase in traffic?

Response:

The traffic diversion routes will vary based on the trip length. The traffic analysis shows that 20% of trips are long distance trips that start and end outside of Whitby. For these trips, drivers are anticipated to use Highway 401 or Taunton Road. 46% of trips are considered medium distance and travel within Whitby. For these trips, the planned connections like Manning Road/Bonacord Avenue, Dunlop Street, Burns Street and Consumers Drive are anticipated to become new travel routes. For the remaining 34% trips that either start or end in the Downtown, drivers will likely use more local streets.

Some stopped controlled intersections may become signalized to accommodate the increase in traffic as a result of the proposed connections, background traffic growth, or the BRT.

Text of Questions Received:

71	What is the intended traffic diversion routes? And how will traffic using the transit mall be enforced? Camera enforcement of physical non effective enforcement
98	Now that Bonacord and Mary streets are going to be expanded, and with Brock not accessible by car, what are the projected north/south major routes?
108	In the other transit mall examples shown, does the rerouted vehicular traffic end up on commercial or residential streets? Are we making accurate comparisons ?
136	I am now considering moving out of this area and I suspect there will be an exodus when all the commuter traffic starts racing through residential subdivisions.
146	Henry can be a mess now due to stop signs at peak periods. Are there any plans to upgrade the surrounding areas with stop lights?
155	Are you going to replace Stop signs with Traffic Lights through the residential streets. Accidents waiting to happen - this whole plan is disappointing
196	Pattern and access is everything, the downtown of Whitby is already struggling..where do you think pedestrians are to come from with no density?
214	This will drive traffic to residential streets in older areas of Whitby that cannot accommodate it. Henry/Burns St. W already sees high volume from GO traffic.

Topic #16: Impacts of Covid-19 on Ridership Forecasts

Summary of Questions:

How will COVID-19 impact future travel patterns and transit ridership? Has the impact of COVID-19 been considered?

Response:

Over the last several months, public health restrictions in response to COVID-19 have had a large impact on travel patterns. While there is uncertainty surrounding the “new normal”, we know that the use of private cars for all trips is not sustainable or viable. Transit ridership patterns go up and down but over time, the long-term trend is continuing up. Durham Region will continue to grow, and we need to find solutions to move more people more efficiently.

Cities around the world have found that public transit plays a vital role in the mobility of urban areas. 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.

Metrolinx is investigating those potential long-term impacts of COVID-19 on transit ridership; however, it is too soon to apply this work to our projections, as there is currently insufficient data and information available.

The pandemic to date has had an impact of the movement of people and goods, including travel patterns and behaviours. While the industry expects it will take a few years for transit ridership to recover to pre-pandemic levels, note that the Durham-Scarborough BRT is not expected to be delivered until the late 2020s.

Text of Questions Received:

59	Covid has reduced the use/appeal of public transit. Offices are moving to remote work. Have these realities been incorporated in your data modeling?
105	Has there been consideration that many people who are working from home due to covid, will continue to do so when this is over? It makes sense for employers.
161	Matthieu , Rush hour patterns will be effected by COVID(work at home) . You need to talk to business owners on their employment plans.
164	Are you going to redo your transit use projections based on the permeant changes due to COVD? Less of the population will need to commute they will work at hom
193	I speak to a lot of people in a lot of jobs. Many of them are saying if they go back to work, it will maybe 1-2 days/week if at all.

Topic #17: Parking Concerns

Summary of Questions:

How will this plan impact parking? Will there be accessible parking? How will the proposed horizontal parking spots work?

Response:

We understand that parking is important to businesses in Downtown Whitby. The Transit Mall requires 31 parking spots to be removed from Dundas Street, west of Brock Street. We proposed to replace those 31 spots by expanding the off-street municipal parking lot near the intersection of Elm Street and Byron Street, which is about a four-minute walk away (around 250 metres). The off-street lot expansion would provide three fully accessible parking spaces plus a loading zone on Byron Street near Dundas Street. We will keep working to refine the design based on the feedback received.

In general, parallel parking spots are preferred over angled parking spots. The design has since been revised to remove the angled parking spots.

Text of Questions Received:

117	How will the transit system effect parking and residents in the downtown core? You mentioned expanding paid parking, does that include taking over business lots?
123	I'm not necessarily opposed to a pedestrian mall type of downtown but convenient parking, immediate delivery access and handicap access is important.
178	Is the plan to start this, with out having adequate parking in downtown Whitby?
180	How are those horizontal spots going to work on the vertical street?????
182	What about accessible parking?
189	Parking - there was parking downtown Whitby until the Town approved Condos to be built on the old Firestation space

Topic #18: Support for the Project

Summary of Questions:

Thank you for providing information on the project during this event and for extending the session to answer more questions.

Response:

Listening to community members and sharing information around the [project](#) is extremely important to us. Metrolinx understands and values that we are planning work in areas where people live, work and play. We are working to find the right balance between the need for expanded transit to serve this growing region, while taking into consideration the valuable community feedback we've received to date.

We thank you for your participation and support.

Text of Questions Received:

50	Thank you for responding to the question about a pilot. People need to have faith that this makes sense and that their concerns are being appropriately tested.
129	Thank you for expanding your time and answering questions. i appreciate your time and your information. I am keen to see this underway.

Topic #19: How will U-Turns Happen?

Summary of Questions:

How will medians on Dundas Street change travel patterns? How will drivers access businesses on the other side of the street?

Response:

For safety reasons, a curb-height raised island is proposed along most of Highway 2 with the introduction of dedicated bus lanes. This raised median will increase traffic safety by restricting left-turns to signalized intersections only. Left-turns will no longer be possible at unsignalized driveways and side streets.

Instead of making a left-turn into an unsignalized side street, in the future, drivers may choose to take an alternate route that allows them to turn right onto the side street. Alternatively, drivers could travel past the unsignalized side street and make a u-turn at the next signalized intersection. U-turns will be accommodated at all signalized intersections from a dedicated left-turn/u-turn lane during a fully protected signal phase (green arrow).

With the bus lanes in the middle of the road, there is added width between the left turn/u-turn lane and the first lane of traffic in the opposite direction. This makes it easier for vehicles to make the u-turn movement, when compared to typical intersection without centre-running bus lanes. In addition, u-turns and left-turns will happen while all other traffic has a red light, which improves safety. This is also in line with Region's [Strategic Road Safety Action Plan](#), which incorporates Vision Zero, to reduce the number and severity of collisions in the Region.

Text of Questions Received:

96	On HWY 2 will drivers be able to access the plazas and small business on opposite sides of the street, or is there a barricade/median?
100	Medians, can the design be to allow for traffic travelling east and westbound would be able to turn into the establishment without raise median
165	The u turns were allowed on consumers at one point. Look how that turned out.

Topic #20: How will incidents on Highway 401 be Managed?

Summary of Questions:

What will happen when there is an accident on Highway 401 or another parallel route?

Response:

We understand that incidents will occur on parallel routes, such as Highway 401, which will result in additional traffic and congestion on Highway 2.

If Highway 2 does become congested due to an incident on Highway 401, the dedicated transit lanes will be largely unaffected, allowing people to rely on transit to reach their destination rather than drive through congestion.

Text of Questions Received:

171	There is no such throughfare constructed this close to a major highway, this artery being restricted will be gridlock when accidents occur on the 401.
194	Accidents often happen on the 401. The traffic often gets diverted to Dundas street and often is very congested causing gridlock. How will you deal with this?
213	Great question re: what happens with a 401 closure. When one happens now due to an accident it is a big mess everywhere, especially on Dundas.

Whitby Public Meeting (March 16, 2021)



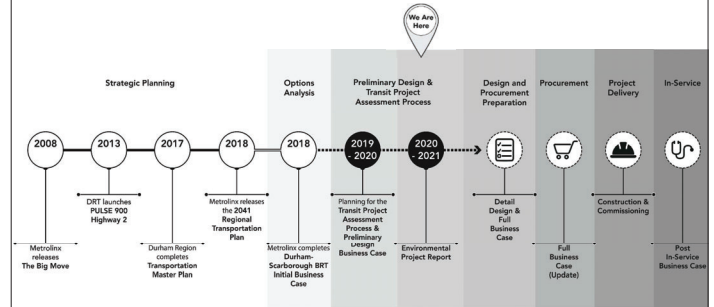
PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

Study Area



Project Schedule



*Timelines to be confirmed.

Construction of the western portion of the Town of Whitby may begin in 2023 to 2025.

WHITBY DESIGN AND CONTEXT

Town of Whitby – Recommended Design



Segment	1	2	3	4	5
Existing lanes	4	4	4	4	4
Future proposed traffic lanes	4	2	1	2	4
Total number of lanes including BRT lanes	6	4	3	4	6

Context: Traffic

Data analysed to understand:

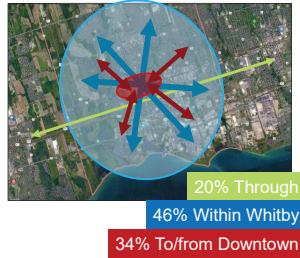
- Where trips start and end
- What routes they take

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:

- **20% begin and end outside Whitby**
- **46% are medium distance trips within Whitby**
- **34% begin or end in Downtown Whitby**



Context: Transit

Existing ridership (2018, pre-Covid):

- 900 daily passengers use the stops between Annes and Garden
- 900 riders per hour at Brock (eastbound and westbound)
- 5,400 riders per day at Brock (eastbound and westbound)

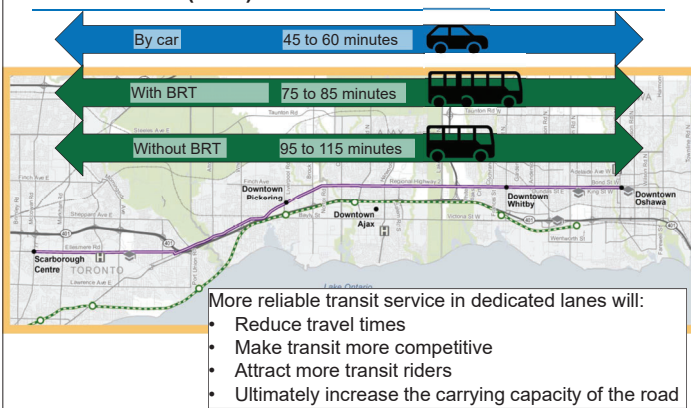
Future ridership (2041 projections):

- 1,500 daily passengers use the stops between Annes and Garden
- 1,480 riders per hour at Brock (eastbound and westbound)
- 8,900 riders per day at Brock (eastbound and westbound)

For the entire route from Oshawa to Scarborough Centre:

- 6,400 riders in the peak hour
- 38,400 riders per day

Travel Times (2041)

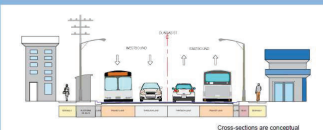


DOWNTOWN WHITBY

Previous Designs

Fall 2019:

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

Fall 2020:



Feedback from PIC #3

Comments	North Side Pedestrian Mall
Convenient parking is seen as critical to business success	<ul style="list-style-type: none"> All parking spaces will be relocated within approximately 75 to 250 metres of their original location.
Drive by traffic is seen as critical to business success	<ul style="list-style-type: none"> Maintains eastbound traffic. No westbound traffic between Brock and Byron Street.
Traffic infiltration is seen as a deterrent	<ul style="list-style-type: none"> Eastbound traffic does not need to divert. Improvements will be made to facilitate WB diversion.
Create pleasant public realm that attracts customers	<ul style="list-style-type: none"> Provides space for public realm improvements, but most improvement to north side.
Improve accessibility	<ul style="list-style-type: none"> Increases sidewalk width. Provides enough width for stop gaps at storefronts on north side.
Maintain cultural heritage resources	<ul style="list-style-type: none"> Maintains cultural heritage resources. Opportunity to highlight cultural heritage features in public art and BRT shelter design.

Downtown Whitby – Today



Downtown Whitby – North Side Pedestrian Mall



North Side Pedestrian Mall



- 2 dedicated bus lanes and 1 eastbound through lane
- Wider north sidewalk from Byron to Brock
- Potential for loading zone north side between Byron and Brock

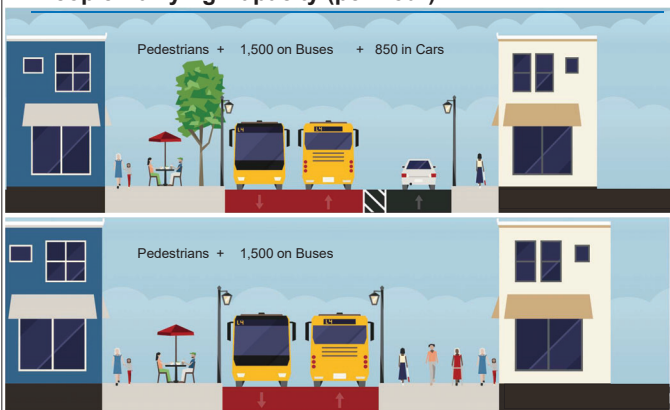
Downtown Whitby – North Side Pedestrian Mall



North sidewalk will be more than twice as wide as the existing sidewalk

- 2m wider at Brock
- 3m wider at Byron

People Carrying Capacity (per hour)



Opportunities for Downtown Whitby

The North Side Pedestrian Mall option will:

- Improve accessibility
- Provide more space for streetscaping
- Enhance the public realm
- Provide space for patios, outdoor displays on the north side of Dundas
- Maintain character of Downtown
- Provide a high degree of transit priority
- Maintain one lane for eastbound traffic
- Relocate on-street parking



Accessibility

- Today, sidewalks in Downtown Whitby generally do not meet AODA standards.
- We have heard from business owners that there isn't enough space for stop gaps to make their stores accessible.
- **The North Side Pedestrian Mall will more than double the size of the sidewalk, which will improve accessibility and provide enough space for stop gaps.**
- Most BRT stops in Durham Region will accommodate level boarding.



Source: <https://stopgap.ca/stouffville-ramps-delivered/>

Cultural Heritage

- There are 66 potential and known cultural heritage resources in Whitby.
 - Of the 66, only 7 resources may be impacted.
 - Project team is working to reduce impacts, including to the Whitby Central Library property, in consultation with the Town and Heritage Whitby.
- **The North Side Pedestrian Mall does not impact any cultural heritage resources.**



Active Transportation

- The DS BRT project will improve connectivity by eliminating gaps in the active transportation network.
- Facilities will be AODA compliant.



EXISTING / PLANNED FACILITIES	PROPOSED FACILITIES ALONG BRT CORRIDOR	LEGEND
Existing Buffered Bike Lanes or Cycle Tracks	Proposed Multi-use Path	Hospital
Existing Multi-use Path	Proposed Cycle Track (One-Way)	School
Existing Cycling Facility	Proposed Cycle Track (Two-Way)	Urban Growth Centre
	Alternate Route	GO Station
	No Cycling Facilities Identified	GO Rail
	Under Review	Rail
		Highway
		Road
		Waterbody
		Lower Tier Municipalities
		Greenbelt Designation
		Greenpace / Wooded Area

Parking

- Curbside 4-lane and Full Transit Mall options remove 31 on-street spaces on Dundas
- The North Side Pedestrian Mall removes 39 on-street spaces
 - 31 on Dundas, 4 on Brock, and 4 on Byron
- 31 parking spaces can be replaced off-street near Elm and Byron



PM Peak Hour (2041) Eastbound Trips – With BRT



PM Peak Hour (2041) Westbound Trips – With BRT



EAST AND WEST OF DOWNTOWN WHITBY

Traffic Outside of Downtown

6-lanes are recommended to maintain existing traffic capacity.

West (Ajax/Whitby border to Annes/Cochrane Street)

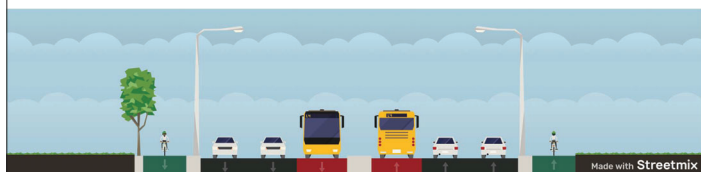
- Today, this segment carries upwards of 1400 veh/hr in each direction during rush hour.
- By 2041, traffic volumes are expected to increase as growth occurs along the corridor by 20% or more.
- In 2041 with BRT, traffic volumes are expected to be 1600 to 1800 veh/hr in each direction during rush hour. This is more traffic than one lane can carry per direction.

East (Garden Street to the Whitby/Oshawa border)

- Today, this segment carries between 800 and 1400 veh/hr in each direction during rush hour.
- In 2041 with BRT, traffic volumes are expected to be 1000 to 1500 veh/hr in each direction during rush hour.

Up to 6-lanes (West of Cochrane, East of Garden)

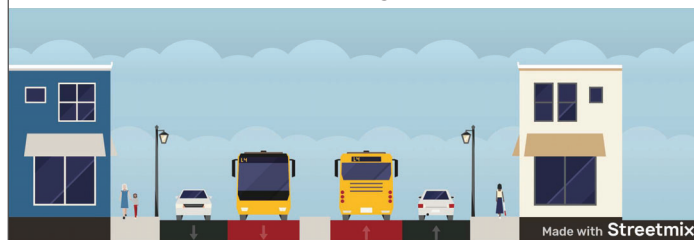
Dundas Street at Fothergill Court



- 2 dedicated bus lanes
- 4 general traffic lanes
- Multi-use path on both sides
- Same as Fall 2019 design

Maintain 4-lanes (Cochrane to Byron, Brock to Garden)

Dundas Street at Centre Street



- 2 dedicated bus lanes
- 2 general traffic lanes

Safety Benefits

The project will improve safety for all road users:

- Improving pedestrian experience through upgraded, continuous sidewalks
- Protecting transit users through raised and barrier-protected platforms
- Improving safety of cyclists with grade separated cycling facilities
- Preventing collisions for drivers by incorporating a raised median and restricting mid-block left turns. Left-turns and U-turns will be permitted at signalized intersections during a protected phase to increase safety
- In line with Region's Strategic Road Safety Action Plan, which incorporates Vision Zero, to reduce the number and severity of collisions in the Region



CONSTRUCTION IMPACTS AND MITIGATION

Construction Impacts and Mitigation

Potential construction impacts include:

- Temporary disruption to accesses and parking
- Reduction of on-street 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

To mitigate construction impacts, the following measures are proposed:

- Develop an action plan to support businesses including signage, wayfinding and an ambassador program
- Identify alternative parking to support businesses
- Implement Curbside Management Plan for waste removal, deliveries and pedestrian activities
- Create Emergency Response Plan
- Create Traffic Management and Control Plan

Project Communications & Community Supports

Metrolinx has a team of Community Relations and Communications Specialists that will be dedicated to the Durham-Scarborough BRT project, to proactively inform the community and businesses of construction impacts, working collaboratively to address concerns, whenever possible. We want people to feel where they are impacted, they are supported.

How will we do this?

- Community office
- 24 hour telephone line
- Community Liaison Committee (CLCs) meetings
- Regular Stakeholder meetings
- Working with Downtown BIAs/Community groups/Stakeholders on various marketing, campaign, signage and wayfinding initiatives within the community
- Virtual open houses and meetings
- Printed informational material will be distributed to the local community
- Regular updates on our website

NEXT STEPS

Next Steps

- Comment period ends March 24
- Winter/Spring 2021:
 - Fine-tuning the design in consultation with stakeholders
 - Preparing the draft Environmental Project Report
- Mid-2021:
 - Commence the 120-day Transit Project Assessment Process.
 - Notify property owners and stakeholders through a Notice of TPAP Commencement
- Public Information Centre #4 will take place during TPAP





Left-turns and U-Turns at Signalized Intersections

Video courtesy York Region Rapid Transit

left turns and u-turns at a rapidway intersection

IBI PARSONS DRAFT 38

Fall 2020: Transit & Pedestrian Mall

2 dedicated bus lanes
Wider North and South sidewalks from Brock to Perry
Potential for loading zones between Byron and Brock

IBI PARSONS DRAFT 39

[illegible]

DRAFT FOR DISCUSSION ONLY

1. Do you prefer the refined preliminary design for Downtown Whitby (north side pedestrian transit mall) to the previous full transit mall design?

Option	# of Votes	% of Total Votes
Yes	21	31%
No	46	69%

Total votes: 67

Result: the majority of respondents voted for “No” (69%).

#	2. What aspects of the north side pedestrian mall design are most important to you? Rank these below.					
	Improved transit reliability	Increased sidewalk space and accessibility	Enhanced public realm and opportunities for patios and outdoor displays	Maintaining a lane for Eastbound traffic	Protecting Downtown Whitby's character and cultural heritage	Provision of off-street parking to replace on-street parking spots
1	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	1 - most important
2	1 - most important	1 - most important	1 - most important	4	1 - most important	5 - least important
3	5 - least important	4	4	2	3	2
4	1 - most important	3	2	1 - most important	4	1 - most important
5	5 - least important	5 - least important	5 - least important	3	1 - most important	1 - most important
6	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	1 - most important
7	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	3
8	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	5 - least important
9	3	4	5 - least important	1 - most important	2	5 - least important
10	5 - least important	5 - least important	5 - least important	5 - least important	5 - least important	5 - least important
11	5 - least important	4	3	1 - most important	1 - most important	3
12	4	5 - least important	5 - least important	1 - most important	3	2
13	5 - least important	5 - least important	5 - least important	5 - least important	1 - most important	5 - least important
14	1 - most important	5 - least important	1 - most important	1 - most important	5 - least important	5 - least important
15	5 - least important	5 - least important	5 - least important	5 - least important	1 - most important	5 - least important
16	3	3	2	2	1 - most important	3
17	4	3	3	1 - most important	1 - most important	5 - least important
18	3	3	3	1 - most important	1 - most important	1 - most important
19	5 - least important	2	2	2	4	1 - most important
20	5 - least important	5 - least important	5 - least important	1 - most important	5 - least important	1 - most important
21	3	2	3	1 - most important	2	1 - most important
22	5 - least important	5 - least important	5 - least important	1 - most important	5 - least important	3
23	5 - least important	5 - least important	5 - least important	1 - most important	3	3
24	5 - least important	2	1 - most important	1 - most important	1 - most important	2
25	5 - least important	4	5 - least important	3	1 - most important	5 - least important
26	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	3
27	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	1 - most important
28	5 - least important	5 - least important	2	1 - most important	1 - most important	5 - least important
29	5 - least important	5 - least important	4	1 - most important	1 - most important	2
30	3	1 - most important	1 - most important	5 - least important	1 - most important	2
31	3	5 - least important	5 - least important	3	3	5 - least important
32	5 - least important	4	4	1 - most important	2	4
33	5 - least important	3	3	1 - most important	1 - most important	5 - least important
34	5 - least important	5 - least important	1 - most important	1 - most important	1 - most important	1 - most important
35	5 - least important	1 - most important	4	1 - most important	2	3
36	3	3	3	3	3	3
37	5 - least important	3	3	2	1 - most important	5 - least important
38	5 - least important	3	3	1 - most important	1 - most important	3
39	5 - least important	3	2	1 - most important	1 - most important	2
40	4	1 - most important	1 - most important	2	2	4
41	5 - least important	5 - least important	5 - least important	2	1 - most important	5 - least important
42	5 - least important	1 - most important	1 - most important	1 - most important	1 - most important	5 - least important
43	5 - least important	1 - most important	1 - most important	1 - most important	1 - most important	1 - most important

#	2. What aspects of the north side pedestrian mall design are most important to you? Rank these below.					
	Improved transit reliability	Increased sidewalk space and accessibility	Enhanced public realm and opportunities for patios and outdoor displays	Maintaining a lane for Eastbound traffic	Protecting Downtown Whitby's character and cultural heritage	Provision of off-street parking to replace on-street parking spots
44	4	3	4	1 - most important	1 - most important	4
45	4	3	4	1 - most important	1 - most important	4
46	5 - least important	3	4	1 - most important	4	5 - least important
47	4	4	4	1 - most important	1 - most important	4
48	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	5 - least important
49	5 - least important	3	3	1 - most important	1 - most important	1 - most important
50	5 - least important	3	2	1 - most important	1 - most important	2
51	3	2	1 - most important	4	1 - most important	5 - least important
52	5 - least important	1 - most important	1 - most important	2	1 - most important	2
53	2	2	4	1 - most important	2	3
54	5 - least important	1 - most important	1 - most important	1 - most important	1 - most important	3
55	3	1 - most important	2	1 - most important	1 - most important	1 - most important
56	3	4	4	1 - most important	1 - most important	3
57	1 - most important	1 - most important	1 - most important	3	1 - most important	5 - least important
58	1 - most important	1 - most important	1 - most important	1 - most important	1 - most important	1 - most important
59	5 - least important	5 - least important	2	1 - most important	1 - most important	5 - least important
60	1 - most important	4	4	5 - least important	2	1 - most important
61	5 - least important	5 - least important	3	1 - most important	1 - most important	3
62	5 - least important	3	4	2	1 - most important	3
63	5 - least important	1 - most important	1 - most important	1 - most important	1 - most important	5 - least important
64	4	1 - most important	1 - most important	1 - most important	1 - most important	1 - most important
65	5 - least important	1 - most important	1 - most important	1 - most important	1 - most important	1 - most important
66	5 - least important	5 - least important	5 - least important	5 - least important	1 - most important	5 - least important
67	5 - least important	3	5 - least important	1 - most important	2	3
68	5 - least important	3	3	1 - most important	1 - most important	4
69	5 - least important	3	2	1 - most important	1 - most important	1 - most important
70	5 - least important	4	3	1 - most important	1 - most important	3
71	4	3	3	1 - most important	3	2
72	1 - most important	1 - most important	1 - most important	1 - most important	1 - most important	1 - most important
73	5 - least important	1 - most important	1 - most important	3	1 - most important	2
74	5 - least important	3	5 - least important	1 - most important	1 - most important	5 - least important
75	5 - least important	5 - least important	5 - least important	1 - most important	1 - most important	2
76	5 - least important	3	3	2	1 - most important	3

#	3. What do you think are the advantages of dedicated centre-median bus lanes outside of Downtown Whitby?
1	There isn't one. Leave the system alone.
2	Reliable bus service which is what this project is for
3	i dont see any advantages of a center-median bus lane anywhere within out transit system
4	Traffic needs to move
5	Restricting any lanes thru downtown is a terrible idea. #2 highway is the wrong choice for dedicated rapid bus service. There's nowhere between Whitby and Oshawa where any vehicle lanes can be removed.
6	
7	I don't think there are any advantages. The buses barely have anyone on the when it is peak time or not. People are not going to start using transit because of this if they don't already. I have never used Durham transit and I don't plan on it.
8	There are no advantages I can see. This is ill conceived and will ruin our beautiful heritage town and small business on Dundas.
9	I have no particular account on this but I would observe that the question above doesn't actually provide opportunity for genuine input. There are all kinds of reasons why a transit mall makes no sense in downtown Whitby on Dundas Street. It could easily be accommodated on a street north or you don't destroy neighborhoods to facilitate the movement of people who don't live in them
10	There is no advantage to closing the downtown to regular traffic. You said yourselves that one way streets ruin a downtown. I agree with that. Your plan for the south lane traffic only is a good example of how to ruin our downtown.
11	None
12	"Outside" of the downtown I like them but the impact they are having on the downtown and the local traffic is unacceptable. You have to consult more with the people who live and own business and use the downtown. We are not happy with this only consult after making plans tactic.
13	There are no advantages aside from saving a minute for people on the bus
14	
15	Leave it the way it is!
16	One consistent system throughout would be best -- bus traffic can move better in dedicated lanes whether they are centred or not. The bus lanes in Ajax are not working -- cars use them as passing lanes.
17	
18	There is no advantage to your plan

#	3. What do you think are the advantages of dedicated centre-median bus lanes outside of Downtown Whitby?
19	Everyone feels that Metrolinx has forced the transit design on downtown business and property owners. We feel helpless so we are looking for the best of a bad situation. The new design is a compromise that should have never been required. This was the tail wagging the dog. There is no reason that the route should not have gone along a wider/busier route such as Taunton, Rossland or BaseLine road/ Bloor. We don't care about dedicated centre-median lanes outside of the Downtown.
20	There is no advantages this is a terrible idea. No one uses the bus and automation and self driving car taxis will eliminate you altogether.
21	No comment
22	None
23	None
24	There are none, leave the downtown the way it is. The consultation process has been done completely backwards and you have left out business owners as part of the process.
25	Whitby does not need dedicated bus lanes. Leave it as it is.
26	Honestly. I wish this whole idea would get trashed. It's awful. Leave things alone downtown! It's a major corridor that needs to remain open. Don't do it!!
27	None
28	This is a ridiculous idea. The entire project should be moved to Rossland or Taunton.
29	None. Relocate transit route. Transit routes destroy the traffic flow and sight lines.
30	pedestrian safety, keeps traffic moving ie, cars no longer stuck behind buses
31	No advantage. I do not believe closing down the main thoroughfare is a good idea at all.
32	There are no advantages. Side streets are going to be a mess. There will be no parking available. Traffic is going to be significantly worse.
33	There is no advantage, bus ridership is low and will continue to be low with major shifts towards WFH.
34	
35	None leave our downtown alone
36	If it isn't broken quit trying to fix it!
37	More empty and deserted roadways. Looking in Ajax at the massive transit lane infrastructure on highway 2 I see a huge waste of resources. The bus lanes are deserted. It isn't helping to move people effectively. The asphalt is hot and isn't helping the environment either. This project increases vehicle traffic in neighboring areas where there are schools and playgrounds. From Brock St. the left turn lane to Mary St. will never be long enough to clear the way for northbound traffic.
38	There are none. Please leave our downtown alone. This is a terrible idea!
39	honestly, i personally have little care about transit. I live in Whitby, I drive a car.
40	Reduces commuting times; avoids conflicts with regular traffic; signal priority.

#	3. What do you think are the advantages of dedicated centre-median bus lanes outside of Downtown Whitby?
41	For question 1 I wrote No because I don't like either of the plans. We need to allow eastbound and westbound traffic so we aren't rerouting traffic into the side streets (I live on Centre St).
42	Leave the downtown as it is... No Metrolinx
43	Decreased vehicular interference by busses t
44	No advantages. Whitby does not require dedicated centre median bus lanes.
45	No advantages. Whitby does not require dedicated centre median bus lanes.
46	We need car lanes in both directions
47	There are NO advantages of a centre-median bus lane. All it will serve is to push traffic off onto sides streets that are not equipped to handle such a load of traffic. People who already own cars will not suddenly abandon their cars and take public transit.
48	I don't think Whitby needs this.
49	
50	Honestly, the dedicated bus lanes only benefit regions shouldering Whitby, not Whitby itself. The dedicated double lanes ruin the look and feel of historic downtown Whitby. There needs to be more land expropriated to make room for these dedicated bus lanes so that we don't also lose both the ability to go East and West on Hwy 2 at all times of the day like we can now for local residents.
51	easy commute
52	
53	To allow the buses to flow through from one major city to another.
54	Absolutely NONE!!!!!!! THIS IS THE DUMBEST IDEA Y'ALL HAVE HAD
55	
56	None. This plan is ridiculous. Whitby isn't downtown Toronto. East and west car traffic is a necessity on Dundas in Whitby.
57	
58	
59	
60	Dedicated lanes will be good for transit.Reducing lanes for general traffic is horrible idea. Better to make HOV lanes in those sections where 6 lanes not possible.
61	Don't need them
62	The residents of Whitby do not want dedicated bus lanes in down town Whitby. While transit is important, the integrity and protection of the historical fell is essential down town. Bus lanes would be much better suited for high traffic areas such as Rossland or Taunton.
63	No advantage. Very little people taking transit with COVID
64	There are no advantages. This is self serving to METROLINX
65	
66	I don't feel there will be any.
67	I don't. This whole project is a terrible idea
68	I do not believe there to be a need for this taxpayer funded project.
69	It will be quicker to between from Town/City core areas using a bus.

#	3. What do you think are the advantages of dedicated centre-median bus lanes outside of Downtown Whitby?
70	I do not agree with this or the previously proposed transit plan and don't believe the necessary impact research on the surrounding neighbourhood or businesses has been done.
71	I have driven along Hwy 7 through Markham and Richmond Hill and it is never a good experience due to the transit lanes as far too many drivers are confused by the multiple traffic signals, restricted north/south access and U-turn lanes. Several meeting attendees voiced opinions indicating they did not feel this increase in transit was required. While I understand this project is designed for future growth, I doubt many of the current Region of Durham residents will convert to transit. The cost of transit is high especially when route/destination inflexibility is taken into account along with no income tax deduction. I am not sure how snow clearing operations will work, but positioning the bus lanes in the center median will hopefully result in clearer curbside traffic lanes.
72	speed of moving people and access to businesses
73	There are no advantages of any design for those of us who live in the down town core. This concept is another way spend money on something we don't need.
74	No idea
75	As long as we don't lose ANY traffic lanes for vehicles
76	There are advantages for transit and the expense of businesses and the community.

#	4. What do you think are the disadvantages of dedicated centre-median bus lanes outside of Downtown Whitby?
1	Removing live traffic lanes. Unless of course you can cover road widening in all areas.
2	None
3	<ul style="list-style-type: none"> - Safety of pedestrians surrounded by traffic as they wait for transit - Traffic disruptions with regards to left hand turns. - poor use of limit space for roads to accommodate a place for riders to wait.
4	None
5	<p>This is the #2 highway, the oldest established highway in Canada. Because of its age, all of the old buildings are very close to the road and expansion is impossible and reducing vehicle lanes is impossible. Chose a newer thoroughfare with wider lanes like Rossland or Taunton/#7.</p> <p>The current bus system isn't utilized fully do why would you consider reducing vehicle traffic when you could just add more busses.</p>
6	Poor vehicular traffic flow. I personally don't see an advantage of dedicated bus lanes in this region at this time. There is not the demand at this time and is not a solution to getting commuters to downtown Toronto in a timely fashion. In the process of widening Dundas it will bring an already noisy road closer to my house. It was widened two years ago to my disappointment and has caused increased noise in my house. This process will further add to the noise issue
7	The traffic that is going to in the side streets where I live is going to be horrible. People speeding down the streets to get back into hwy 2. We already saw how bad it was the other week when hwy 2 was shut down at Garden and Dundas because of the SIU investigation.
8	Ruin small business
9	
10	It divides a town, especially a small town like Whitby. I have been through towns where this has happened (Newmarket) and it is divisive and cold and horrible for business.
11	The destruction of the heritage downtown Whitby four corners to shave off five minutes on a bus ride.
12	They are making our downtown inaccessible and this will kill the downtown core. During a pandemic this kind of tone deaf development is shameful.
13	Impact to drivers and residents, no downtown business to support this infrastructure. This would target to people on transit and less to the people who would drive and have the income to support it. I wouldn't drive to have to find parking and shop
14	
15	Leave it the way it is!
16	I'm not sure how passengers get from the curb to the median. What about Specialized Transit? Are they dropping people in wheelchairs at the centre median? If it's safe to do so, then that would be an advantage to curbside perhaps. Secondly, I'm not sure I like the idea of doing u-turns to get to side streets but maybe I can't visualize how it would work.
17	
18	The entire plan is a disadvantage.
19	
20	Traffic.
21	No comment

#	4. What do you think are the disadvantages of dedicated centre-median bus lanes outside of Downtown Whitby?
22	Making traffic a nightmare through downtown whitby. Diverting g traffic to side streets. Terrible
23	More risk to transit riders
24	The charm of whitby is our downtown. The history and the pedestrian accessibility. The current set up for vehicles and transit is fine.
25	Leave our downtown as it is. Dedicated bus lanes are NOT needed.
26	Closing off a major corridor is ridiculous Causing major traffic through residential neighbourhoods also ridiculous. DO NOT CHANGE DOWNTOWN!!! Please leave it alone! Trash these awful plans!
27	The erosion of traffic to the area by commuters
28	This entire project is ridiculous. The route should be moved to Rossland or Taunton.
29	None
30	
31	It will split downtown in 2 parts
32	The whole thing.
33	Business on the south side of Dundas will be at a major disadvantage as they are loosing access to the entire neighborhood north. This is unacceptable and will result in dangerous u turns. Butchies on Dundas east of Jeffery is a very busy restaurant that will be majorly impacted by restricting access from the north. Dedicated bus lanes do not need to stretch so far beyond the downtown core.
34	
35	None not enough people use transit
36	Leave downtown alone
37	More empty and deserted roadways. Looking in Ajax at the massive transit lane infrastructure on highway 2 I see a huge waste of resources. The bus lanes are deserted. It isn't helping to move people effectively. The asphalt is hot and isn't helping the environment either. This project increases vehicle traffic in neighboring areas where there are schools and playgrounds. From Brock St. the left turn lane to Mary St. will never be long enough to clear the way for northbound traffic.
38	The traffic flow on Hwy 2 as you approach the downtown Whitby intersection of Hwy 2 and Brock is already terrible. Now it is only going to become worse and those living along the side streets are going to be bombarded with a constant flow of traffic. Who thinks up these cockamamie ideas?!
39	slow traffic
40	Changes the landscape; wider pedestrian crossings; impacts availability of left-hand turns.
41	I don't think you can do either of these plans on Dundas in downtown Whitby. It is too narrow period. I don't think any plan will be beneficial for the town.
42	Leave the downtown as it is... No Metrolinx
43	Increased traffic congestion

#	4. What do you think are the disadvantages of dedicated centre-median bus lanes outside of Downtown Whitby?
44	I don't think Whitby requires dedicated centre-median bus lanes. Your survey questions also didn't include the option "Maintaining a lane for westbound traffic. By closing westbound traffic through downtown, you will push thousands of vehicles through historically significant side streets, detrimentally increasing traffic and noise while decreasing safety.
45	I don't think Whitby requires dedicated centre-median bus lanes. Your survey questions also didn't include the option "Maintaining a lane for westbound traffic. By closing westbound traffic through downtown, you will push thousands of vehicles through historically significant side streets, detrimentally increasing traffic and noise while decreasing safety.
46	Removing the active car lanes. There needs to be car lanes.
47	There are NO advantages of a centre-median bus lane. All it will serve is to push traffic off onto sides streets that are not equipped to handle such a load of traffic. People who already own cars will not suddenly abandon their cars and take public transit.
48	Vehicle congestion. Drivers will use side streets.
49	
50	Too much space dedicated to bus travel which is not a common transit for in a vehicle heavy region such as Whitby.
51	traffic
52	
53	Pedestrian crossings over bus lanes and traffic lanes. This increases risk.
54	RUINING OUR HERITAGE AND DOWNTOWN FEEL. RUINING OUR PEACE. LEAVE DOWNTOWN THE WAY IT IS!!!!
55	
56	Getting rid of car traffic on Dundas is ridiculous!
57	
58	
59	
60	2 dedicated lanes from 6 lanes is good, but with 4 lanes not acceptable. Better to make HOV lanes in those sections.
61	Irritant to vehicle Movement. Moves Vehicles To side roads Where seniors Amd Kids Are
62	Loss of access to downtown businesses as well as rerouting traffic will cause issues through our historic downtown. Transportation is important, but preserving the walkability to down town is more important.
63	No point. I work in Toronto right now and I see how these lanes are not being used currently because of the limited number of people taking transit and we don't know how things will be post pandemic. Why are we making life long changes when things are so uncertain right now

#	4. What do you think are the disadvantages of dedicated centre-median bus lanes outside of Downtown Whitby?
64	<p>Bus every 10 minutes in each direction equals 12 per hour assuming one single operator and not both Go and DRT.</p> <p>1. You do not require two bus providers operating on the same route. Eliminate one.</p> <p>2. Provide a single lane for bus traffic controlled by a traffic light which can reverse direction based on need.</p> <p>3. With the limited bus traffic, why would you eliminate west bound vehicle traffic to accommodate a dozen busses per hour?</p> <p>4. The present proposal is METROLINX self serving.</p>
65	
66	I think too many residential areas surrounding the downtown will be negatively impacted. Already, without this transit mall, there is an issue with speed and diverted traffic through residential neighborhoods which has led to accidents, congestion, and gridlock through the core.
67	First, the construction is going to cause more harm than anything, second, people will avoid driving through the downtown at all.
68	Traffic impacts.
69	It will make for longer journeys between Town/City core areas using private vehicles.
70	See above
71	<p>These comments are probably more applicable to the transit project as a wholeeastbound traffic through Durham on Friday afternoons and during cottage season is already terrible. The construction period will be akin to a nightmare and I am not sure the ridership will materialize.</p> <p>Again, I am concerned about snow clearing operations impacting the traffic lanes in ANY way. As another point, some drivers will want to abandon a now congested Hwy 2 - access to the desired side street may become difficult and changes to the traditional traffic pattern would be detrimental to those local residents.</p>
72	It sounds like a bottle neck of traffic
73	The noise pollution and increased traffic signals will create a bigger traffic jam than already exists . This idea really sucks.
74	Disrupts neighbourhoods, disrupts traffic flows like left hand turns. Overall confusing. No need to keep 6 lanes past McQuay Blvd coming from Ajax.
75	Dedicated bus lanes are not, nor will ever, be needed in Whitby!
76	Impacts to business access, traffic operations and infiltration and safety

5. Overall, if you have outstanding concerns with the project, what are they? Select all that apply.

#	Construction impacts and mitigation strategies	Parking	Driveway access	Transit priority	Traffic operations	Other...
1	X	X	X	X	X	I have problems with the whole plan. None of you clearly live in Whitby and it shows.
2						
3	X	X		X	X	
4				X		
5					X	
6	X	X			X	
7					X	
8	X	X	X		X	
9	X	X	X	X	X	I am particularly concerned that you do not understand the communities. You are moving a traffic problem from Highway to onto a residential street filled with seniors families and a daycare. It's grossly irresponsible. Mary Street is one of the streets that is highly walked compared to most Whitby streets and everything you're doing is designed to make it unwalkable even though it is a part of the downtown.
10					X	All proposals ignore the concerns of residents and Metrolinx is not listening to feedback. Even the survey is designed to chose between two bad ideas.
11						Gutting the downtown to improve ridetimes is irresponsible to the heritage of downtown Whitby. The bus routes could be rerouted to Roseland corridor.
12						Closing traffic in downtown to one lane and one direction.
13	X	X	X	X	X	Ridiculous
14						
15	X				X	Leave the downtown alone. We're not Toronto or Mississauga!
16	X		X			I worry about the traffic avoiding the downtown narrowing by heading off on McQuay, Cochrane, Henry, etc
17	X	X	X		X	
18	X	X	X	X	X	I have a concern with the entire project being anywhere near downtown Whitby.
19		X	X			ability for people to drive to/through downtown
20	X	X	X			Traffic
21	X	X			X	Traffic congestion in surrounding residential streets
22					X	
23	X	X	X		X	
24						The fact this is even being considered.
25						Dedicated bus lanes are not needed in Whitby.
26		X	X		X	
27	X	X	X	X	X	The destruction of commuter traffic in the area that business depends on
28						This is going to negatively impact all of the homes and businesses in the area
29		X	X	X	X	
30	X					
31		X				
32		X			X	
33	X	X	X		X	
34	X	X			X	I am afraid it will keep people away from downtown
35	X		X		X	Poor people who live on side street this is a terrible plan leave Whitby downtown the fuck alone - you are all idiots
36						
37					X	

#	Construction impacts and mitigation strategies	Parking	Driveway access	Transit priority	Traffic operations	Other...
38	X				X	
39	X	X			X	
40			X		X	
41	X		X			
42	X	X	X	X	X	
43						
44					X	
45					X	
46						Removal of car lanes in both directions.
47					X	The impact of all the traffic that is forced off onto side streets.
48	X					
49						DO NOT WANT TO SEE either direction of the traffic through the historic part of Whitby closed!
50					X	
51	X		X		X	
52	X					
53					X	
54			X		X	Pedestrian safety
55	X	X			X	
56						Car traffic should not be eliminated on Dundas.
57						<p>it is a failed attempt to please all while pleasing none. I am in favour of this BRT project - we need more sustainable mobility options. But we also need more sustainable neighbourhoods and downtowns and this is the antithesis of that. The route through Downtown Whitby is a constrained corridor. Single lane BRT is the solution for constrained corridors. The technology exists to make this work. It is done in many US cities. It would enable a single public traffic lane in each direction and offer an extra 2m or so of wider sidewalk on both the north and south side of the street. Throw in some traffic calming and you have yourself a walkable section of downtown, The comments from Mr. Goetzke at the last meeting that they are not safe are completely wrong. Calling 100m of wider sidewalk in one section of the downtown a 'North Side Pedestrian Mall' is completely false. It's not a 'mall.' It's 100m of wider sidewalk surrounded by a sea of congestion due to cars going up Brock, left on Mary and down Byron. All of the benefits you talk about will only apply to this one minor section of the downtown. What about the rest of the downtown? This 100m section will cause far more negative implications to the downtown as well as the northwest neighbourhood than any benefits of 100m of wider sidewalk. This is completely irresponsible of Metrolinx to be pushing this option. Surely, your team is smart enough to know this as well. Heck, even the 'transit mall' and 'do nothing plan' are better than this.</p>
58						
59		X			X	

#	Construction impacts and mitigation strategies	Parking	Driveway access	Transit priority	Traffic operations	Other...
60					X	Lanes for general traffic
61	X	X		X	X	
62	X	X	X		X	
63					X	How this will affect businesses and accessibility to general public not taking transit
64						Dumping traffic on a permanent basis onto side streets is a problem. Listening to David Hooper and hoping traffic will "go away" is not a plan.
65	X	X	X		X	
66	X	X	X			residential impacts
67	X	X	X		X	
68						Funding - it was noted during the last call that this project has not yet received approved funding. I would appreciate further details on funding requirements and approvals.
69	X	X		X	X	Traffic congestion / gridlock during rush-hours leading into and out of Whitby
70					X	
71	X				X	Misuse of the dedicated center transit lanes by frustrated drivers - there are some who still violate the current curbside bus lanes.
72						who pays for changes necessary to property of business owners . Eg. moving curbs on their property to provide access. Will land be expropriated for the project or is that necessary.
73	X	X	X	X	X	Noise pollution and general disruption to the character and charm or whitby
74	X		X	X		
75	X	X	X		X	Cost, safety in neighborhoods that will be impacted by increased traffic due to lane closures, noise in impacted neighbourhoods from increased traffic
76	X	X	X		X	

#	6. How would you like us to share updates about the project with you?				
	Email	E-newsletter	FAQs	Town Hall/Public Meeting	Website
1	X	X	X	X	X
2	X	X		X	X
3	X			X	
4	X				
5	X	X	X	X	X
6	X	X			
7	X				
8	X	X	X	X	X
9	X		X	X	X
10	X			X	X
11				X	
12				X	
13	X				
14	X		X		X
15				X	X
16		X			
17		X			
18	X	X	X	X	X
19	X				
20	X				
21	X	X		X	X
22	X		X	X	X
23	X	X		X	X
24			X	X	X
25					X
26	X	X		X	X
27				X	
28				X	
29					X
30				X	X
31					X
32					
33	X	X	X	X	X
34					X
35					X
36					
37					X
38					X
39	X				

#	6. How would you like us to share updates about the project with you?				
	Email	E-newsletter	FAQs	Town Hall/Public Meeting	Website
40		X	X	X	X
41				X	X
42	X	X	X	X	X
43		X			
44					X
45					X
46					
47	X				
48	X				
49				X	X
50				X	X
51	X				
52				X	
53		X	X	X	X
54			X	X	X
55	X				
56					X
57	X			X	X
58					
59					X
60				X	X
61	X				
62			X	X	X
63					X
64	X				
65				X	X
66	X	X	X	X	X
67	X				
68	X			X	
69	X	X		X	X
70	X			X	
71	X	X		X	
72	X				
73	X	X		X	X
74	X	X		X	X
75	X	X	X	X	
76	X			X	

#	7. Were you happy with the format of	Why were you happy with the format of the presentation?	Why weren't you happy with the format of the presentation?
1	No		Because this whole project needs to be shut down immediately.
2	Yes	Totally impressed with the professional and engagement of the metrolinx team	
3	No		Needs to be more engaged, questions are answered only partially and no room for follow up or clarifying questions. This survey also assumes that the new proposed north side pedestrian transit mall is a good solution. Is it better then the last proposal YES its it by all means a good proposal NO!
4	Yes	Worked well	
5	No		Seemed like you only answered questions that had already been previously addressed and required little thought. You missed the tough questions.
6	Yes		
7	No		There is no option to dislike both options. There should be traffic east and westbound on Hwy 2.
8	No		This survey gives us residents and business owners no choice - Either we like one or the other. BOTH are flawed. Listen us we are speaking. This is our neighborhood be respectful.
9	Yes	While I agreed with almost nothing that was said in the presentation in terms of the transit mall portion of the design, because it was not based in reality, I do nonetheless appreciate that you attempted to answer questions in the order of priority that residents identified, even if some of those answers were completely nonsensical. for example, people are not going to hop off the bus in downtown Whitby to purchase flowers to take to Oshawa or anywhere else. people are not suddenly going to just turn on Byron Street they're going to continue up Mary and deeper into the residential neighborhood, you spoke a lot about how the transit wouldn't be impacted if there was an accident on Dundas but made no reference to what that would mean for traffic and the significant impact that would have on the communities to rounding Dundas and on and on and on.	
10	No		When you ask for questions from those concerned you only allow 160 characters to formulate a question. It handcuffs us to make a point. The people that are conducting these presentations seem to be missing the point of the concerns who will be impacted by this destroying of our community.
11	Yes	No. Metolinx staff are not listening to residents. They waffles on presenting numbers.	

#	7. Were you happy with the format of	Why were you happy with the format of the presentation?	Why weren't you happy with the format of the presentation?
12	No		So confusing and not friendly to read or understand on mobiles. Also that we are seeing this and being told this is it without proper consultation.
13	No		One sided to 3 decision makers in local office.
14	Yes		
15	No		It's not made for the town of Whitby!
16	Yes	I'm glad that I can stay informed. I think I must have missed an earlier one because I don't know what you're talking about in question one here. What are all the alternatives? It looks like you have put a lot of effort and planning into this and the presentation was well presented. With change, there is always going to be hesitancy. I didn't ask questions because I felt I didn't understand how it would all work yet and didn't want to be negative. We moved to Whitby 25 years ago because we loved the small town. Now there are very few nice shops & restaurants left. You talk of this wonderful North side pedestrian mall as though there will be boutiques & restaurants. I don't think so. May as well just bypass downtown altogether. It's charm has long gone. Aside from the library and once in a while Brock St Brewery, we don't go. Not sure how the summer festivals will work into your new plan either. Thanks for letting me provide feedback.	
17	No		
18	No		Presentation should not have happened because the plan should be scrapped immediately.
19	Yes	At least this time, questions/discussion from participants was allowed. The prior one was restricted.	
20	No		You're not listening to the people of the community, who love and commute through these streets. We don't need you.
21	Yes	No comment	
22	No		
23	Yes	The format was fine - the content was disappointing. The team is making a lot of assumptions based on cell phone data and modeling. If 20% of the drivers go through Whitby then 80% will be affected and reflowed around downtown, to local streets or stop coming altogether. Curbside parking is the advantage that still brings people into the downtown core and you underestimate the impact of removing it. Most importantly, this project needs to maintain both east and west bound traffic lanes through the downtown core.	
24	No		The option is terrible, leave our downtown alone.
25	No		We do not need or want dedicated bus lanes in downtown whitby. Your poll needs a third choice: neither!!
26	No		It asked questions that favoured this project and didn't allow for other answers that opposed it. Leave our downtown alone! This is a terrible idea! And makes us vote on something we don't want. I despise both options!

#	7. Were you happy with the format of	Why were you happy with the format of the presentation?	Why weren't you happy with the format of the presentation?
27	No		Because it's not a referendum on the topic so you're wasting everyone's time and justifying the project despite the impact to the area that will be negative.
28	No		
29	No		Details of the impact to mary street are not communicated. Rerouted traffic pass a interection with a retirement home with a known crossing issue. Traffic will also be directed past residential homes who will now have issues accessing their properties. These questions are also obviously geared in a way to reduce negative feedback as they skirt around the major issues.
30	Yes	informative and graphics were helpful	
31	No		It seems that we are stuck on a concept that is a detriment to our downtown businesses. I do not support this at all and it would cause me to go elsewhere for my business needs.
32	No		survey asks leading questions. Questions direct user to answer in favour of these changes. Results are now skewed
33	No		The drawings are very technical without any legend for those not in planning/construction. There is not enough public consultation. I will be contacting my MPP. Metrolinx has no regard for our downtown and this will cause huge impacts for business and residents north of dundas.
34	Yes		
35	No		Everything is awful you all need to be fired
36			
37	No		Maybe your point isn't getting through to me correctly. Downtown Whitby design looks like a total disaster. Diverting west bound traffic up Brock St. will further congest Brock st. which is a bottleneck already. Left turn lane to Mary St. will never be long enough to clear the way for northbound traffic. All for a bus that will pass the area every half hour.
38	No		
39	No		
40	Yes	Fairly thorough; good graphics	

#	7. Were you happy with the format of	Why were you happy with the format of the presentation?	Why weren't you happy with the format of the presentation?
41	No		This situation is very frustrating as someone who will be directly impacted by these changes. I live at Centre St N and Mary St and any traffic that will be diverted will be in my neighborhood. I also don't think this change will be good for the local businesses downtown Whitby that will end up having construction in front of their stores for months or years.
42	No		The questions are not allowing the community to vote for or against. It appears this construction is going to happen whether we want it or not. Leave the downtown as it is... No Metrolinx
43	No		It attempts to spin the project in a positive note
44	No		You asked 6 ranked questions but left out the most important question ... "maintaining westbound lanes". It's a bad survey when you guide surveyors away from unwanted outcomes.
45	No		You asked 6 ranked questions but left out the most important question ... "maintaining westbound lanes". It's a bad survey when you guide surveyors away from unwanted outcomes.
46	No		There was no discussion or options in this survey to discuss the 2019 plan with 4 lanes that kept car traffic on both sides.
47	No		All one sided. All speakers were in favour of the project. Maybe have some healthy debate instead of being afraid of it. Even this survey is skewed to favour the transit mall idea. The first question is impossible to answer if you are absolute NOT in favour of this project.
48			
49	No		Maps showing streets and buildings SO SMALL makes it's very difficult to read and interpret!
50	No		The entire plan seems to be being forced through to put a major focus on bus travel when that isn't infact a super popular form of transit at the moment for local residents so why are the local residents losing functionality to be able to go east and west efficiently downtown like we can today.
51	Yes	understandable	
52	Yes		
53	Yes	It allowed me to look at all of the draft drawings and make an informed decision.	
54	Yes		
55			
56	No		Too complicated. Should simplify drawings for the community to view and clearly understand.
57	No		The presenters were able to answer questions while not answering the question. Mr. Goetzke reply to the single lane BRT question by Mr. Carroll did not answer the question. His answer to it 'not being safe' is not an answer nor is it true.
58	No		
59	Yes		
60	Yes	Yes	
61	No		You ask a question about eastbound lane but not about westbound lane lost In the transit plan. This is still wrong and will cause unneeded traffic issues

#	7. Were you happy with the format of	Why were you happy with the format of the presentation?	Why weren't you happy with the format of the presentation?
62	No		Public consultation should have been made earlier in the process. During the consultations, questions and concerns of residents were not properly addressed.
63	No		This is a horrible idea. Regardless of the format of presentation this should not move forward until post pandemic when things can be properly evaluated
64	No		No Q and A to address real concerns. Busses are running at 25% capacity due to COVID, however the reality is they are not returning to preCOVID capacity for years to follow. Work from home has become the new norm.
65	No		
66	Yes		
67	No		It's complicated and hard to see.
68	No		It would be great for participants to ask questions live rather than via typed questions. Happy to even submit them in advance. Additionally not enough time was scheduled for the event. It would also have been appreciated if we had had an opportunity to review the materials in advance of the presentation.
69	Yes	No comments	
70	No		
71	Yes	The presentation format was fine....however, the length of the meeting was inadequate given that there are so many residents not in favor of this project.	
72	Yes	clear	
73	Yes	Given the current state of covid this seemed the best way to info a large group of people as fast as possible.	
74	Yes	Any communication on the status of this project is appreciated.	
75	Yes	It worked. However some questions were not answered	
76	Yes	It was noted that all answers to questions for both Whitby events would be posted online but I have not been able to find them.	

#	Additional Comments
1	<p>Comparing Durham's transit needs to Toronto or any other major city is just wrong. People that live in Toronto typically work in Toronto. People in Durham typically work in Toronto. People in the core of Toronto use transit because parking is an issue and everything is closer together and transit makes sense. People downtown Toronto don't own homes with big yards that need supplies for their garden or building materials for a new deck.</p> <p>I drove between Whitby and Oshawa twice on the weekend and #2 was packed!! There's no way a single lane in each direction would suffice.</p> <p>A rapid bus lane MAY be necessary in and around a big metropolis, but certainly not in Durham and especially not on an old established road/highway like #2.</p>
2	<ul style="list-style-type: none"> - timelines for this project are huge. We appear to be planning for bus lanes 6 years from now. - There are portions of this route that are busier and longer than many of the current LRT configurations being built in Ontario (Ottawa, Kitchener, Hamilton) and yet, Durham is getting more buses in 6-10 years. This seems extremely short sighted -- and dare I say political. Highway 2 is a far better candidate for light rail than King Street in Kitchener Waterloo - The 3 lane solution in Whitby is a winning and creative solution. Metrolinx though must also assist DRT with north/south connections. Currently the last mile solutions in Durham are horrible in comparison to Toronto. Peak service along major roads is still 20 minutes apart in some cases something unacceptable in much of Toronto. - I am very concerned that downtown Whitby will be a loud diesel smelling bus center if this is not planned for now. Though the drawings are attractive, the sound of buses coming and going in two directions and stopping to pick up passengers every 5 minutes could be extremely loud with foul air. If Durham is only to get buses from Metrolinx, then electric would certainly be something to consider.
3	<p>Staff at town hall meeting refuse to answer questions regarding the public's biggest concerns. Metrolinx has not included local business or residents in any meaningful way, despite claiming that during the last town hall.</p> <p>EVERY resident and business that is aware of this project disagrees with that claim.</p>
4	<p>This is a fantasy. You are crippling the residential streets and businesses around. Downtown is a dump. We need cars to be able to come downtown.</p> <p>Buses are not the answer. They are empty. There is already too much congestion on Brock and Dundas. We need MORE traffic lanes, not less.</p>
5	<p>OWNA has mobilized. There will be significant opposition to this proposal.</p>
6	<p>This is plan to destroy another community. Future generations will look at this project and wonder why taxpayers let the government ruin all these communities.</p>
7	<p>Traffic flow no matter what you say will cause a jam.</p> <p>Just block the westbound lanes for one day and see the pattern and the car idling and traffic piling up.</p> <p>Whoever thought this up must be smoking something and completely out to lunch.</p>
8	<p>While this proposal is mildly better with one lane of traffic in the downtown core it still remains the fact that you are cutting off vehicle traffic westbound, forcing vehicles to find alternate routes in residential areas. Still obvious that no consideration was taken for the towns people of Whitby who reside in the residential area surrounding the downtown core. You must have two lane vehicle traffic, bad enough that it will only be one lane during peak hours between Garden and Cochrane</p>

9	I do not support closing any streets in downtown Whitby. Cars need to be able to drive across Dundas St - east and west - without being forced to divert through side streets to get around a transit mall that closes down a vital intersection to cars. That's insane. Does anyone at MetroLin; or the Town of Whitby ever drive in their cars through the intersection of Brock and Dundas??? It's so busy - why would anyone think it's a good idea to force cars around on side streets - it's already hard to get through that intersection as it is. This whole transit mall and rapid transit line should be built further north on Rossland or Taunton, where there is more space for cars/busses/transit malls - AND it's where all the population growth and housing boom is occurring.
10	Dundas must continue to be an east/west corridor for traffic. Transit can't be prioritized over the good of the downtown. This plan does nothing to assist in improving our downtown. The idea of a north transit mall does not make sense with the businesses on the north side, or the east side for that matter. The side streets (even with 1 lane going east) will not be able to take the increase in traffic. What people will do is avoid the downtown altogether...unsure how that helps businesses.
11	<p>This whole idea is a ridiculous waste waste of taxpayers hard earned money, just like the 99% unused commuter parking lot you constructed on Halls Rd. Which no doubt cost us huge! We don't WANT or NEED our historic downtown core destroyed by any of your ludicrous proposals, simply to cater to the minority of our residents who are transit riders. If implemented, any of your proposed plans will prove a traffic nightmare and more unnecessary spending and traffic disruption will be incurred to fix the problem you created. Listen to the people who have lived here all their lives and drive cars.</p> <p>Currently, it is not a problem to walk the sidewalks of the downtown core to access shops and restaurants. Sidewalk patios and outdoor displays, if needed, should be restricted to areas outside the downtown as. Ore parking lots should be built within walking distance of the downtown core. Modernizing our downtown will destroy it. Please leave it alone!</p>
12	safe the tax dollars and the pain this will bring cancel the idea
13	<p>Do NOT WANT TO SEE TRAFFIC CLOSED OFF IN EITHER DIRECTION as there are enough cars already cutting through the side streets making for dangerous situations for pedestrians and owners of the beautiful downtown houses.</p> <p>Do not believe these transit changes will be for the good of the majority only for the very few who actually use the transit!</p>
14	Leave our downtown alone
15	There has been no consultation, nor any attempt to address the concerns of people living in the surrounding residential neighbourhood, who will be directly affected by any plan that limits vehicle traffic in the downtown and diverts it into adjacent neighbourhoods. This issue is never directly addressed in any communications or presentations. Designs and impacts are not shared. Please be honest about what the impacts are in any further designs and online sessions. Thanks.
16	Please see the OWNA response I've submitted. This survey is designed to vote only on the proposed plans to date, none of which address the concerns of local residents.
17	There will not be acceptance in Whitby to divert traffic to side streets. Terrible planning and idea.

18	<p>I am all for transit priority. The 20th century cars-first philosophy of urban planning is like some kind of horrible, shambling zombie at this point. My concern with this plan is that walkable, pedestrian-priority neighbourhoods tend to draw local residents first, and tourists second. I don't know that this plan does that. I fear that trying to draw suburban residents to the downtown is more 20th-century thinking. We need to give locals a reason to go downtown, shop downtown, eat downtown, and stay downtown.</p> <p>Also, while I'm good with reducing traffic access, all the questions here are slanted against people disagreeing with it.</p>
19	<p>Requesting a telecon c David Hopper wrt BRT thru Whitby and latest Proposal.</p> <p>Would you pls advise how to contact him?</p>
20	<p>The traffic impacts to the neighbouroods will be detrimental. The residential streets cannot take the traffic of Dundas Street - nor should they. The non-response and unclear future commitments are not reassuring to those that live/work in Whitby.</p>

Whitby Public Meeting (May 20, 2021)



PARSONS

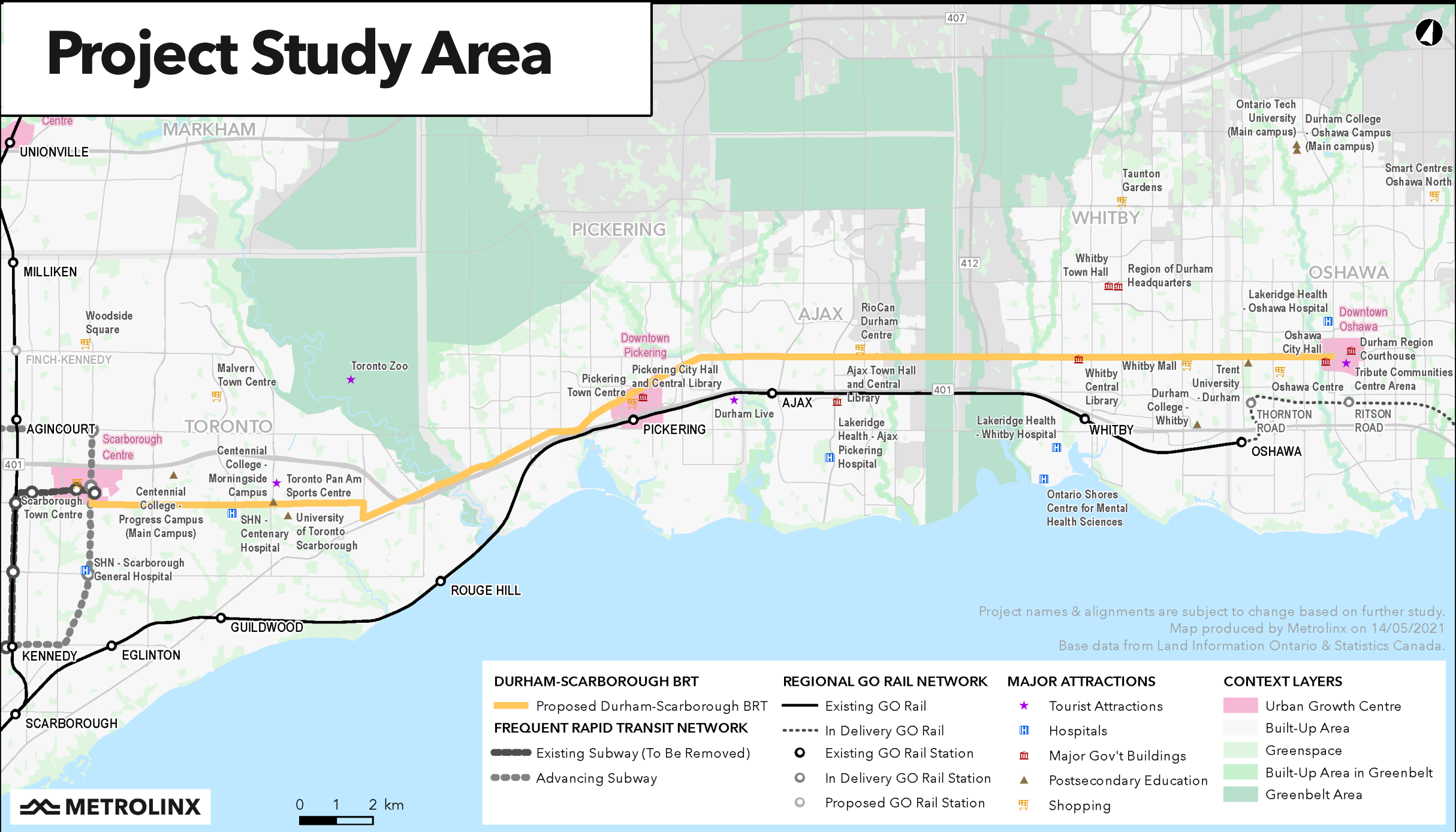
Prepared for Metrolinx
by IBI Group & Parsons

Durham-Scarborough Bus Rapid Transit



Whitby Public Meeting - May 20, 2021

Project Study Area



Initial Business Case (2018)



686

Millions of Dollars of
Economic Benefits



1.29

Benefit to Cost
Ratio

As part of the Initial Business Case (IBC), a benefit to cost ratio (BCR) was calculated by assessing the relative economic benefits of the project compared to the costs.

With a BCR higher than 1, the Durham-Scarborough BRT will generate more benefits than it costs to build and operate.

Benefits of the Durham-Scarborough BRT



162

Kilotonnes of CO²
Reduced



9.5

Minutes Saved
Per Rider



208

Fewer Traffic Related
Injuries or Deaths

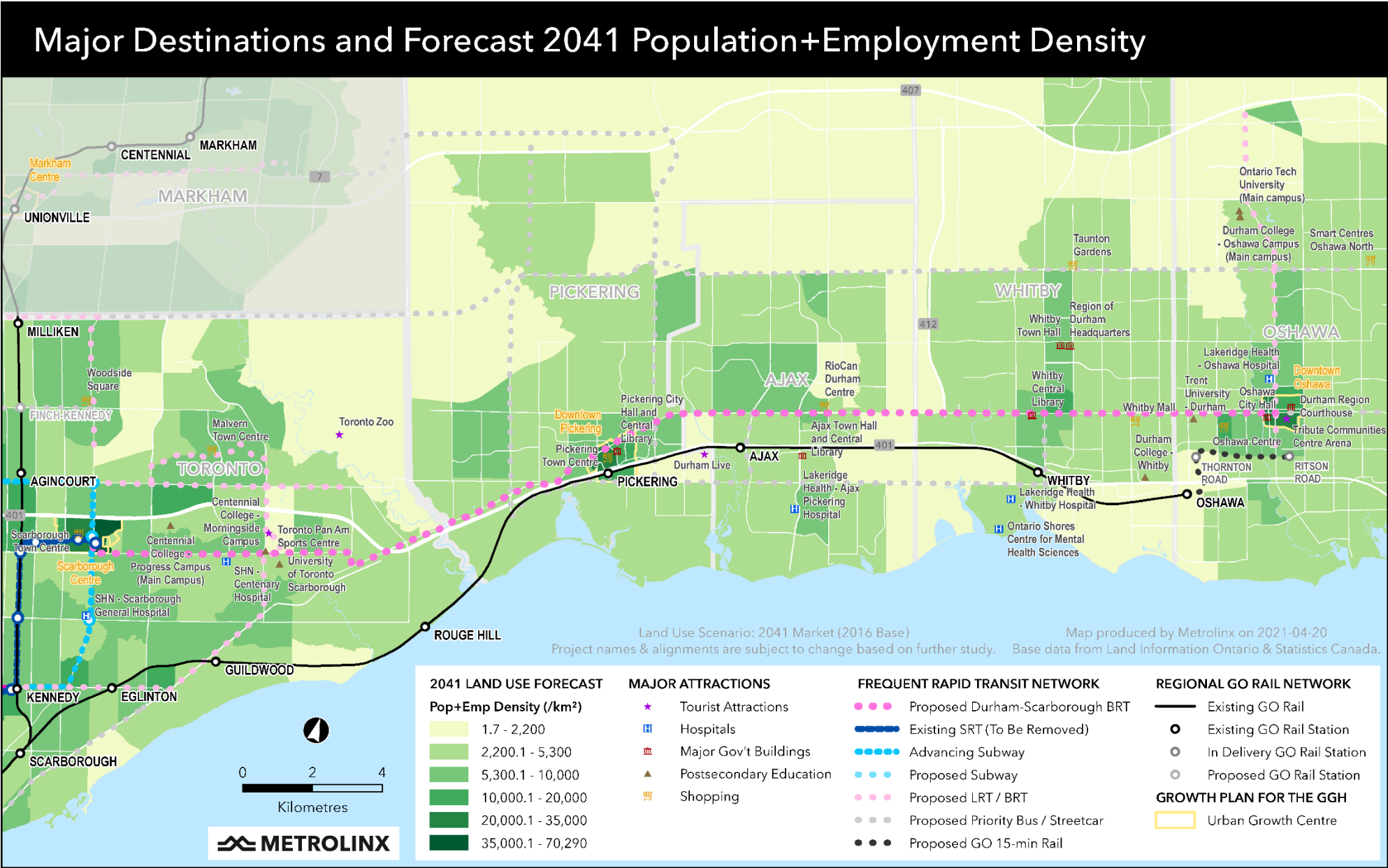


85%

Reduction in
average bus delays

Why is Dundas Street the Preferred Route?

- Future projected population and employment density and growth.
- Connections to downtowns/centres in Toronto, Pickering, Ajax, Whitby and Oshawa.
- High existing and future projected transit ridership.
- Roads are nearing capacity in some areas and congestion will worsen unless the Region can move more people more efficiently.

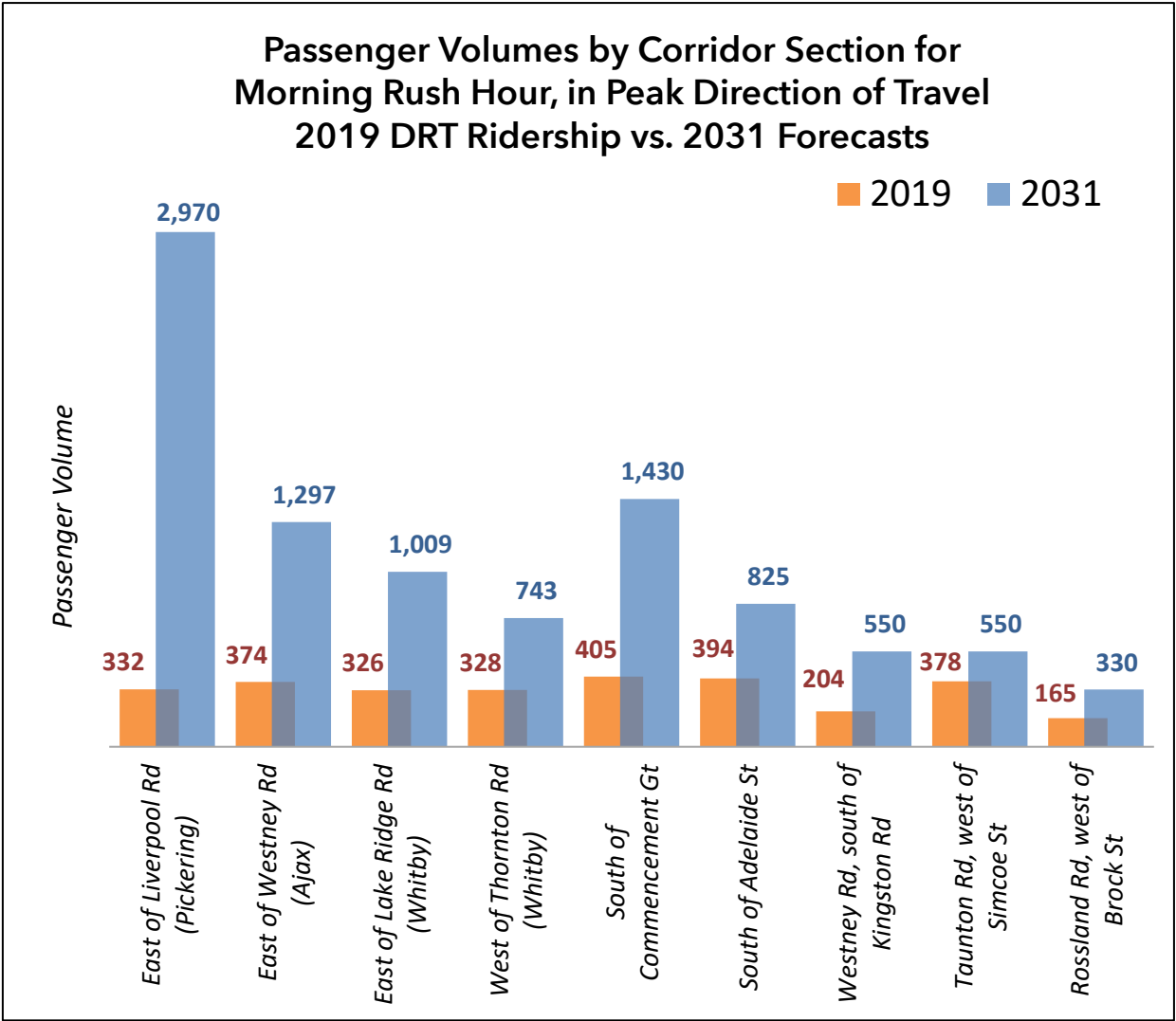
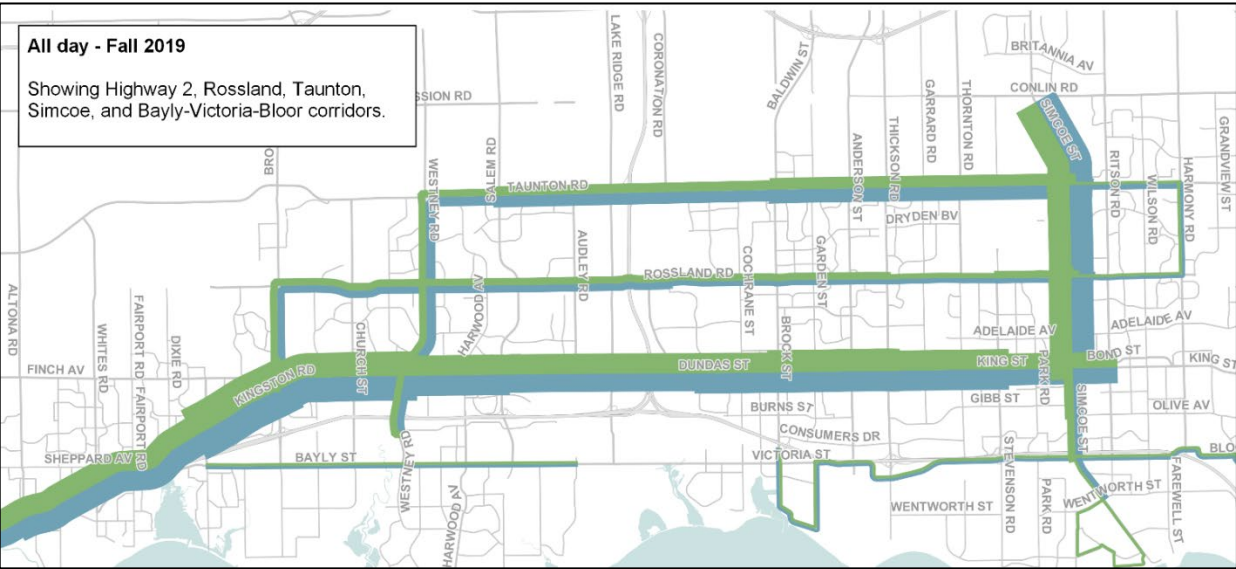


Existing and Future Transit Ridership

Highway 2 Transit Usage:

- 10,000 daily riders on DRT PULSE in 2019
- 38,400 daily riders projected on the corridor by 2041

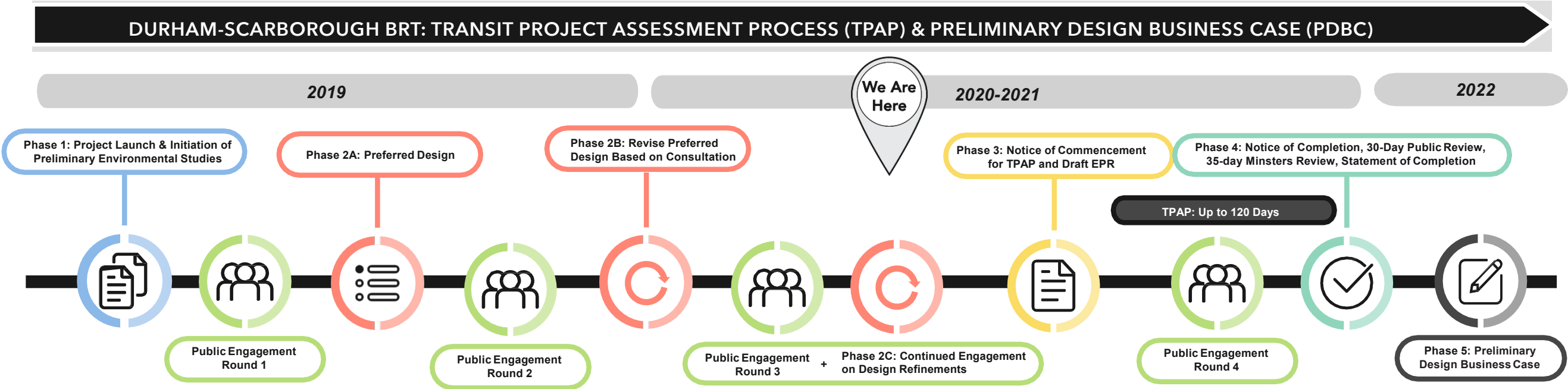
Projections show higher passenger volumes on DRT PULSE than routes along Taunton (905 and 915) and along Rossland (916) by 2031.



● Highway 2 ● Simcoe St ● Other ●

Project Timeline

This graphic shows the project process and demonstrates where public engagement has taken place. Engagement is strategically aligned with key project milestones to allow the project team to validate their technical studies and inform the development of future work.



How is the community involved?

Metrolinx believes that when you have your say our transportation system gets stronger. We are committed to keeping you informed, building understanding and collecting your feedback. Engagement presents an opportunity for you to provide your input on:

Round 1 Engagement

- Durham-Scarborough BRT in your community
- What is important to you about this project
- Factors you consider important for assessing the pinch points (constrained areas)

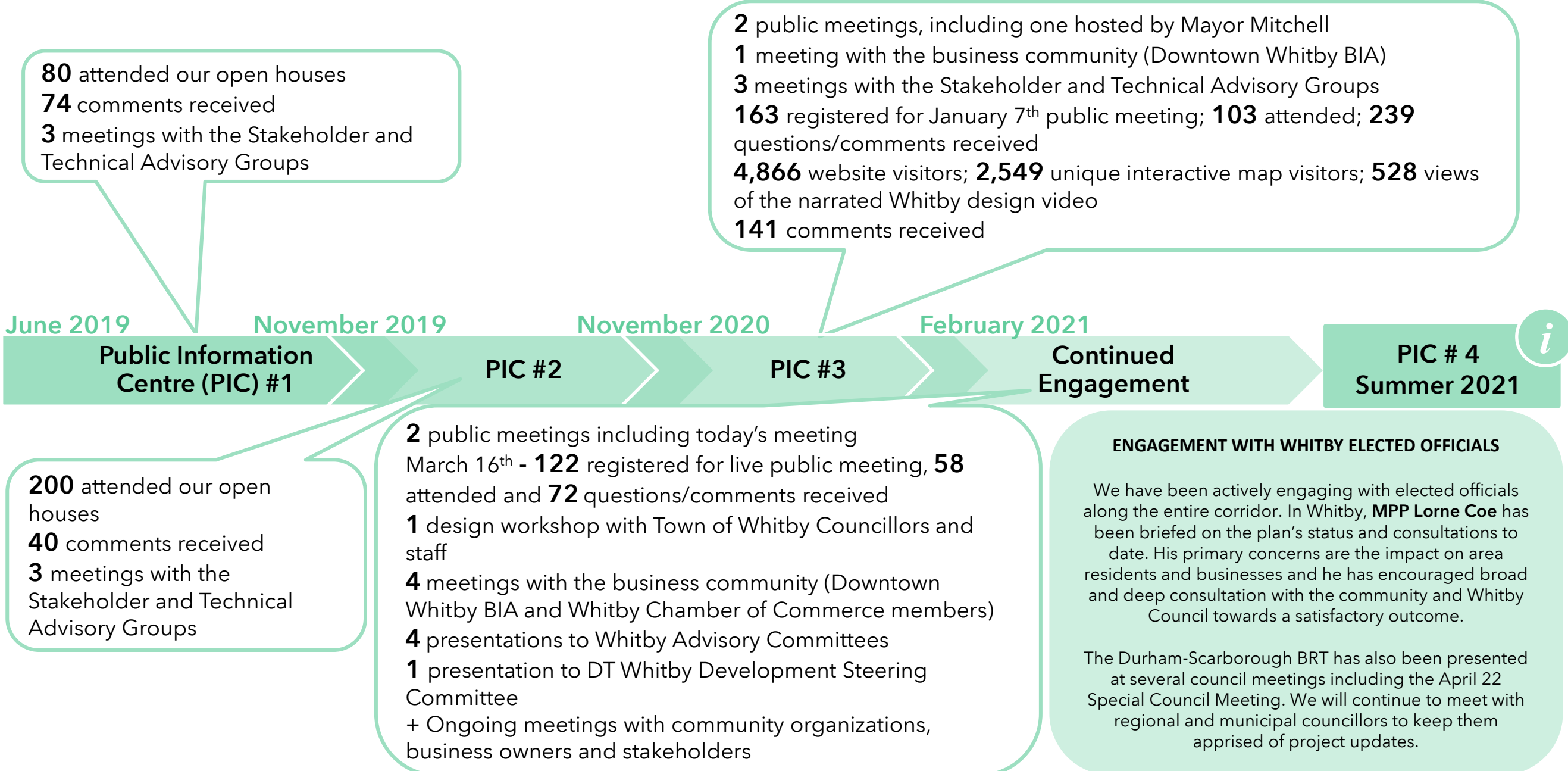
Round 2 and 3 Engagement

- Existing conditions
- Pinch point alternatives and technically preferred design
- Preferred design outside pinch points

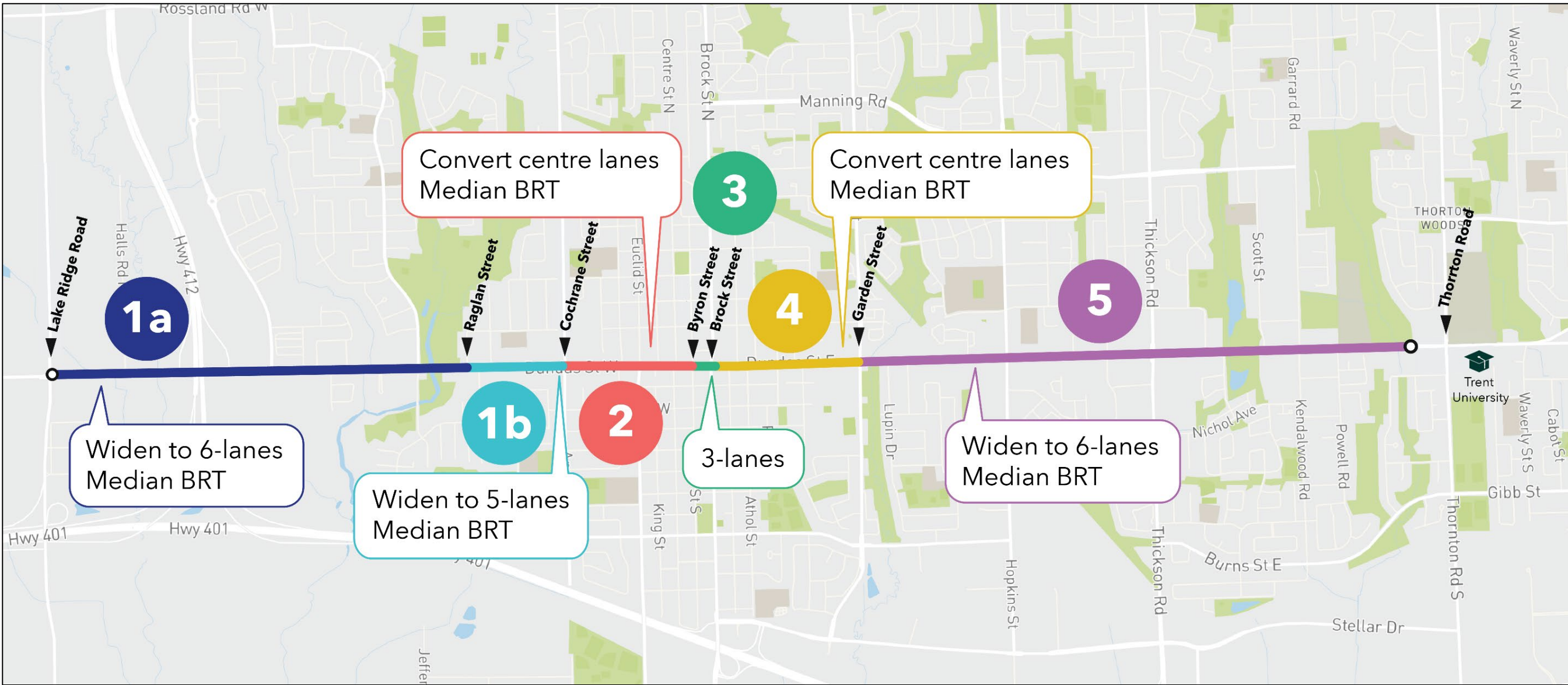
Round 4 Engagement

- Impacts and mitigation measures
- Preliminary corridor design

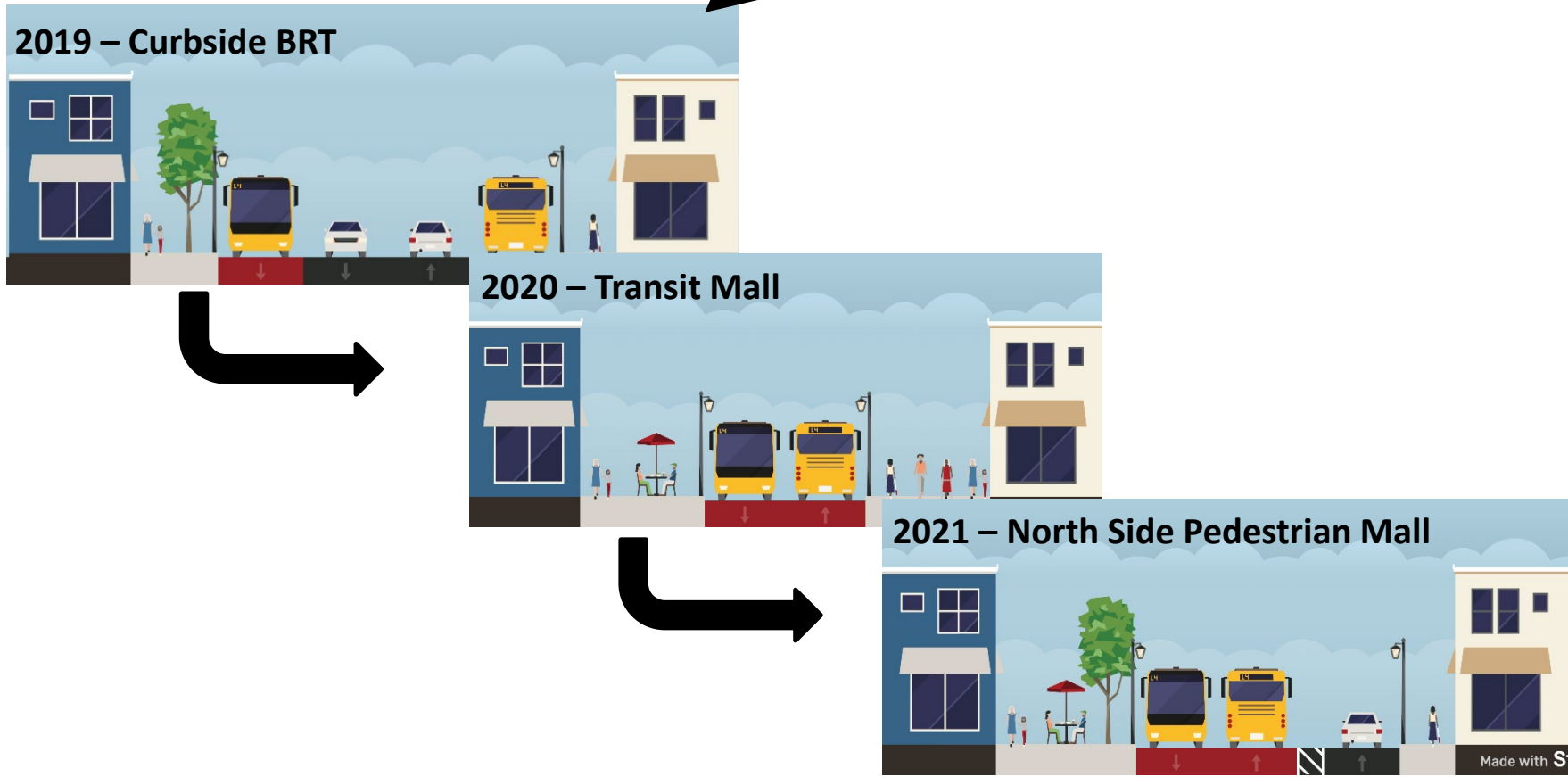
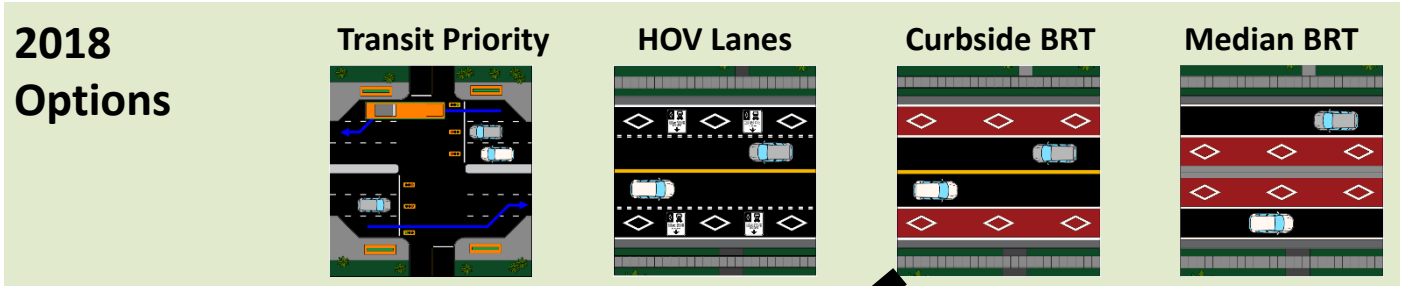
Consultation To Date



Town of Whitby - 3-Lane Option (Current)



How did we get here?



Evaluation Themes

- Compatible with Adjacent Communities
- Protect Historical, Cultural and Archaeological Resources
- Protect, Improve and Restore the Natural Environment
- Increase Transit Ridership, Quality and Access
- Support A Sustainable Transportation System
- Connect Major Facilities and Support Lands Designated for Development
- Provide a Wise Investment

Curbside BRT – Staff Report & Council Decision (Dec 2019)

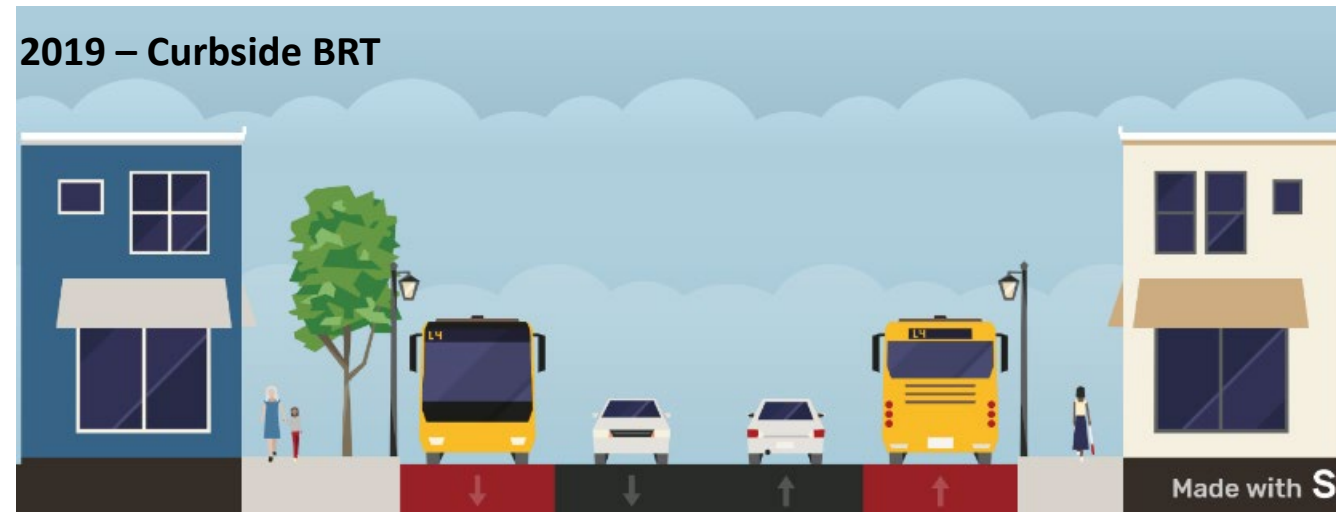
Staff did not support the technically preferred option at the time of 4-lane curbside BRT.

Why was Curbside BRT recommended:

- Accommodates transit priority by converting the outside general traffic lanes to dedicated transit lanes
- Avoids impacts to buildings
- Minimizes potential impacts to cultural heritage resources

Rationale for Staff and Council to not support it:

- Concerns for pedestrian realm, traffic and parking
- Impacts to adjacent heritage neighbourhoods
- Impacts to businesses, the library and the plaza
- Loss of on-street parking



Staff recommended alternatives:

- High Occupancy Vehicle (HOV) lanes with 2+/3+ occupancy
- Lane reversal system in Downtown

Outcome:

- Requested meeting to discuss alternatives

Transit Mall - Staff Workshop (January 2020)

Options considered for Downtown Whitby:

- Curbside 4-lanes
- Directional BRT with 3-lanes
- Peak direction curbside
- HOV lanes

Why was the Transit Mall Recommended:

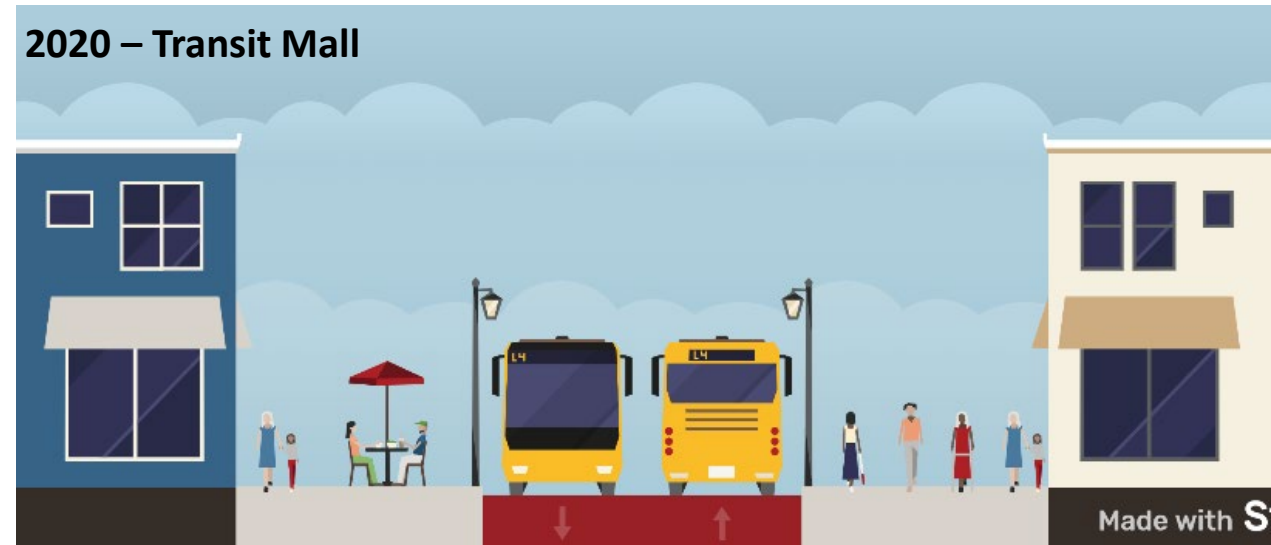
- Greatly improved pedestrian & public realm
- Greatly improved transit priority
- Acceptable level of neighbourhood traffic infiltration
- Parking replacement at Byron/Elm developed

What we heard:

- Sacrificing community for transit priority
- Too much traffic infiltration
- Business impacts e.g. loading
- Improved pedestrian accessibility
- Opportunities for outdoor events/dining

Transit Mall concept emerged from this workshop

2020 – Transit Mall



North Side Pedestrian Mall (Fall 2020 – Jan 2021)

Why was the North Side Pedestrian Mall Recommended:

- Improved pedestrian area on the north side of Dundas
- Allows through traffic in the busier eastbound direction

What we heard:

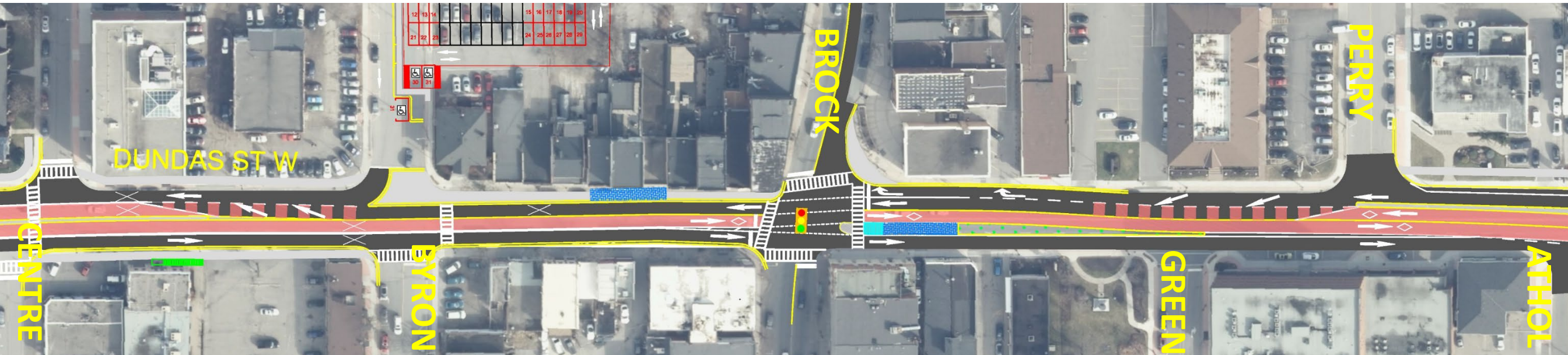
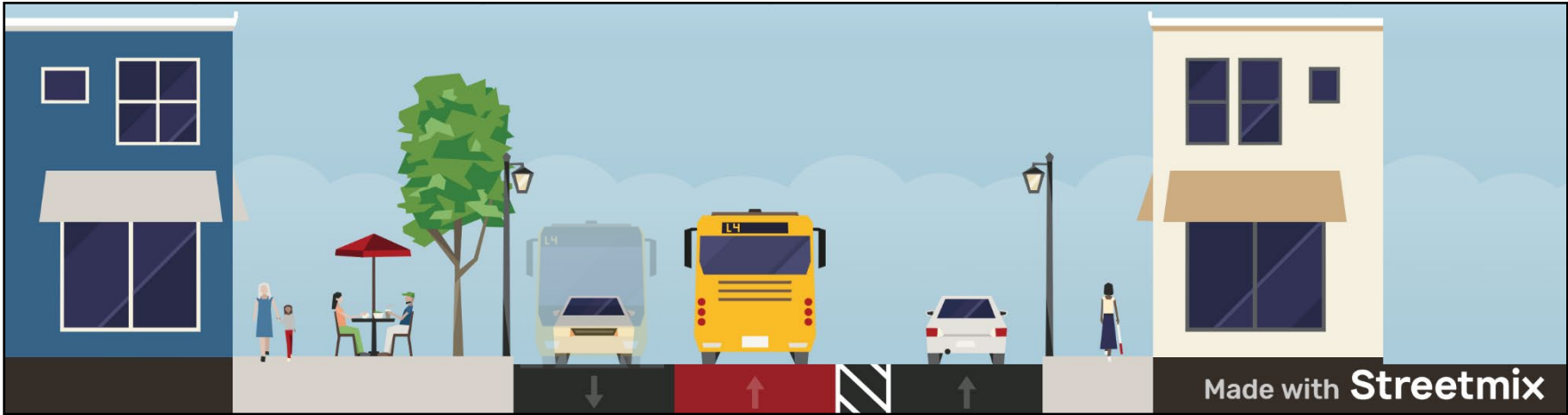
- Improvement for eastbound traffic, still some concern about traffic infiltration
- Concerns for westbound traffic remain, especially trucks
- Business impacts e.g. loading
- Concern about unbalanced sidewalk widths
- Opportunities for outdoor events/dining



Refined Design - 3-Lane Option (May 2021)

Eastbound - Buses and traffic have one lane each

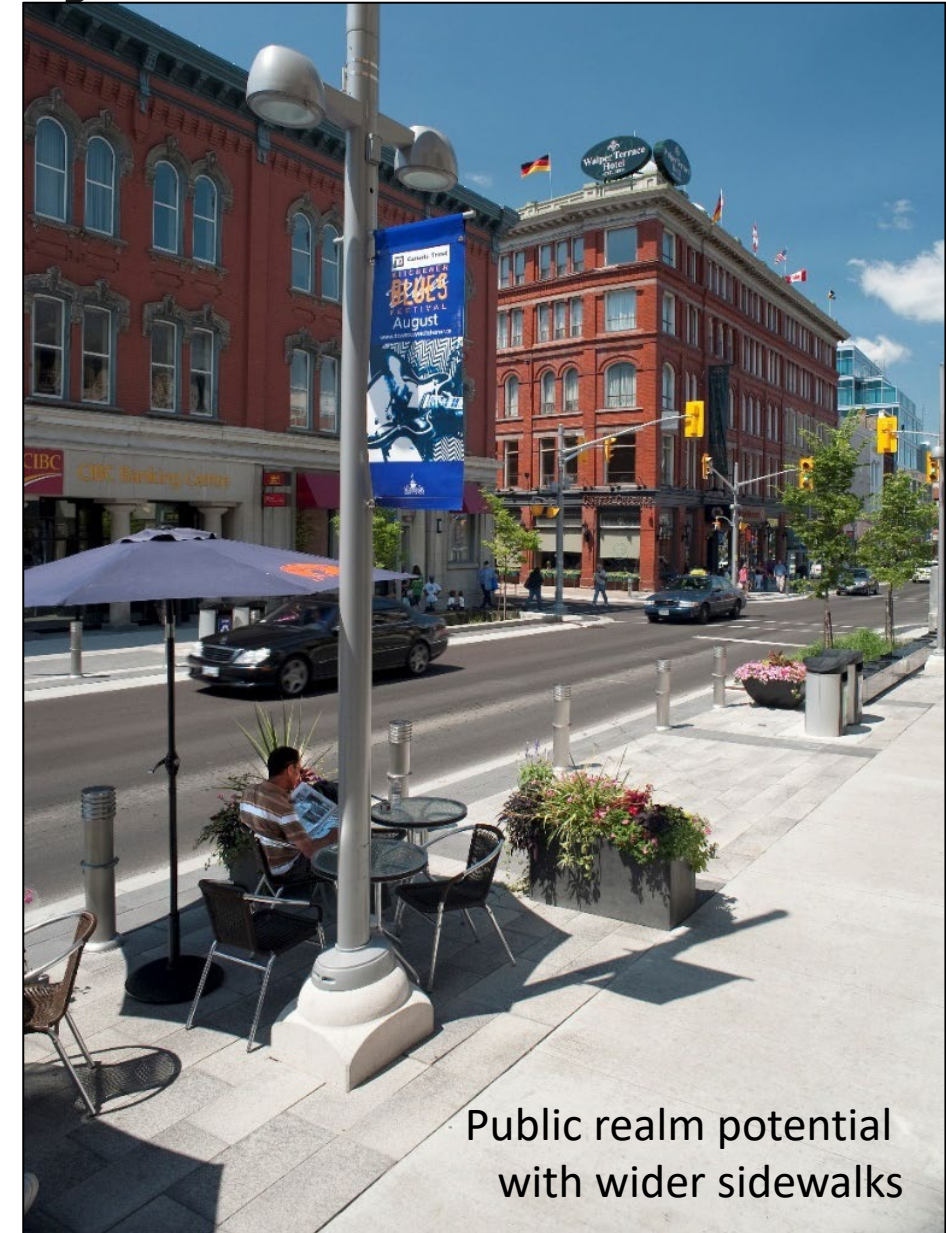
Westbound - Buses and traffic share one lane between Perry and Byron



Refined Design - 3-Lane Option (May 2021)

The project considered several options in 2019 and 2020 including a 4 lane curbside BRT. The feedback we received helped us refine the design. The refined design responds to the key concerns we heard:

- + **Improve and widen sidewalks on Dundas St to improve the pedestrian realm of downtown Whitby**
- + **Improve reliability of transit through the downtown**
- + **Maintain continuous eastbound and westbound general traffic lanes on Dundas**
- + **Minimize neighbourhood infiltration** and keep school buses, trucks, large vehicles on Dundas
- + **Improve** pedestrian, transit, and driving **access to businesses** and support step-free access
- + **Provide more space for streetscaping** and enhance the public realm on the north side of Dundas
- + **Maintain the character** of Downtown Whitby
- + **Relocate all 31 on-street parking spaces** to an expanded parking lot at Elm and Byron

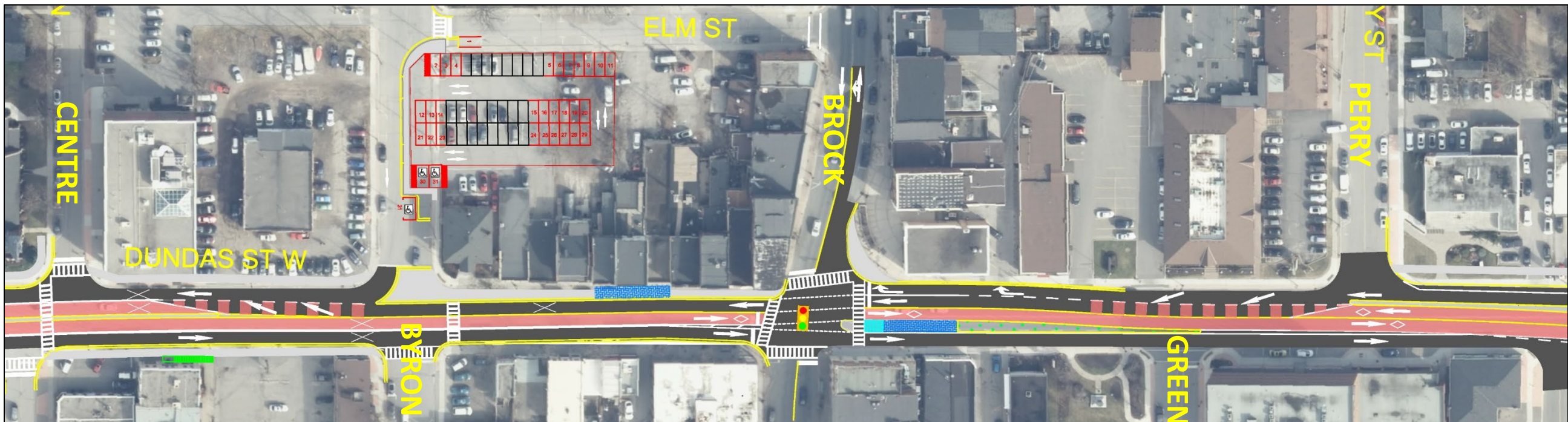


Public realm potential
with wider sidewalks

Public Response to 3-Lane Option (April-May 2021)

What we heard:

- Parking replacement acceptable
- Eastbound traffic solution reasonable
- Improved westbound traffic solution, especially trucks
- Concern about westbound stop location
- Concern about unbalanced sidewalk widths
- Still some concern about traffic infiltration



Public Response to 3-Lane Option (April-May 2021)

Based on community feedback, we are assessing further refinements in the detailed design stage to minimize impacts to businesses and surrounding communities:

❓ 1. Relocate westbound bus stop further west to Byron

- + Manage westbound queuing
- Longer connection to north-south bus routes

❓ 2. Replace westbound platform with a bus bay

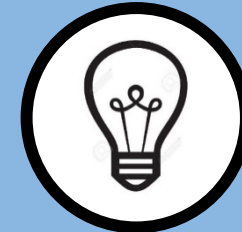
- Merging can create more traffic congestion and safety concerns
- Bus bay would cut into wider north sidewalk for most of the block

❓ 3. Balance north and south sidewalk widths (Byron to Brock)

- Buildings and intersections prevent equal sidewalk widths
- + Refinements can be reviewed in detail design

❓ 4. Relocate westbound bus stop east of Brock

- Right-turn lane would be removed creating increased traffic on Perry with safety concerns (childcare centre)

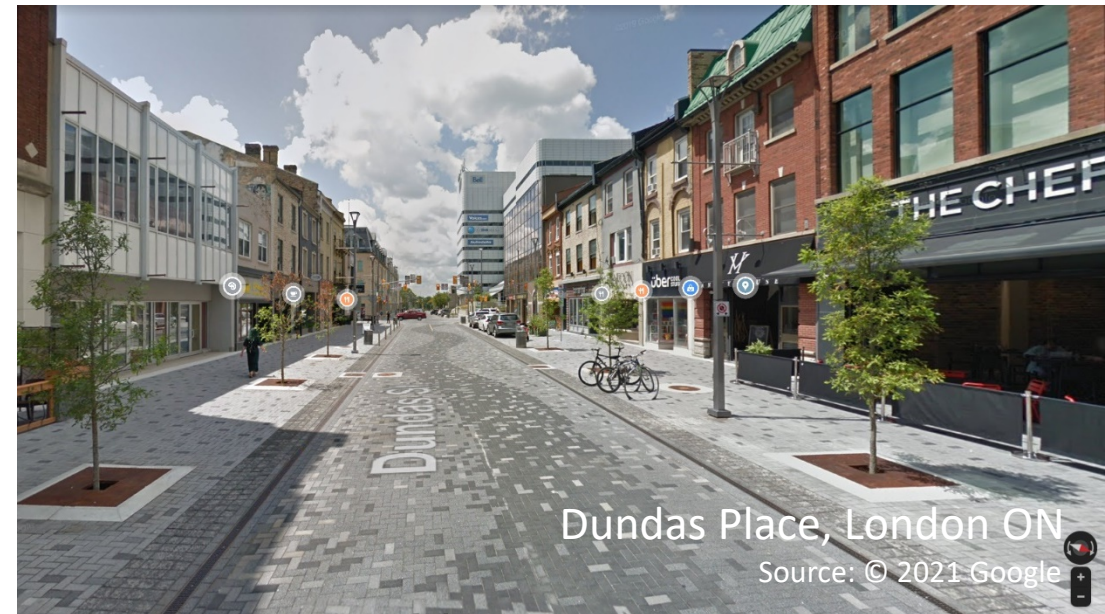


What are your thoughts on these considerations?

Mixed Traffic and Flexible Boulevards

Requested assessment of alternative with two-lanes of mixed traffic (buses and cars), one eastbound and one westbound. With queue jump lanes at traffic signals, expanded flexible boulevards, and expanded off-street parking

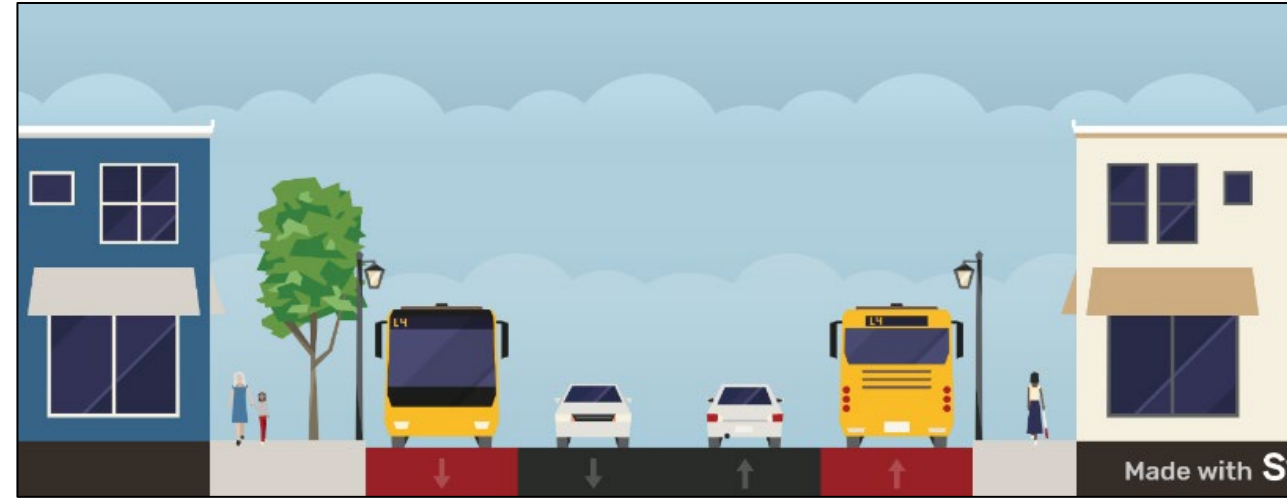
- + Wider pedestrian realm on both sides
- + Reduces vehicle speeds
- + Distinctive placemaking for downtown
- Not compatible with frequent rapid transit
- Reduces capacity for through traffic, particularly eastbound, compared to 3-lane mixed traffic option
- Pedestrian realm is not physically separated from traffic, transit, trucks



Other Options Considered

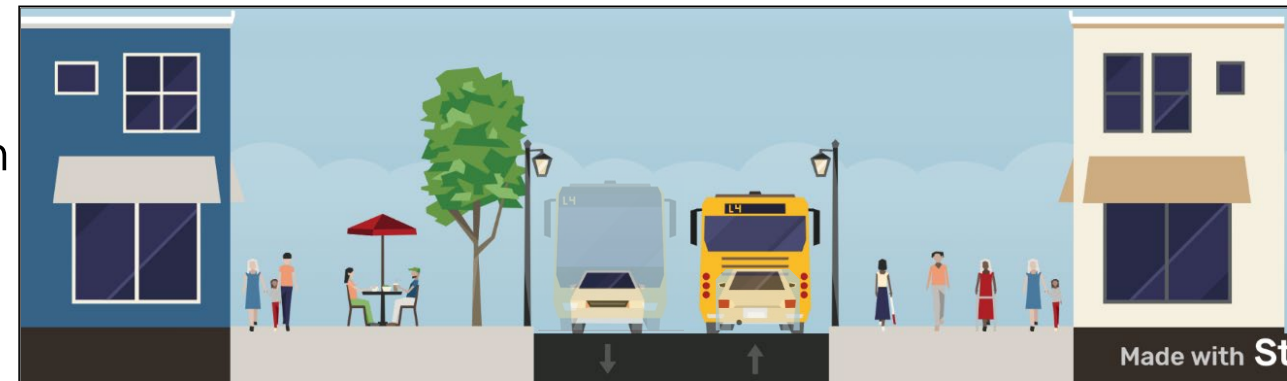
4-lane Curbside

- + Transit priority is accommodated by converting the outside general traffic lanes
- + General traffic and buses run fully on their own lanes
- No improvements to pedestrian realm
- Less transit priority than 3-lane option
- Conflicts between buses and turning vehicles
- Impacts on-street parking



Two-lane mixed

- + Greatly improved pedestrian & public realm
- Reduces capacity for through traffic, particularly eastbound, compared to 3-lane mixed traffic option
- Conflicts between buses and turning vehicles
- Impacts on-street parking
- No transit priority through mixed traffic segments



Other Options Considered

Lane Reversal System

Lane use changes over the course of the day

- Major safety risks and issues due to changing lane configuration
- Challenge for people to understand changing lane use
- Enforcement and transit priority difficult to maintain
- Requires significant signage with negative impacts to heritage character

Single Reversible BRT Lane

- Prevents a stop at Brock Street
- Atypical intersection creates confusion and safety issues
- Higher risk of delays for transit riders

Reversible lanes in
Salt Lake City, Utah

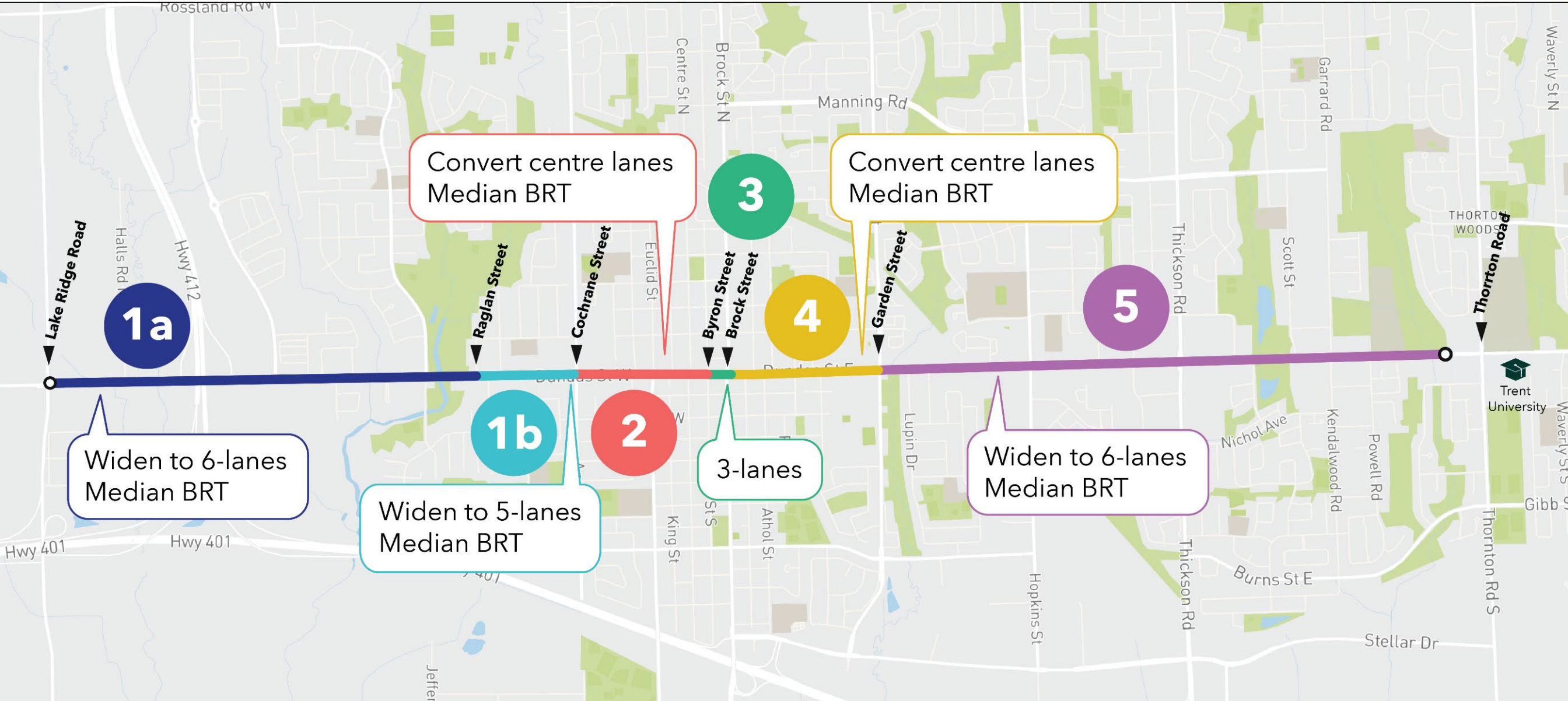


Bidirectional lane in
Eugene, Oregon



Source: <http://www.pivotarchitecture.com/projects/emx/?cat=transit>

Town of Whitby - 3-Lane Option (Current)



Segments 1a and 1b: Cochrane/Annes west to Ajax

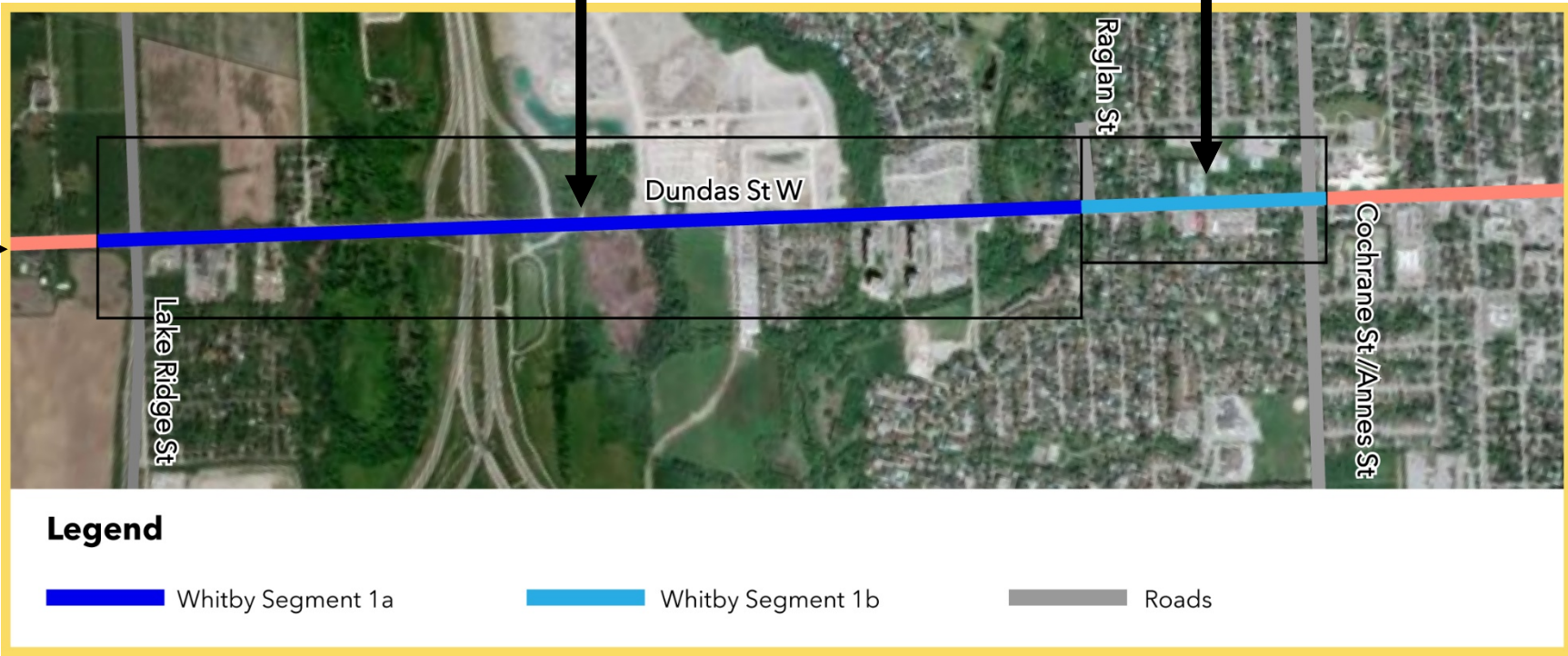
Today, this segment carries upwards of 1,400 vehicles/hr in each direction during rush hour. By 2041, traffic volumes are expected to increase as growth occurs along the corridor by 20% or more. In 2041 with BRT, traffic volumes are expected to be 1,600 to 1,800 vehicles/hr in each direction during rush hour. This is more traffic than one lane can carry per direction.

6 lanes from Raglan west to Ajax
(2 general traffic lanes and 1 transit lane per direction)

5 lanes between Raglan and Cochrane/Annes
(2 general traffic lanes and 1 transit lane eastbound, 1 general traffic lane and 1 transit lane westbound)

Median BRT
continues
west into
Ajax

Median BRT
continues
east into
Oshawa



Dundas Street at Annes/Cochrane, looking east today



Dundas Street at Annes/Cochrane, looking east with BRT

6-lane cross-section with centre-running transit lanes



Design as presented at PIC 2.

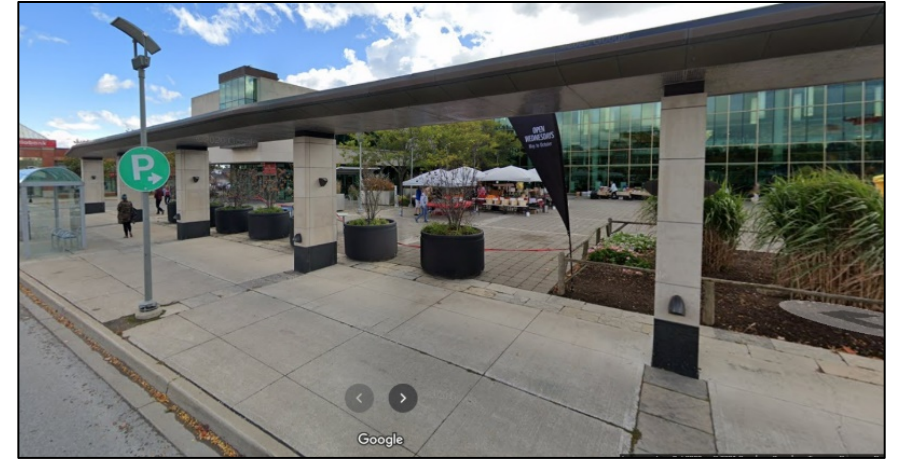
Segment 2: Celebration Square and Urban Filter

The Whitby Central Library property, including Celebration Square and the public art known as the Urban Filter, is designated as a cultural heritage resource under Part V of the *Ontario Heritage Act*.

5 design options were developed, analyzed and evaluated.

Of the 5 options, a far side median platform design is recommended:

- Requires relocation of Urban Filter to the south, approximately 3 to 5 metres
- + Avoids impacts to heritage building at 500 Dundas Street West
- + Offers the highest degree of road safety
- + Maintains eastbound left-turn movements in both directions
- + Preserves reliable, accessible, and convenient service for transit users



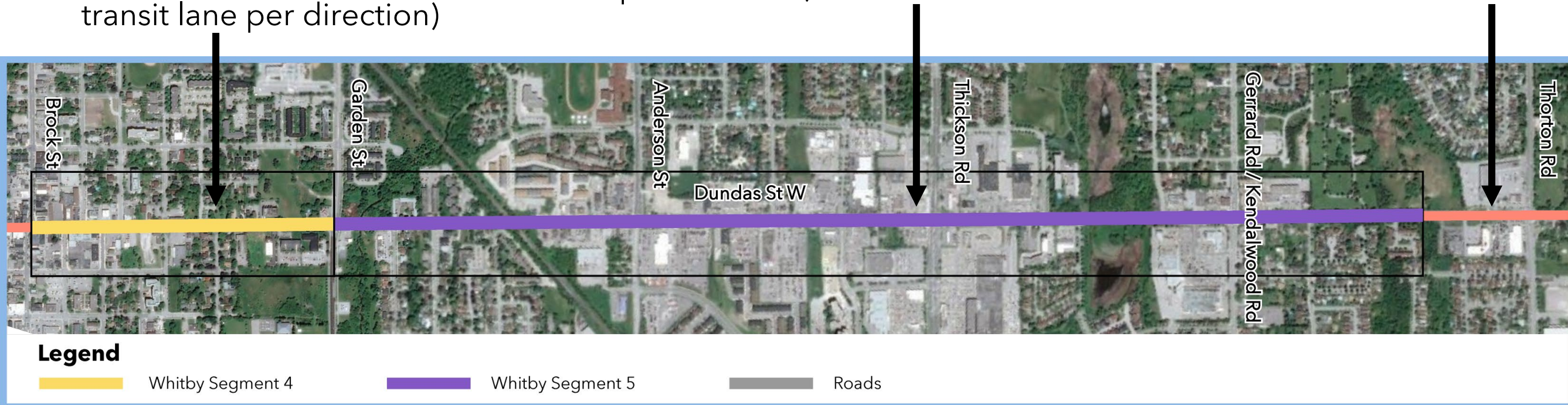
Segments 4 and 5: Brock Street east to Oshawa

Today, this segment carries between 800 and 1,400 vehicles/hour in each direction during rush hour. In 2041 with BRT, traffic volumes are expected to be 1,000 to 1,500 vehicles/hour in each direction during rush hour. This is more traffic than one lane can carry per direction.

4 lanes between Brock and Garden
(1 general traffic lane and 1 transit lane per direction)

6 lanes from Garden east to Oshawa
(2 general traffic lanes and 1 transit lane per direction)

Median BRT
continues east into Oshawa



Next Steps

Spring 2021:

- Prepare draft Environmental Project Report
- Update to Whitby Council and Durham Region Council

Summer 2021:

- Commence the Transit Project Assessment Process (TPAP) and formal public consultation period (including Public Information centre #4) focused on environmental impacts and mitigation

2022:

- Preliminary Design Business Case

Consultation will continue during detailed design and construction stages:

- Refinements to platform design and sidewalks
- Establish Community Liaison Committees



Stay involved with the Durham-Scarborough BRT

We have a dedicated Community Engagement Team available to answer your questions at any time.

Email us at: DSBRT@metrolinx.com

Visit our website: www.metrolinxengage.com/dsbrt



Land Acknowledgement

Metrolinx wishes to recognize that it operates on the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

In particular, we acknowledge that the Durham-Scarborough BRT project traverses both Treaty 13 territory with the Mississaugas of the Credit First Nation and the Williams Treaties territory, specifically the Mississaugas of Scugog Island First Nation.

We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

Metrolinx remains committed to engaging with Indigenous Peoples and Nations on the Durham Scarborough BRT project.

Metrolinx regularly engages with 13 Indigenous Nations:

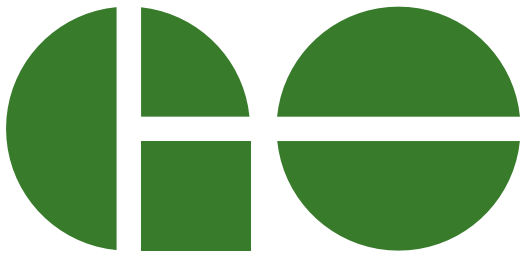
- In 2018, Metrolinx made a commitment to building positive and meaningful relationships with Indigenous Peoples, Nations and customers, in alignment with its strategic objectives. Metrolinx's operating area transverse three traditional territories and 19 treaties.



Who is Metrolinx?

Metrolinx, an agency of the Government of Ontario under the Metrolinx Act, 2006, was created to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area (GTHA).

Metrolinx is undertaking the largest transportation investment in Ontario's history to get you where you need to go better, faster, easier, while also operating GO Transit, UP Express and PRESTO.



- GO serves a population of more than 7 million across more than 11,000 square kilometres stretching from Hamilton and Kitchener-Waterloo in the west to Newcastle and Peterborough in the east, and from Orangeville and Beaverton in the north to Niagara Falls in the south
- GO has been in operation since 1967, and now accommodates more than 81 million customer journeys a year







- PRESTO is the smart card fare payment system seamlessly connecting 11 transit agencies across the GTHA and Ottawa
- PRESTO replaces the need for tickets, tokens, passes or cash
- PRESTO currently has over 2 million PRESTO cards in use



- UP Express connects the country's two busiest transportation hubs, Toronto Pearson International Airport and Union Station in downtown Toronto, offering a 25-minute journey from end to end, with trains departing every 15 minutes

Who is Metrolinx?

Metrolinx and its partners are delivering on a bold, forward-looking transportation plan. The goals of the 2041 Regional Transportation Plan (RTP) are to create strong connections, complete travel experiences and sustainable communities. We are building a greater region through the following projects:

<div>GO Rail Expansion</div> <div><ul style="list-style-type: none">• Lakeshore West Line• Lakeshore East Line• Milton Line• Stouffville Line• Richmond Hill Line• Kitchener Line• Barrie Line</div>	<div>Subway Program</div> <div><ul style="list-style-type: none">• Ontario Line• Scarborough Subway Extension• Eglinton Crosstown West Extension• Yonge North Subway Extension</div>	<div>Regional Hubs</div> <div><ul style="list-style-type: none">• Union Station• Union Station Bus Terminal• Highway 407 Bus Terminal• Kipling Transit Hub• Mount Dennis Mobility Hub• Caledonia Station• Kennedy Station</div>	<div>Rapid Transit</div> <div><ul style="list-style-type: none">• Hurontario Light Rail Transit (LRT)• Finch West LRT• Eglinton Crosstown LRT• Mississauga Transitway• Viva Rapidway• Union Pearson Express• Durham-Scarborough BRT• Dundas BRT</div>
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Whether it's trains, buses, stations, or stops, everything we are building adds up to one purpose - bringing together the entire region, getting you there better, faster and easier than ever before.

What is BRT?

BRT provides an efficient rapid transit alternative at-grade system in a number of cities across North America (see the examples below), with the following features:

- **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** will adapt to support smoother traffic flow for all commutes – on buses, in personal vehicles, and on bicycles
- **Better connections** Durham Region Transit (DRT), TTC and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel through the region
- **Reliable service** with buses that are separated from general traffic in most areas



Canada Line BRT - Richmond, British Columbia



Provo Orem BRT - Utah County, Utah



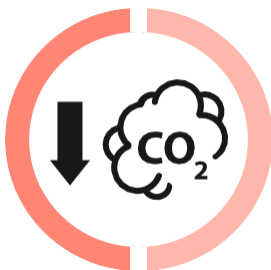
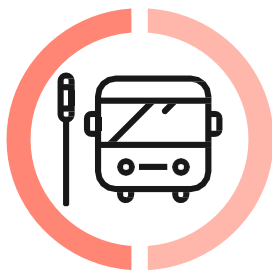
Le Corbusier BRT - Laval, Québec

Why is Durham-Scarborough BRT needed?

Typically, the Greater Toronto and Hamilton Area welcomes about 110,000 new residents every year and is anticipated to hit a population of over 10 million people by 2041. Growth in our communities means that a reliable transportation system is needed to support the convenient and reliable movement of people as they travel from their homes for work and recreation.

Problem and Opportunity

The Highway 2 Bus Rapid Transit corridor is a crucial transportation corridor connecting people through the Region of Durham and Scarborough. 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. Durham-Scarborough BRT (DSBRT) aims to solve a series of problems, including those identified below:



Provide faster, more reliable public transit

East-west transit service expansion on Highway 2 and Ellesmere Rd would allow for more frequent and reliable services between key existing and planned centres and reduce travel times. This would improve transit's role as an alternative to automobile trips along the corridor and alleviate congestion.

Reduce greenhouse gas emissions

DSBRT will encourage sustainable travel behaviour change by increasing access to reliable and convenient public transit and making it a viable competitor to the personal vehicle. Less vehicles sitting in congestion also means less harmful pollutants in our atmosphere.

Improve connectivity

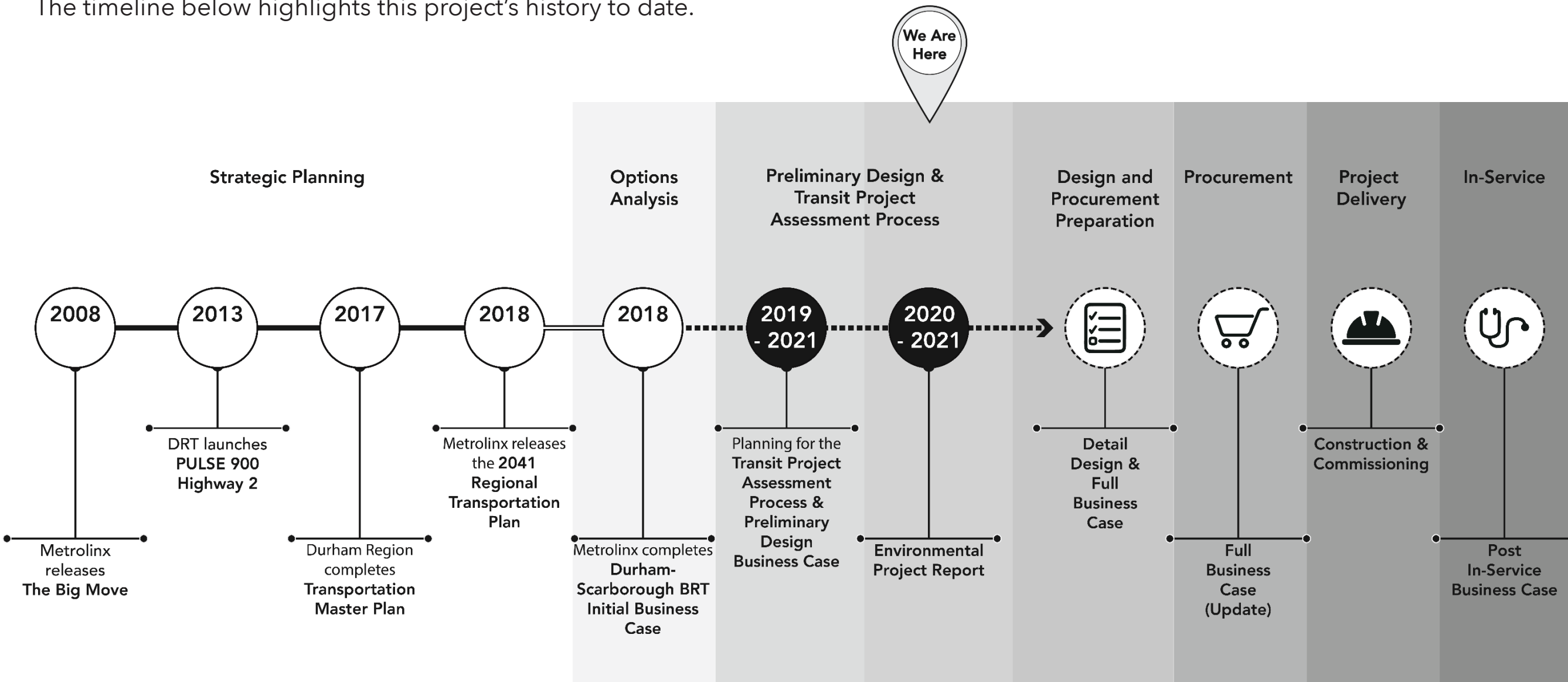
The corridor is expected to host 215,000 more residents and 66,000 more jobs. With this level of expected growth there is an opportunity to phase the development of an improved transit service along the corridor linking several urban centres and key destinations and developing a rapid transit network.

Align investment to support growth

DSBRT will facilitate transit-oriented communities (TOC) around the Highway 2 corridor to accommodate projected growth in population and employment. Improved transit services along the corridor have the potential to support growth plans, local businesses and the development of mobility hubs.

Background - Project History

The timeline below highlights this project’s history to date.



Town of Whitby - Winter 2021 Design (Previous)

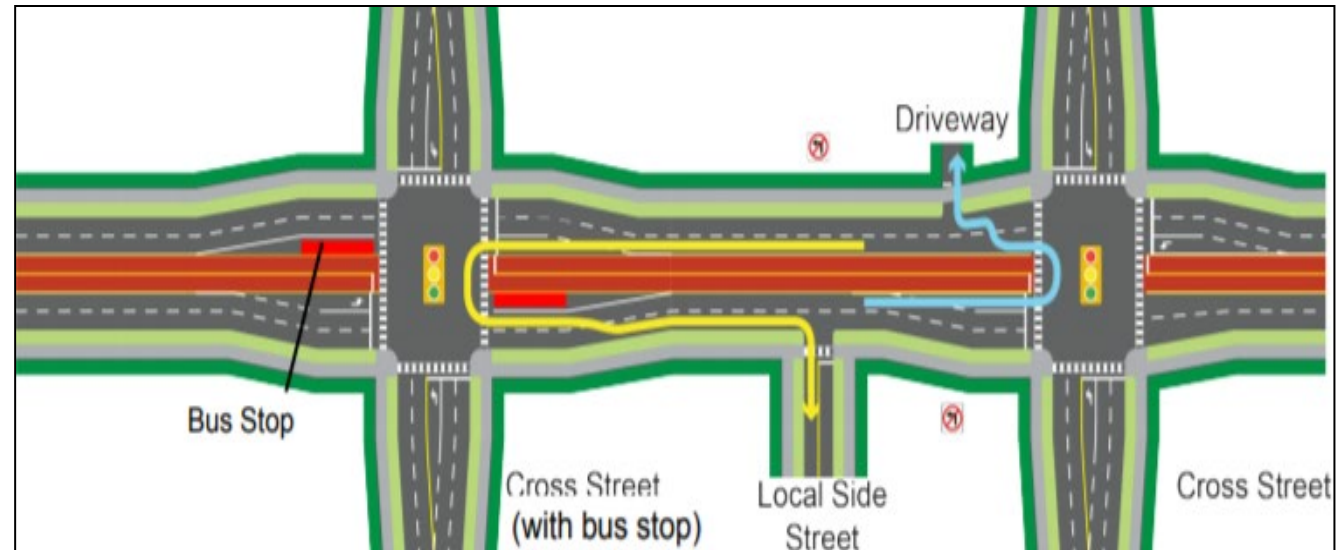


Safety Benefits of Centre-Median Lanes

In line with the Region's Strategic Road Safety Action Plan, which incorporates Vision Zero, to reduce the number and severity of collisions in the Region, the project will improve safety for all road users:

- ✓ **Improves the pedestrian experience** through upgraded, continuous sidewalks
- ✓ **Protects transit users** through raised and barrier-protected platforms
- ✓ **Improves safety of cyclists** with grade-separated cycling facilities

- ✓ **Prevents collisions for drivers** by incorporating a raised median and restricting mid-block left turns. Left-turns and u-turns will be permitted at signalized intersections during an advanced green to increase safety. York Region saw 51%-74% fewer collisions along rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2019).



Segment 3 Refined Design: Traffic Impacts

Overall, delivering the BRT will remove cars off the road by making transit a more attractive option.

With the 3-lane solution, large trucks, school buses, emergency services will continue to use Dundas through Downtown.

Providing an eastbound general traffic lane and a westbound mixed traffic lane will reduce infiltration compared to the Transit Mall option:

- ✓ **by 65% eastbound in the rush hour** – out of 1,250 cars in 2041:
 - 800 cars stay on Dundas
 - 250 cars use Regional road alternatives (such as Taunton or Rossland)
 - 115 cars use collector roads (such as Burns or Bonacord)
 - 85 cars use local streets (such as Dunlop or Mary)
- ✓ **by 60% westbound in the rush hour** – out of 800 cars in 2041:
 - 500 cars stay on Dundas
 - 160 cars use Regional road alternatives (such as Taunton or Rossland)
 - 80 cars use collector roads (such as Burns or Bonacord)
 - 60 cars use local streets (such as Mary or Dunlop)

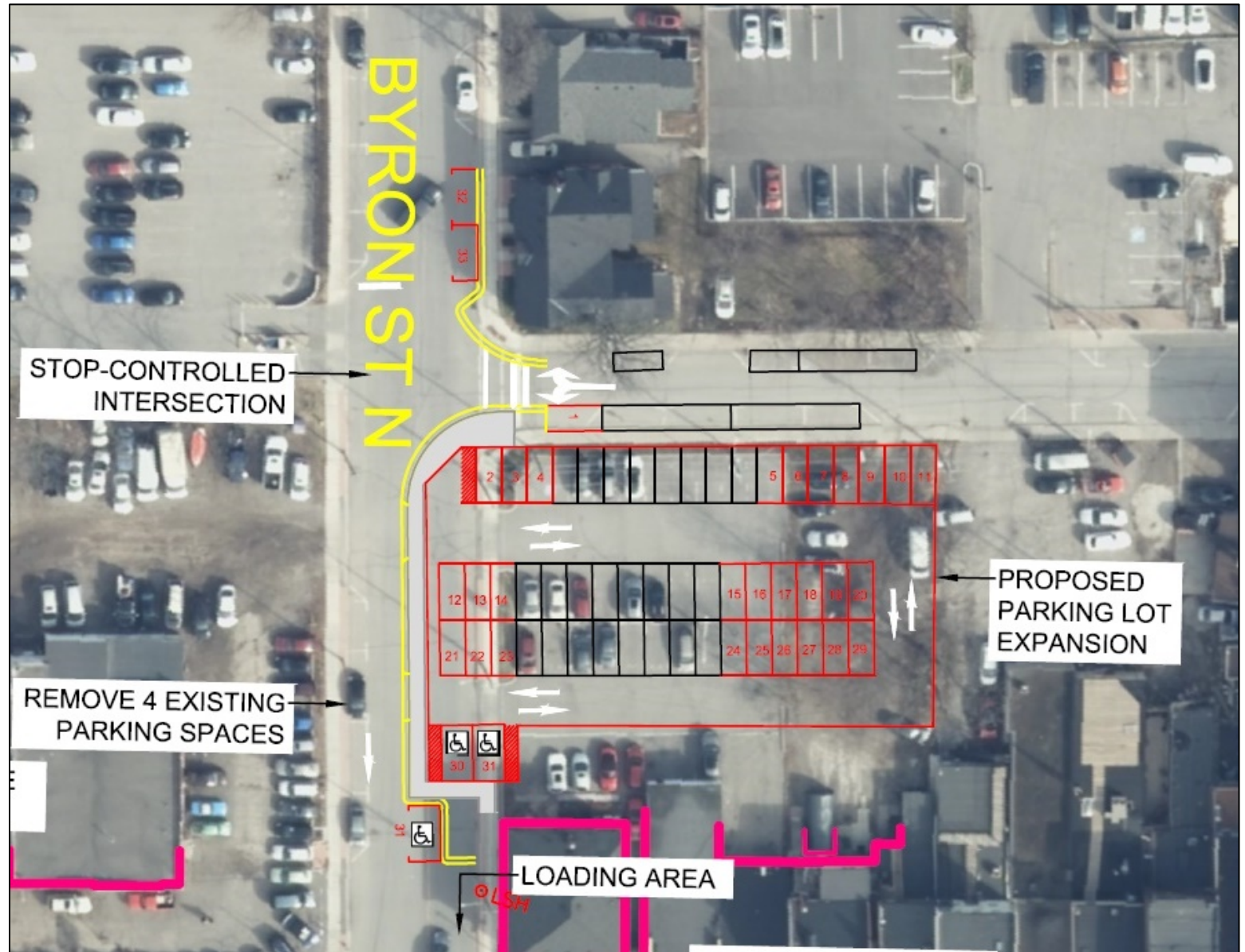
Pre-COVID (2019), local roads in Downtown Whitby carried up to 400 vehicles per hour per direction during the morning and afternoon rush. By 2041, with population and employment growth, this is expected to increase to 450 vehicles per hour. By 2041 with Bus Rapid Transit, more people will choose to take transit. This means traffic volumes on local streets are expected to remain about the same, as without the BRT.

Segment 3 Refined Design: Parking

All the options considered, including 4-lane curbside, impact on-street parking.

Most options remove 31 on-street spaces from Dundas Street.

- ✓ The 31 parking spaces can be replaced with off-street spaces near Elm and Byron.
- ✓ Access to rear of businesses will be maintained.



Cultural Heritage and BRT Stop Design

- We have heard from the community that preserving cultural heritage features is a key concern.
- The preliminary design has been developed to minimize impacts to cultural heritage features.
- Select BRT stop elements can be adjusted to minimize visual impacts on local cultural heritage features.
- These opportunities will be further explored in detailed design, in consultation with the community and municipal staff.



Ion LRT stop in Waterloo



Calgary BRT rendering

What Formal Process will be Followed?

Metrolinx is working with various municipalities to advance planning and design of the Durham-Scarborough BRT:

- Transit Project Assessment Process (TPAP)
- Preliminary Design (PD)
- Preliminary Design Business Case (PDBC)

What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused impact assessment created specifically for transit projects. The process involves a pre-planning phase followed by a regulated timeline (up to 120 days) and includes consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. A TPAP makes sure that the natural, social, cultural, and economic environments are addressed and any potential adverse effects from the proposed infrastructure are either avoided, mitigated, or minimized. TPAPs are regulated under Ontario’s Environmental Assessment Act, and are submitted for the Minister of the Environment, Conservation and Parks’ review prior to proceeding with the transit project.



What is Preliminary Design (PD)?

In this phase, the project team will utilize the environmental impact assessment from the TPAP to refine the BRT design to a 30% design level. The 30% design will seek to further refine corridor infrastructure widths such as lanes, buffers, boulevards, active transportation facilities, and grading limits in order to reduce the site-specific impacts identified in the TPAP. The preliminary design will generate the analytic information to feed the PDBC that will be completed by the project team to allow Metrolinx to make evidence-based investment decisions.



What is the Preliminary Design Business Case (PDBC)?

The PDBC analyzes the Durham-Scarborough BRT against strategic objectives, financial and economic impacts and operations considerations. The PDBC builds upon the work done in the Initial Business Case and will compare the system against a business-as-usual scenario (i.e., without the project). The PDBC will assist in refining the service plan for the corridor. The PDBC will also identify risks and barriers that may impact the project as well as infrastructure and policy measures which may support its implementation.



What is a Preliminary Design Business Case (PDBC)?

A Business Case

- A Business Case is a comprehensive collection of evidence and analysis that sets out the rationale for why an investment should be implemented to solve a problem or address an opportunity
- Metrolinx uses a [Standard Business Case](#) process across all investments
- Business Cases provide evidence to decision-makers, stakeholders, and the public as part of evidence-based decision-making, and are used throughout a project's lifecycle
- Business Cases consider four cases – the Strategic Case, Economic Case, Financial Case, and Deliverability & Operations Case
- The [Initial Business Case](#) for Dundas BRT was completed in 2020, and analysed three different potential service options against the business-as-usual (do nothing) option. Initial Business Cases are typically used to secure funding from the Province for planning and preliminary design



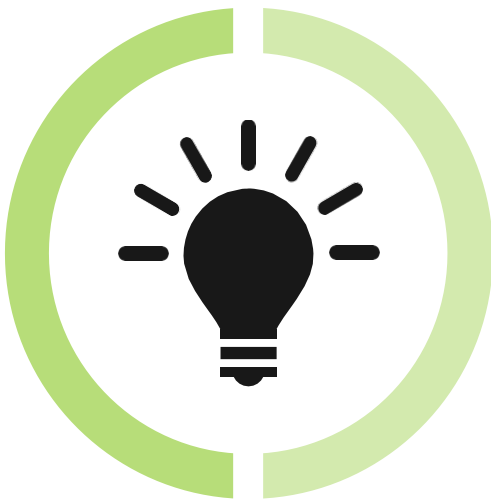
PDBC

- The PDBC will build upon the Dundas BRT Initial Business Case completed by Metrolinx in September 2020
- Preliminary Design Business Cases are typically used to secure funding from the Province for procurement and construction
- The BRT corridor will be compared against a business-as-usual scenario (i.e., without the project). Special focus will be put towards a more detailed service plan and stop locations
- The PDBC will identify risks or barriers that may impact the project as well as infrastructure and policy measures which may support its implementation



What is a Preliminary Design Business Case (PDBC)?

The PDBC will assess the Dundas BRT against its own set of evaluation criteria. The four criteria, also referred to as cases, are described below.



Strategic Case

How does the investment achieve strategic goals and objectives?



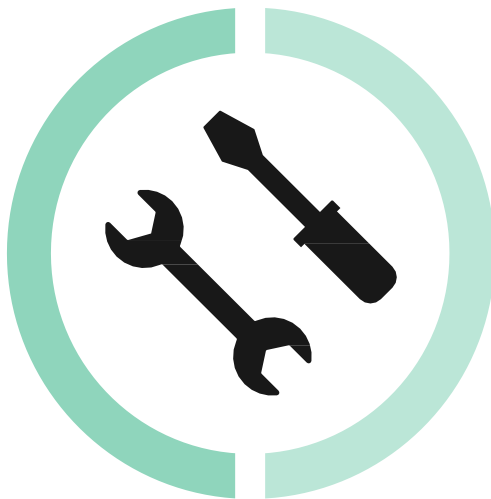
Economic Case

What is the investment's overall value to society?



Financial Case

What are the financial implications of delivering the investment?



Deliverability and Operations Case

What risks and requirements must be considered for delivering and operating the investment?



Oshawa Public Meeting (June 3, 2021)



PARSONS

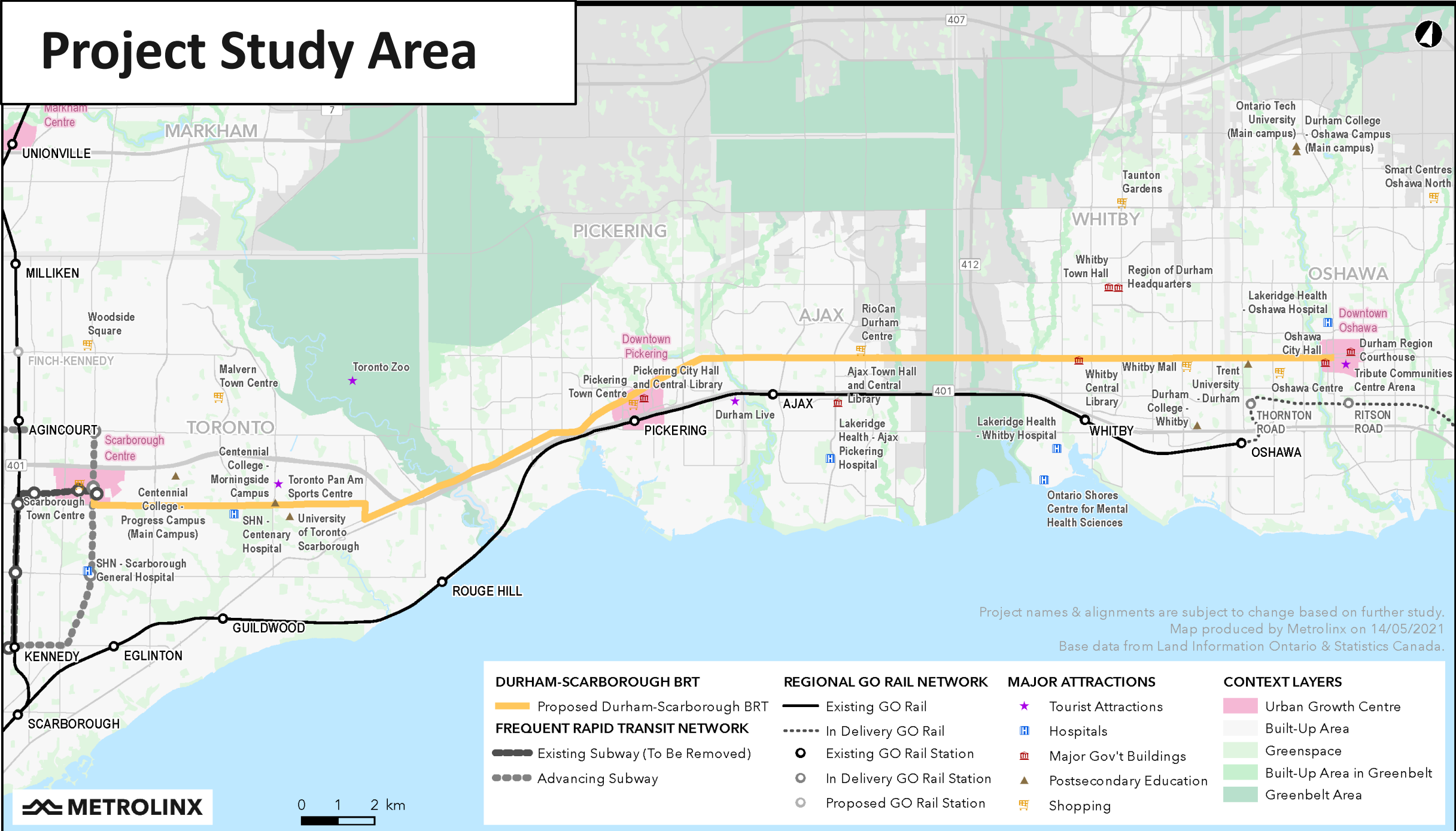
Prepared for Metrolinx
by IBI Group & Parsons

Durham-Scarborough Bus Rapid Transit



Oshawa Public Meeting – June 3, 2021

Project Study Area



What is BRT?

BRT provides an efficient rapid transit alternative at-grade system in a number of cities across North America (see the examples below), with the following features:

- **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** will adapt to support smoother traffic flow for all commutes – on buses, in personal vehicles, and on bicycles
- **Better connections** DRT, TTC and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel through the region
- **Reliable service** with buses that are separated from general traffic in most areas



Canada Line BRT - Richmond, British Columbia



Provo Orem BRT - Utah County, Utah



Le Corbusier BRT - Laval, Québec

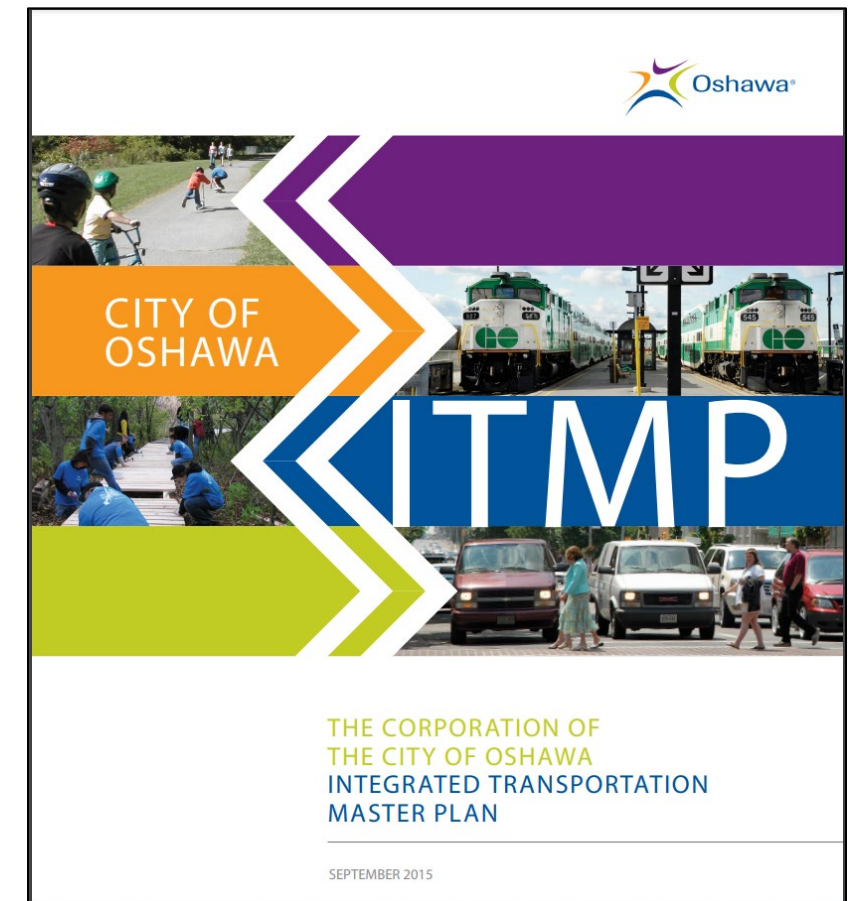
Coordinated Planning

Bus Rapid Transit is consistent and coordinated with Region and City plans and policies, including:

- **Durham Region Transportation Master Plan (2017)**
- **Durham Regional Cycling Plan (2012)**

The **City of Oshawa Integrated Transportation Master Plan (2015)** provides a framework to guide the long-term growth of the transportation system in Oshawa in order to build a balanced, sustainable, and multi-modal network. The plan defines goals that are largely centred on improving mobility, alleviating congestion, and encouraging sustainability through promoting and providing access to multiple modes of transportation. The plan also identifies action items which include:

- Facilitate the development of and connectivity to the designated **Mobility Hub** in Downtown Oshawa
- **Improve connectivity in the downtown** through a variety of transportation options and repurposing the road network with people in mind;
- **Increase transit ridership** by providing active transportation linkages to mobility hubs, other transit stations and stops.



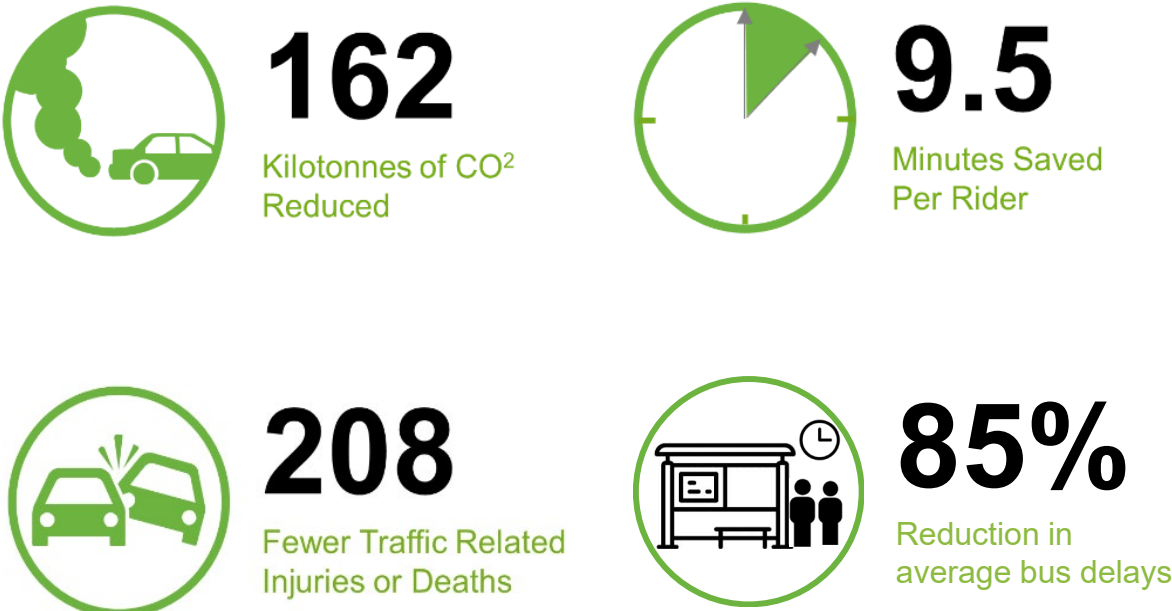
Initial Business Case (2018)



As part of the Initial Business Case (IBC), a benefit to cost ratio (BCR) was calculated by assessing the relative economic benefits of the project compared to the costs.

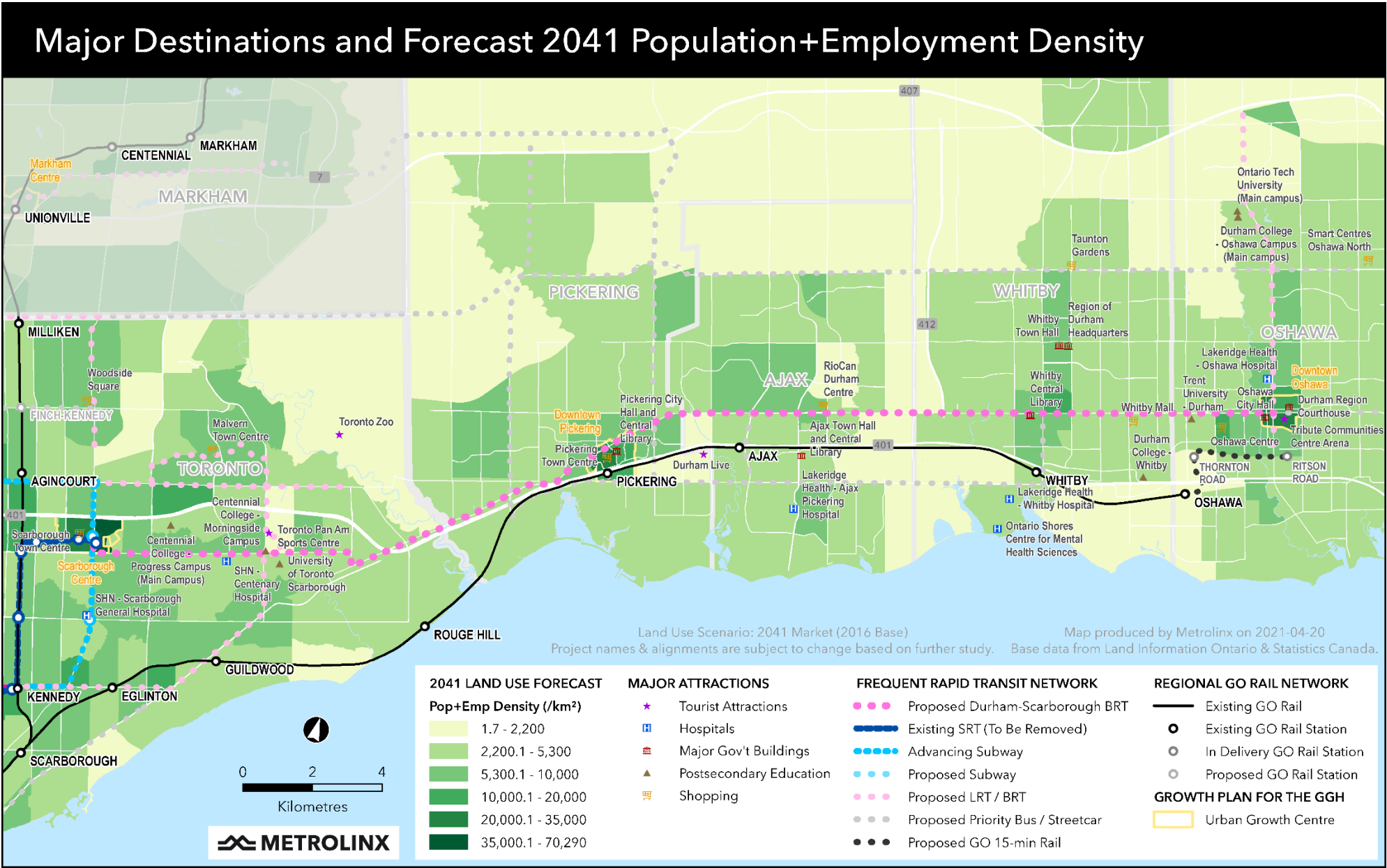
With a BCR higher than 1, the Durham-Scarborough BRT will generate more benefits than it costs to build and operate.

Benefits of the Durham-Scarborough BRT



Why is King Street / Bond Street the Preferred Route?

- Future projected population and employment density and growth.
- Connections to downtowns/centres in Toronto, Pickering, Ajax, Whitby and Oshawa.
- High existing and future projected transit ridership.
- Roads are nearing capacity in some areas and congestion will worsen unless the Region can move more people more efficiently.

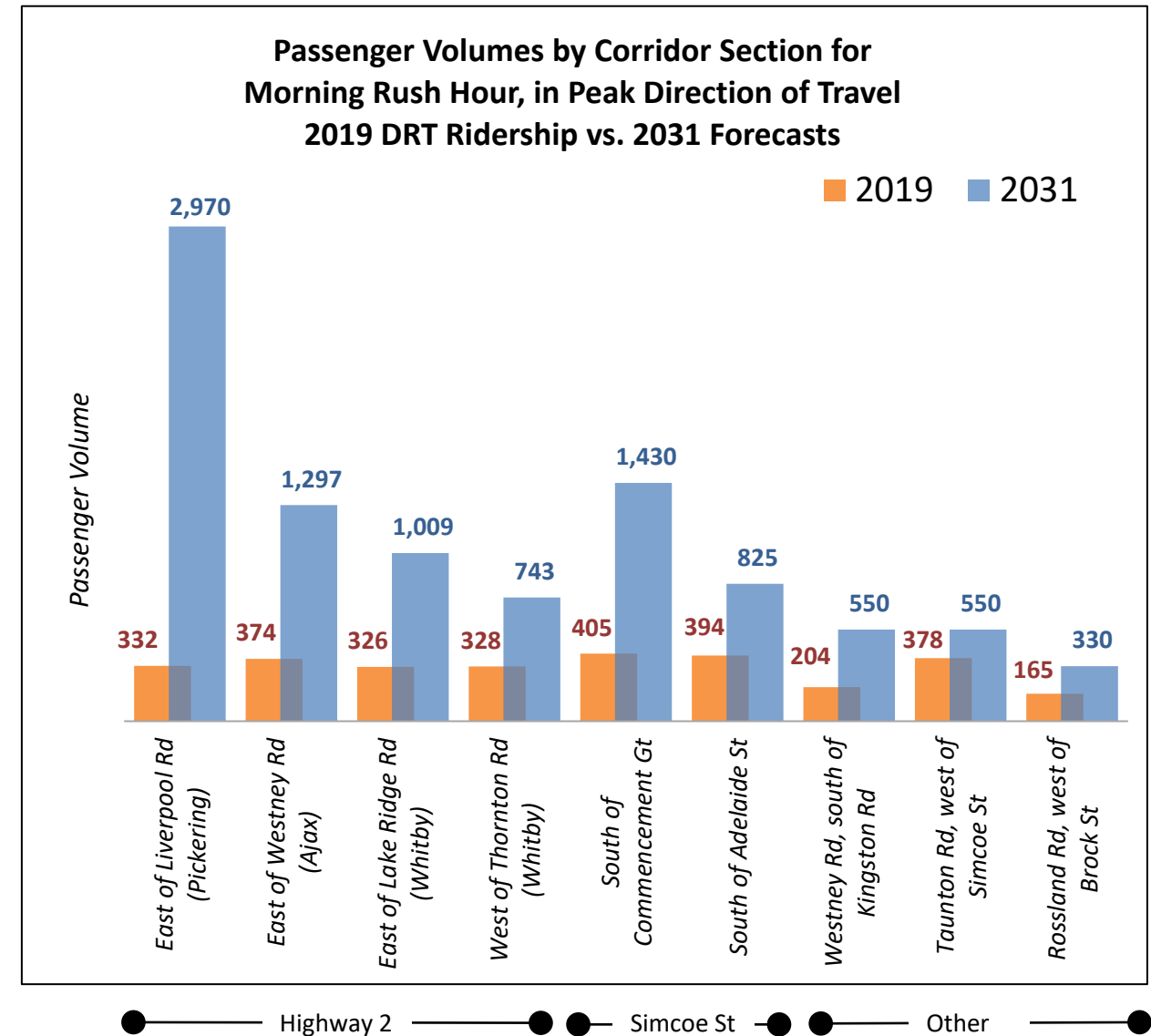
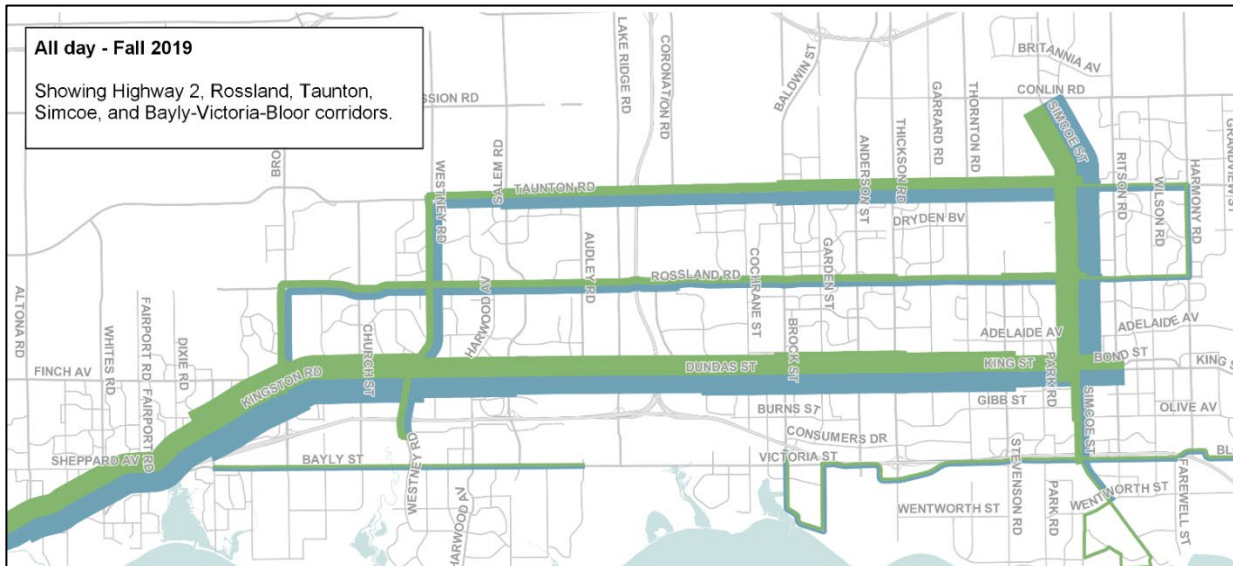


Existing and Future Transit Ridership

Highway 2 Transit Usage:

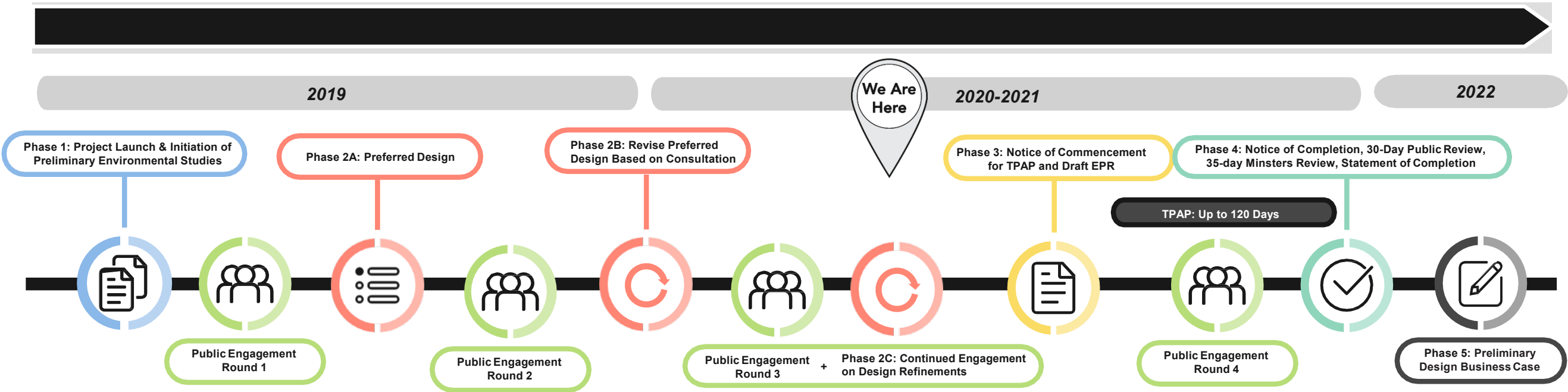
- 10,000 daily riders on DRT PULSE in 2019
- 38,400 daily riders projected on the corridor by 2041

Projections show higher passenger volumes on DRT PULSE than routes along Taunton (905 and 915) and along Rossland (916) by 2031.



Project Timeline

This graphic shows the project process and demonstrates where public engagement has taken place. Engagement is strategically aligned with key project milestones to allow the project team to validate their technical studies and inform the development of future work.



How is the community involved?

Metrolinx believes that when you have your say our transportation system gets stronger. We are committed to keeping you informed, building understanding and collecting your feedback. Engagement presents an opportunity for you to provide your input on:

Round 1 Engagement

- Durham-Scarborough BRT in your community
- What is important to you about this project
- Factors you consider important for assessing the pinch points (constrained areas)

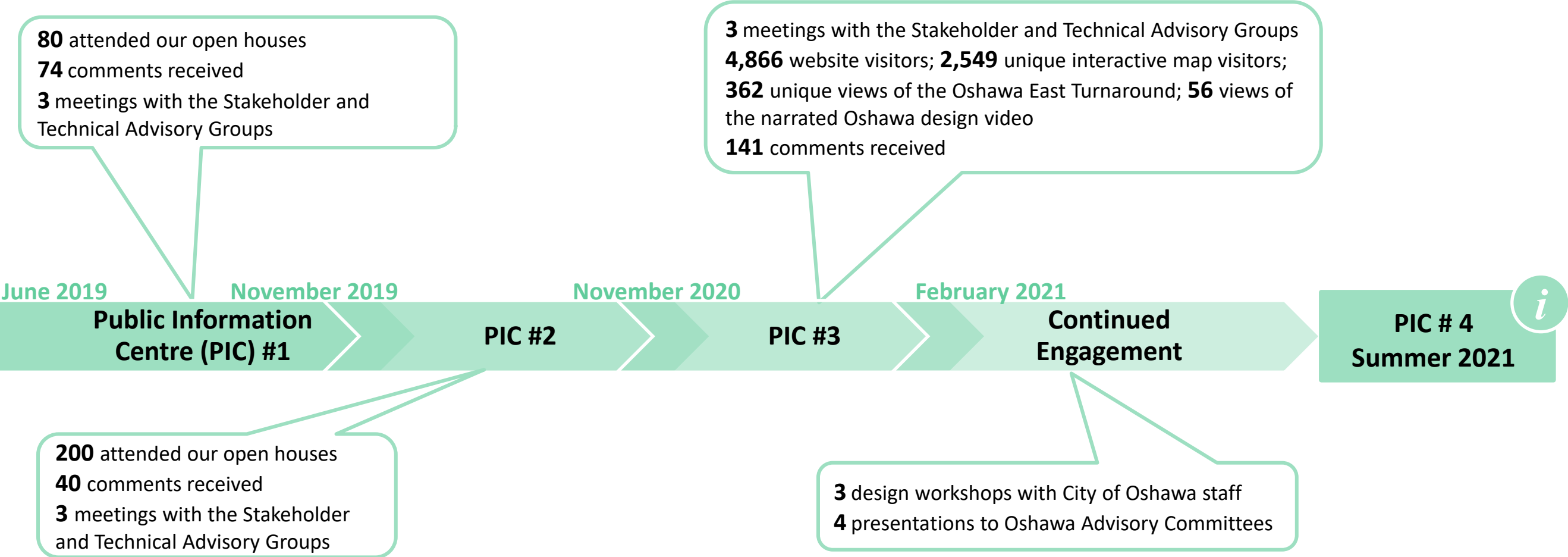
Round 2 and 3 Engagement

- Existing conditions
- Pinch point alternatives and technically preferred design
- Preferred design outside pinch points

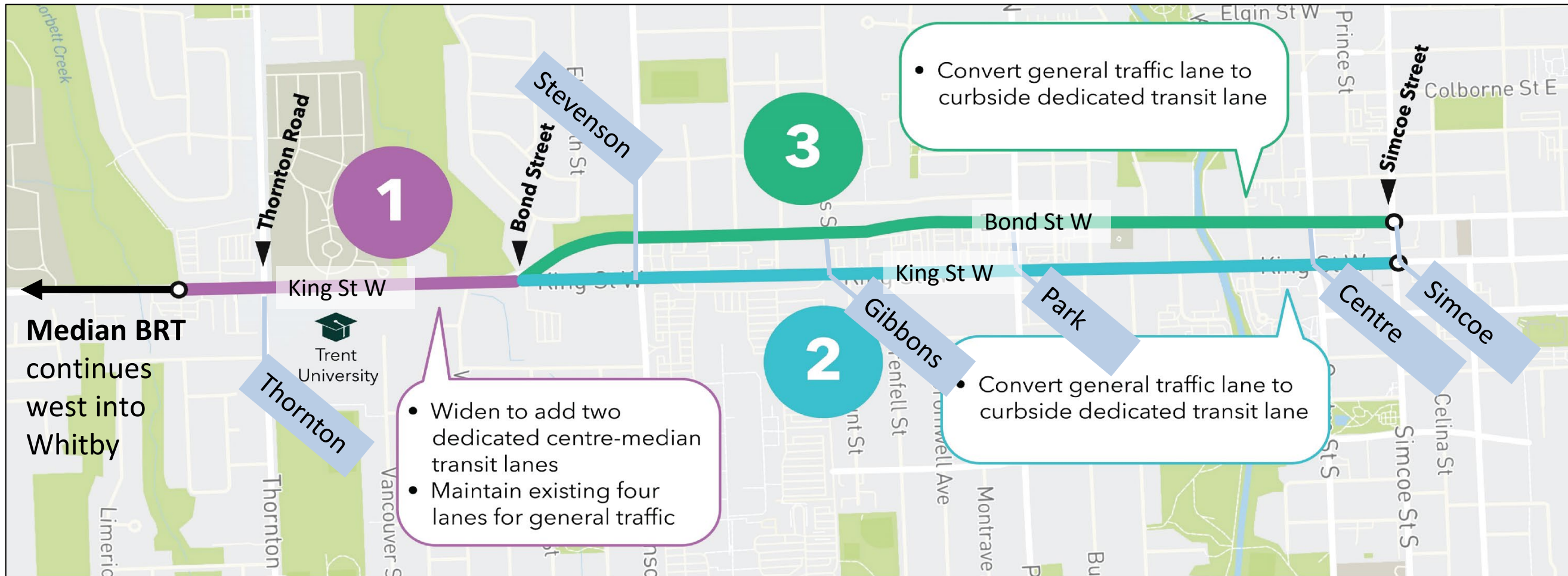
Round 4 Engagement

- Impacts and mitigation measures
- Preliminary corridor design

Consultation To Date



City of Oshawa – Preliminary Design



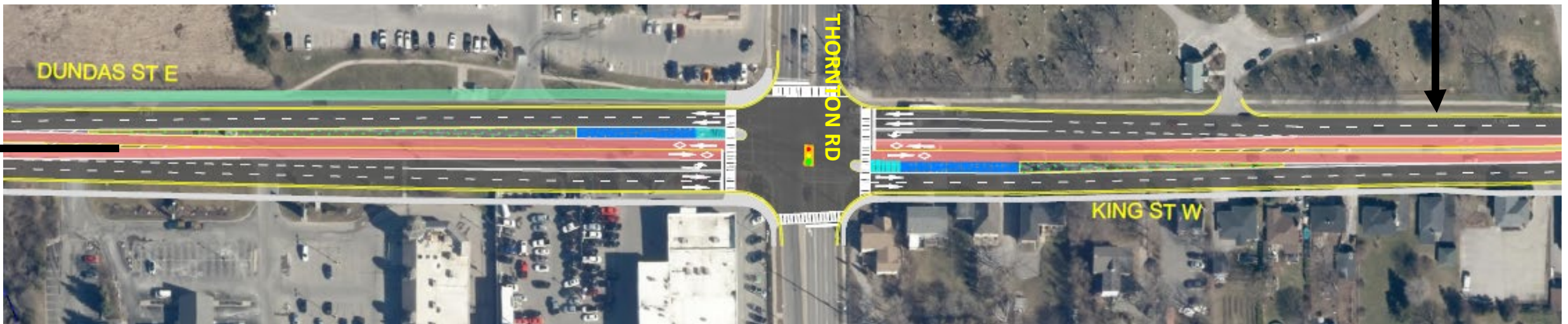
Segment	1	2 (Eastbound)	3 (Westbound)
Existing lanes	4	4	4
Future proposed traffic lanes	4	2	2
Total number of lanes including BRT lanes	6	3	3

Segment 1: Whitby boundary to east of Thornton

The proposed preliminary design provides 2 centre-median bus lanes and 4 lanes for general traffic; 2 lanes per direction. This design improves road safety, maintains traffic capacity, and provides the best transit priority. This design is consistent with the proposed design in the Town of Whitby.

- Today, upwards of 1,000 vehicles/hr in each direction during rush hour.
- Traffic volumes expected to increase by 20% or more by 2041.
- In 2041 with BRT, 1,200 to 1,400 vehicles/hr in each direction during rush hour. This is more than one lane can carry per direction.

6 lanes from Waverly west to Whitby
(2 general traffic lanes and 1 transit lane per direction)

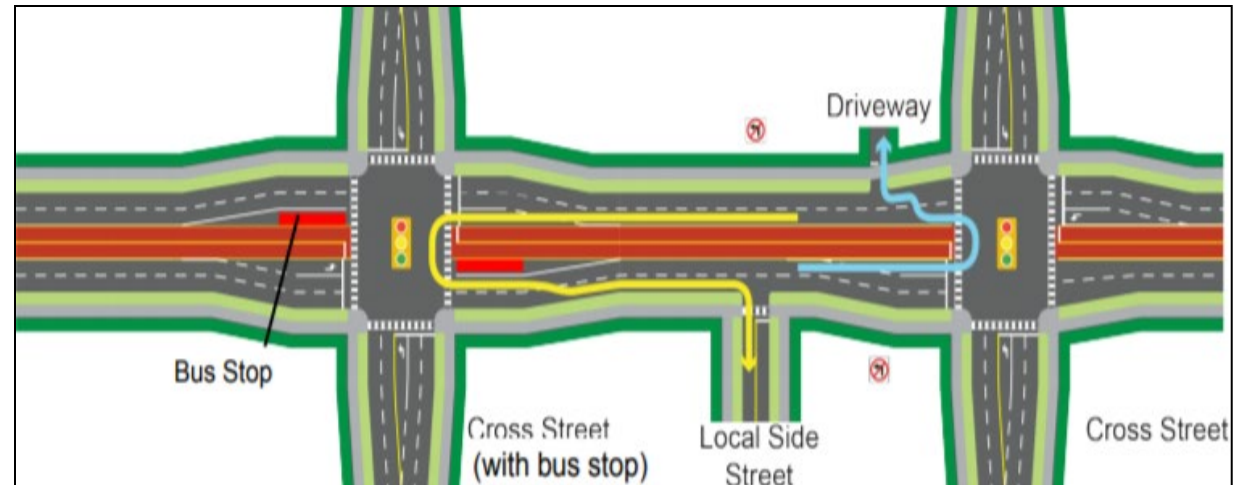


Median BRT continues west into Whitby

Safety Benefits of Centre-Median Lanes

In line with Region's Strategic Road Safety Action Plan, which incorporates Vision Zero, to reduce the number and severity of collisions in the Region, the project will improve safety for all road users:

- ✓ **Improves the pedestrian experience** through upgraded, continuous sidewalks
- ✓ **Protects transit users** through raised and barrier-protected platforms
- ✓ **Improves safety of cyclists** with grade-separated cycling facilities
- ✓ **Prevents collisions for drivers** by incorporating a raised median and restricting mid-block left turns. Left-turns and U-turns will be permitted at signalized intersections during a protected phase to increase safety. York Region saw 51%-74% fewer collisions along rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2019).



Left-turns and U-Turns at Signalized Intersections



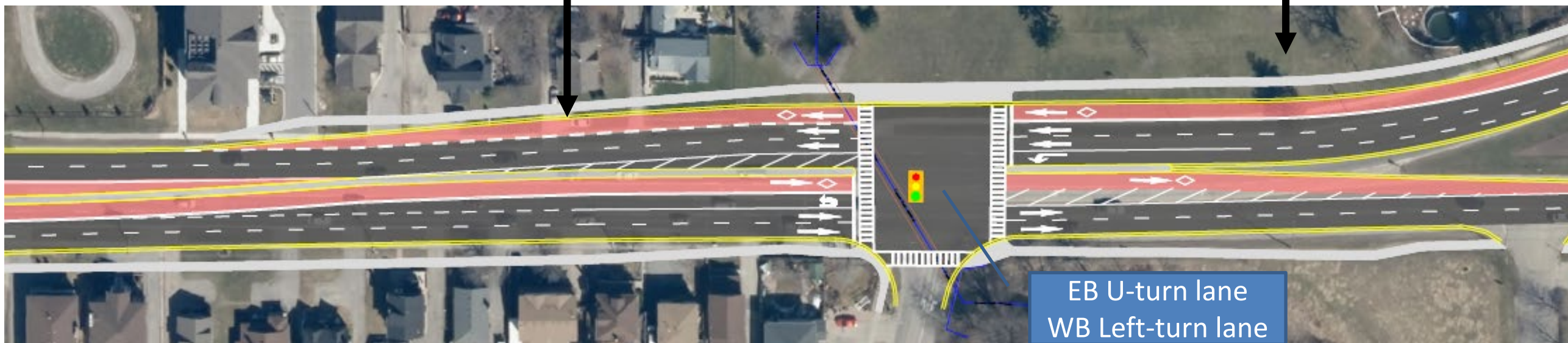
left turns and u-turns at a rapidway intersection

Segment 1: East of Thornton to Waverly Street

The proposed preliminary design transitions the 2 centre-median bus lanes to the west into curbside bus lanes on the one-way streets to the east. Making this transition at the Waverly Street signal provides the most transit priority with a longer stretch of centre-median lanes. The Waverly Street intersection will have a westbound left-turn lane and an eastbound U-turn lane to maintain access to local land uses.

6 lanes from Waverly west to Whitby
(2 general traffic lanes and 1 transit lane per direction)

Buses transition to curbside east of Waverly
(2 general traffic lanes and 1 transit lane per direction)

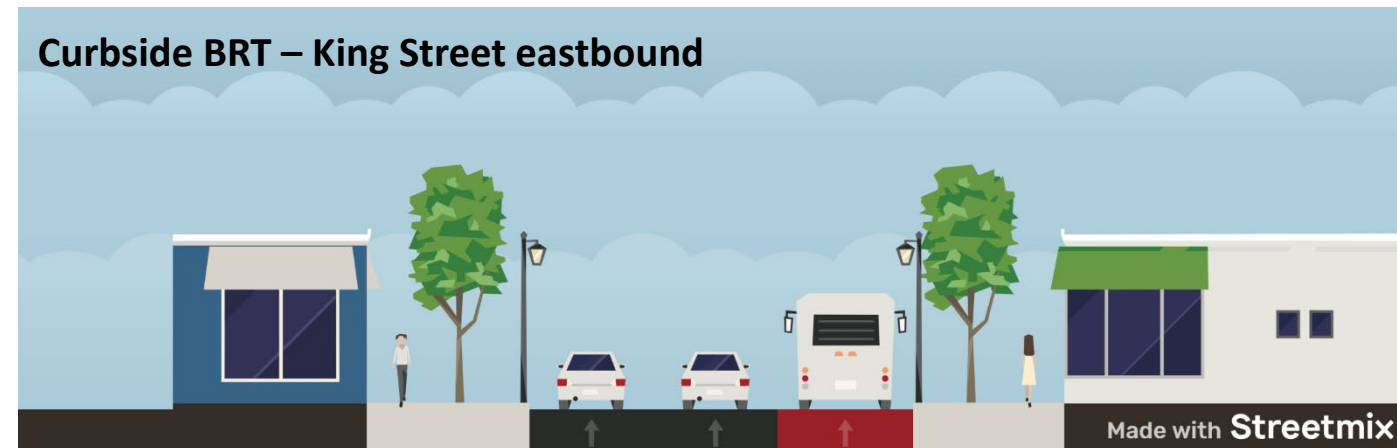


Curbside BRT on One-Way Streets

On one-way eastbound King Street and westbound Bond Street, the technically preferred option is 3-lane curbside BRT.

Why is Curbside BRT recommended:

- Accommodates transit priority by converting the outside general traffic lanes to dedicated transit lanes
- Supports wider accessible sidewalks on both sides of both King Street and Bond Street
- Maintains capacity for general traffic
- Maintains left- and right-turn access
- Avoids impacts to buildings
- Minimizes potential impacts to cultural heritage resources

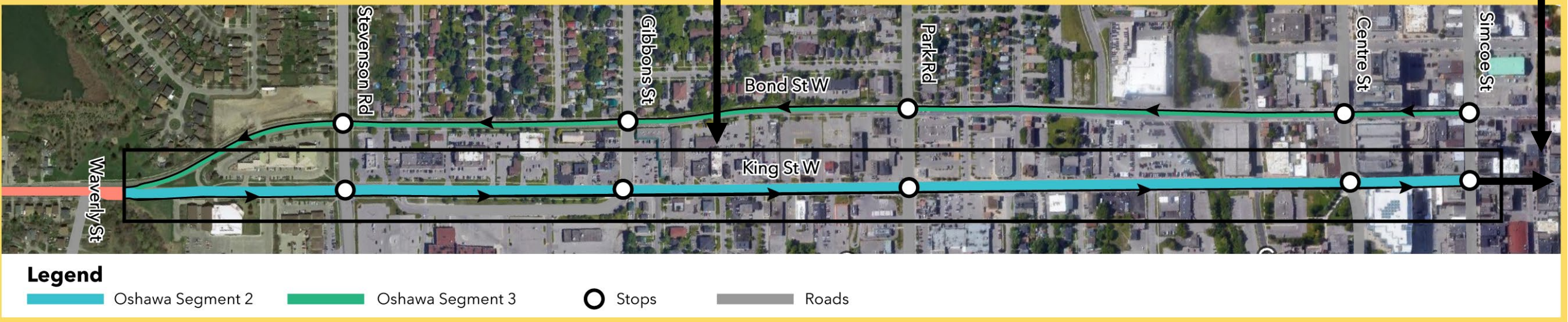


Segment 2: King Street from Waverly St to Simcoe St

Today, this segment carries upwards of 1,100 vehicles/hr eastbound during rush hour. By 2041, traffic volumes are expected to increase as growth occurs along the corridor by 20% or more. In 2041 with BRT, traffic volumes are expected to be 1,300 to 1,500 vehicles/hr during rush hour. This traffic can be carried by two eastbound lanes.

3 lanes from Waverly Street to Simcoe Street
(2 general traffic lanes and 1 curbside transit lane)

Buses operate in mixed traffic east of Simcoe Street

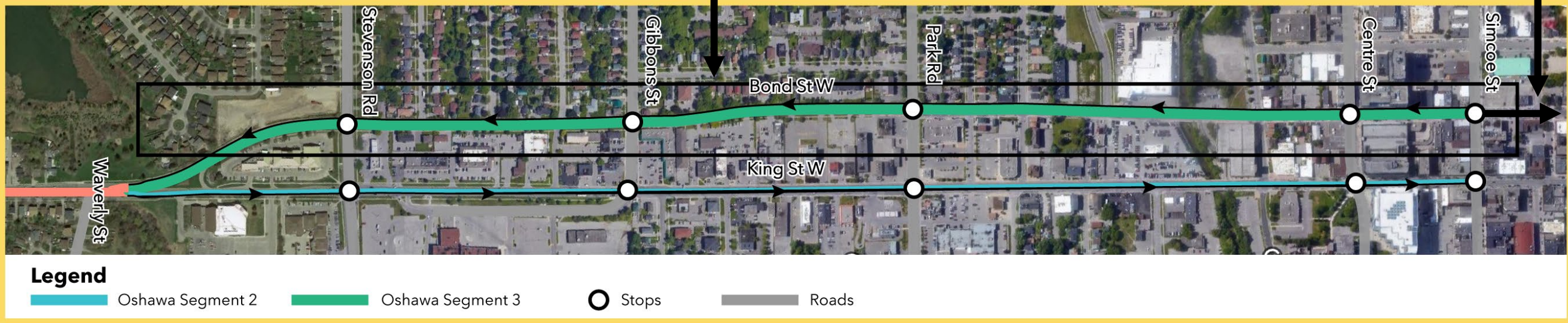


Segment 3: Bond Street from Waverly St to Simcoe St

Today, this segment carries upwards of 1,000 vehicles/hr westbound during rush hour. By 2041, traffic volumes are expected to increase as growth occurs along the corridor by 20% or more. In 2041 with BRT, traffic volumes are expected to be 1,200 to 1,400 vehicles/hr during rush hour. This traffic can be carried by two westbound lanes.

3 lanes from Waverly Street to Simcoe Street
(2 general traffic lanes and 1 curbside transit lane)

Buses operate in mixed traffic east of Simcoe Street



King/Bond St at Park St, looking east (with BRT)

3-lane cross-section with curbside transit lanes

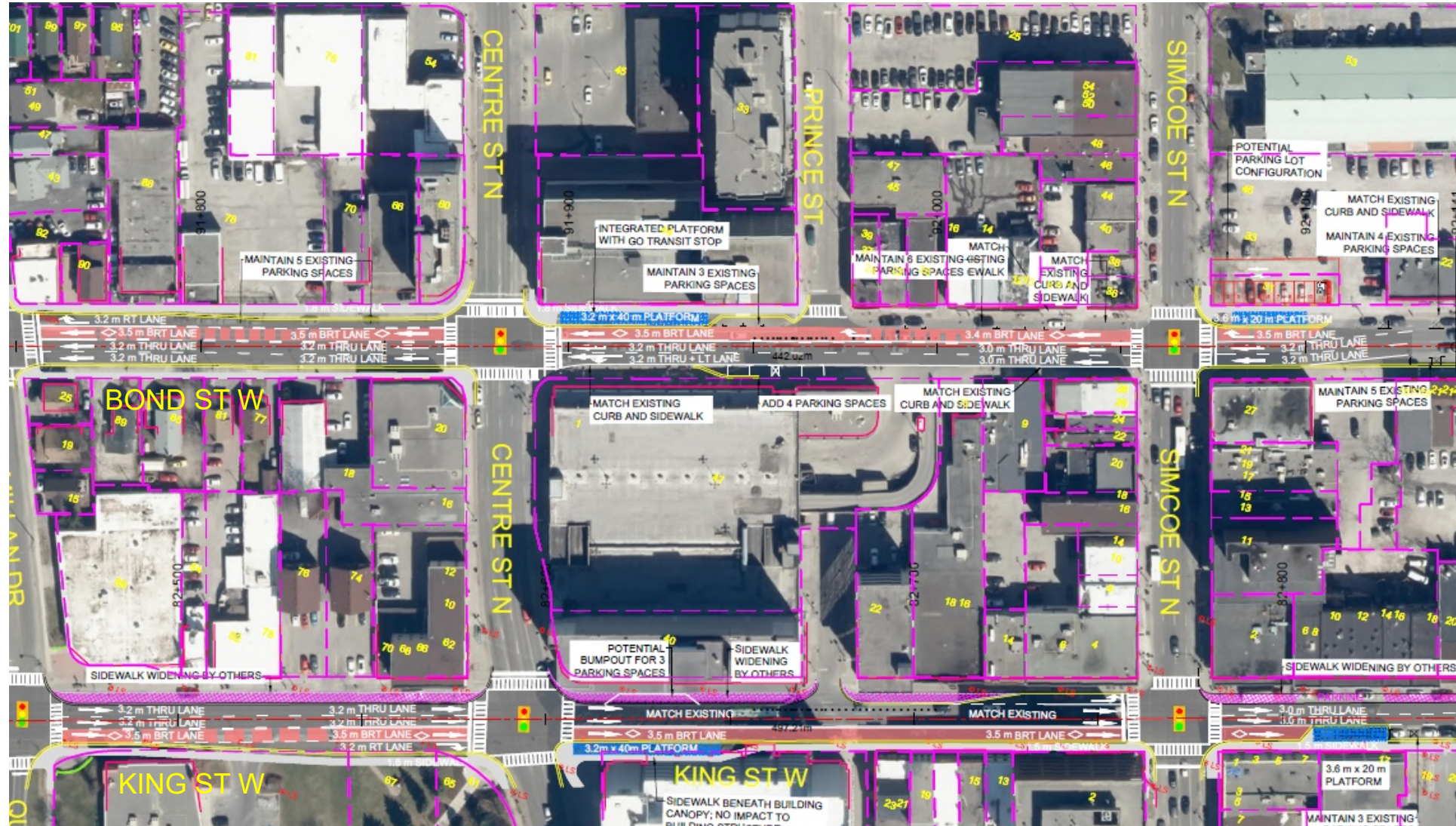


BRT Stop Design

- These renderings illustrate what the BRT shelters and platforms could look like.
- Full level-boarding platforms (35 cm, 14") are under review for centre-median 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 is sloped with railings
 - Sheltered waiting area
 - Tactile edge warning strips



Downtown Parking Impacts



14 on-street parking spaces will be removed to accommodate dedicated transit lanes and stops.

Bond Street

N: -1 space, S: +9 spaces

King Street

N: 0 spaces, S: -13 spaces

Downtown Oshawa (Feb 2019) has:

- 919 on-street spaces
- 2,268 off-street spaces in municipal lots

Metrolinx is working with the City of Oshawa to find a replacement solution for the removed on-street parking

Active Transportation: Walking and Cycling



BRT Benefits

The proposed BRT project is consistent with City of Oshawa plans to transform the downtown, create additional space for pedestrians, and support new developments:

- + **Improve and widen 5 km of sidewalks** on King Street and Bond Street to improve the pedestrian realm in Oshawa
- + **Replace the two Oshawa Creek structures** including accessible sidewalks
- + **Improve reliability of transit** through the downtown
- + **Connect to planned Rapid Transit on Simcoe Street**
- + **Maintain capacity for general traffic** eastbound on King Street and westbound on Bond Street
- + **Minimize neighbourhood infiltration**
- + **Improve** pedestrian, transit, and driving **access to businesses**
- + **Provide more space for streetscaping** and enhance the public realm
- + **Potential for future growth** based on growing research that pedestrians, cyclists and transit riders are more likely to spend money at local businesses than drivers

King Streetcar Pilot Study

Comparing the year-over-year growth in the 12-month period before the pilot and the first 12 months of the pilot shows:

- **Restaurant** spending appears to have decreased on King St. year over year by 1.2%.
- This decrease in **restaurant** spending appears to have started in late 2017.
- **Restaurant** sales have also experienced lower growth in both the surrounding areas and city-wide after the pilot was installed, suggesting that the trend of lower growth cannot entirely be attributed to the pilot.
- Spending in both **retail** and **services** sectors appears to have grown faster during the year after the pilot was installed compared to the rate of growth in the year before the pilot began. The growth in these sectors seems to offset the reduction in customer spending in restaurants to result in overall year over year growth that is about the same in the year before and after the pilot was installed.

Source: https://www.toronto.ca/wp-content/uploads/2019/04/8fb5-TS_King-Street-Annual-Dashboard_Final.pdf

Economic Benefits & Supporting Development

Redevelopment with a mix of uses and densities will be supported by this rapid transit investment.

City of London, Ontario is building BRT

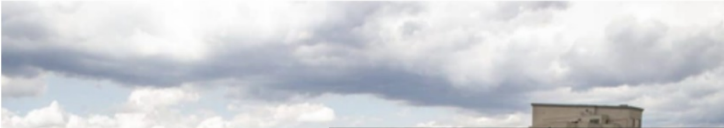
The London Free Press

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Local News

Tower power: Inside downtown London's unprecedented building boom


Norman De Bono
Aug 02, 2020 • 10 months ago • 7 minute read • 30 Comments



TRAFFIC

London's BRT construction begins with Phase 1 of the Downtown Loop

By Jacquelyn LeBel • 980 CFPL
Posted April 6, 2021 5:18 pm



ONTARIO
Construction
NEWS

Two high-rise buildings are in the works for downtown London


By Special to Ontario Construction News - January 22, 2020 2893 0

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York Region has VIVA BRT

6,800 new jobs

in Centres and Corridors account for nearly half of York Region's 13,800 new jobs⁸

1,500 new businesses

per year for the past 10 years, on average⁸



79%

of apartment units in York Region were located in Centres and Corridors in 2019 [1,730 units]⁸

approx. 2 million sq. ft. of office space proposed or underway in York Region's Centres and Corridors⁸

employment grew by 5.3% in Centres and Corridors in 2019

- fastest growth since tracking began in 2009
- outpacing new jobs across York Region [2.2%], in the GTA [3.8%], in Ontario [2.5%], and nationally [2.2%]⁸

Source:http://www.vivanext.com/PDFs/Corp/YRRTC_Annual_Report_2019.pdf

Next Steps

Spring 2021:

- Prepare draft Environmental Project Report
- Update to Durham Region Council

Summer 2021:

- Commence the Transit Project Assessment Process (TPAP) and formal public consultation period (including Public Information centre #4) focused on environmental impacts and mitigation

2022:

- Preliminary Design Business Case

Consultation will continue during detailed design and construction stages:

- Refinements to platform design and sidewalks
- Establish Community Liaison Committees



Stay involved with the Durham-Scarborough BRT

We have a dedicated Community Engagement Team available to answer your questions at any time.

Email us at: DSBRT@metrolinx.com

Visit our website: www.metrolinxengage.com/dsbrt



Post Event Survey Results

Durham Scarborough Bus Rapid Transit Oshawa Update LIVE - June 3, 2021

Metrolinx Engage

Submitted by 76engage

June 11, 2021

- This survey was for the [DSBRT Oshawa Update live event](#) that took place on June third.
- The survey consisted of four questions:
 1. Please rate your satisfaction of the following: Event format/technology, content of the event, overall satisfaction of the event
 2. Were there any other topics that you think we should have covered during the event?
 3. How likely are you to participate again?
 4. How can we improve these events to better meet your interests?
- Eight users submitted responses to the post-event survey.
- While the mean score for likelihood to participate in the event again was 8 out of 10, the mean score for overall satisfaction of the event was only 3.3 out of 5.
- Please find the submissions below, organised by question.

1. Please rate your satisfaction of the following on a scale of 1-5, where 1=not at all satisfied and 5 = extremely satisfied.

	1 - Not at all satisfied	2	3	4	5 - Extremely satisfied	Mean Score
Virtual event format	1	1	2	2	2	3.4
Virtual event technology	1	2	1	2	2	3.3
Content of the virtual event	1	2	1	1	3	3.4
Overall satisfaction with the virtual event	0	2	2	2	2	3.3

2. Were there any other topics that you think we should have covered during the event?

Accessibility, It is questionable if you truly understand what the legislation requires from you? Compliance is far more than telling the Accessibility Directorate of Ontario that you have complied and making this statement on your website. It must be put into practice all the time and at every event you hold. What you present is a strong indication that you do not understand what inclusion truly means. As a Crown Corporation of the Province it is expected that you would live up to these expectations and make all your presentations fully compliant in practice as well as in print.

Doing otherwise indicates you truly do not understand your obligations and/or simply do not care. @025 is not that far away. I don't believe you are on track to meet your obligations. Accessibility must not be regarded as a separate issue. It must be included in everything you do or present.

NA

Can the project be rejected due to it creating a different downtown than what we are building locally?

What is future of Rossland Road, and any plan of GO Expansion on this Road.

3. How likely are you to participate again? 0 is not at all likely. 10 is extremely likely.

	0	1	2	3	4	5	6	7	8	9	10	Mean Score
My likelihood to participate again	1	0	0	0	0	0	1	0	0	2	4	8

4. How can we improve these events to better meet your interests?

So much information going on....access to library that you folks do would be great.....

I believe I have already answered this. You failed to present an Accessibility Meeting last year. What are you planning this year? COVID 19 is no excuse for not meeting your obligations.

nA

Be honest with us. You're going to do whatever you want. That much seems clear. This isn't an EA, it's a sham.

GO bus on Rossland Road would be highly appreciated.

Virtual Open house Q&A (Oshawa) – June 3rd, 2021

31 Questions (Slido)

Answered during live event

1. Will west bound traffic be able to turn left at Thorton.
2. Can Metrolinx create attractive stations, and avoid taking a minimalistic no-frills approach?
3. How will the BRT platforms connect with ondemand and other intersecting bus routes?
4. If vehicles can't turn left because of the new median, where will westbound traffic be able to do U-turns? Thornton? Gerrard?
5. How far east of downtown will Highway 2 BRT services run? Will they connect to Courtice?
6. When is the estimated time period the construction will start, what year?
7. Are there plans of extending go train lines until Courtice? If yes, what's the schedule like?
8. Why are the planned bike lanes not continuous along the BRT line?
9. Could we please have more than 160 characters to ask questions?
10. Metrolinx, Durham and Oshawa all want to reduce car use/increase transit use. Wouldn't converting lanes west of Waverly instead of widening be more effective?

6 Questions (Zoom)

All were answered during the live event.

Answered on Metrolinx Engage

Active Transportation / Cycling

1. Will the planned cycle facilities in Oshawa be for learning to cycle & families or for experienced cyclists to make utility trips such as to GO rail stations?
2. When cyclists are using a bus lane, will there be room for the cyclists to pass a bus stopped at the curb without swerving out into the adjoining traffic lanes?

Response:

A multi-use path is proposed with the DSBRT project along the north side of King Street, west of Thornton Road, connecting west to the Town of Whitby and to the facility along Thornton Road. Alternative cycling routes are being planned by the City of Oshawa.

For safety reasons, it is not recommended that cyclists ride in the designated curbside bus lanes. This can be reviewed during the detailed design stage, before the lanes are implemented.

Buses

1. How will these buses be powered?

Response:

Durham Region Transit (DRT) is moving forward with piloting electric buses, with up to eight electric buses operating on the PULSE network within the next few years. DRT will also be preparing a transition plan to achieve a zero-emissions fleet and meet the goals set out in Durham [Region's Corporate Climate Change Action Plan](#).

Municipal and Regional Planning

1. Is Oshawa planning on allowing greater densities along Hwy 2 to take advantage of better transit?

Response:

All municipalities along the corridor have Official Plan objectives to improve the efficiency of the Highway 2 corridor by supporting development with appropriate measures for managing growth. The intent is to encourage transit-oriented development, compatible with the adjacent communities, to meet the objectives of municipal, regional and provincial growth plans. Better transit supports this growth by providing a reliable alternative to private automobile use.

2. Will the City of Oshawa be able to continue public events on King St for parades & Kars on King when the street traditionally is closed to traffic?

Response:

The City of Oshawa could continue to work with Durham Region Transit (DRT) to coordinate alternate bus routings around special events on King Street, as is done today. With adequate advance planning, these events should be able to continue as they have in the past.

Preliminary Design

1. Will the new King Street & Bond Street bridges at the Oshawa Creek accommodate the grade separation of the Joseph Kolodzie Trail?
2. Will the reconstruction of the bridges on Bond and King, have cycling lanes, and be built with an overpass for the Joseph Kolodzie to go under?

Response:

The new bridges over Oshawa Creek for King Street and Bond Street will include fully accessible sidewalks at street level. Due to existing conditions along the creek, the bridge design does not include a grade separation for the Joseph Kolodzie Trail. Opportunities to enhance the north-south trail crossings can be reviewed during the detailed design stage.

3. Will the new structure under the widen King Street at the Whitby/Oshawa Boundary accommodate pedestrians and cyclists?

Response:

The design for the culvert at Corbett Creek, west of Thornton Road, includes a multi-use path for walking and cycling along the north side of King Street, and a new wider sidewalk along the south side of King Street.

4. I would anticipate William street will be come even more of a cycling route, will the bus layover be built as to not interfere with this?
5. How will William Street remain safe for cycling with a bus layover being installed along the curb where cyclists ride?

Response:

Buses are expected to use the William Street layover location until the opening of the Lakeshore East train extension. Durham Region Transit (DRT) will work with the City of Oshawa to ensure any cycling facilities here are designed to accommodate both buses and cyclists.

6. Has the City of Oshawa agreed to maintain the one way couplet on King and Bond going forward?

Response:

The City of Oshawa does not plan to change the one-way operation of King Street and Bond Street.

Planning and Studies

1. "Question, if metrolinks goes through the #hwy 2 area from Scarborough to Oshawa, your missing out on a bigger opportunities of being north"

Response:

[The Big Move](#) and the [2041 Regional Transportation Plan](#) reviewed and assessed the transportation needs of various corridors, in the Greater Toronto and Hamilton Area (GTHA) including Durham Region, which included Taunton Road and Bayly/Victoria Street. Taunton Road and Bayly/Victoria Street were identified in the 2041 Regional Transportation Plan for priority bus service.

Highway 2 was identified and selected for bus rapid transit as it provides unparalleled connectivity to existing downtowns and future urban growth centres, major post-secondary institutions, and builds on the investments by Durham Region to date in the PULSE service. The corridor is expected to attract approximately 215,000 more residents and 66,000 more jobs by 2041. Higher capacity transit is needed to link communities and employment across the Toronto and Durham boundary. The Durham Region Transit PULSE 900 route has the highest transit ridership in Durham Region, with 10,000 daily riders in 2019. Current forecasts project 38,400 daily riders on this corridor by 2041, as shown on slide 7 of the June 3 [presentation](#).

2. I haven't heard one number for ridership. I have never seen a bike on these lanes. I see no need for dedicated U-turns for the section Thornton to Waverly.

Response:

There are a number of homes and businesses along both the north and south side of the street that require access. Providing U-turns at the signalized intersections of Waverly and Thornton

will provide access to those properties for both eastbound and westbound travel. Each signalized intersection will have a dedicated left-turn lane and fully protected left-turn “green arrow”. This means left turn and U-turn movements can be made while all other traffic is stopped, improving safety for the travelling public.

Safety

1. Right hand turn lanes are considered not safe for pedestrians and cyclists. Why are you proposing them at almost all intersections in Oshawa?

Response:

The project team considered the best way to manage right-turn operations, access, safety, and transit operations. Right turn lanes have been added where high right-turn volumes are expected, to separate the right turning traffic from the BRT lanes, where feasible.

During detail design, safety measures such as leading pedestrian intervals, or cycling signals for signalized intersections, implementing right-turn-on-red restrictions, or reducing corner radii to slow right-turning traffic will be considered.

2. If the pick up points are in the middle of the 4 lanes what precautions will be integrated to protect passengers?

Response:

All proposed centre-median BRT stops will be located at signalized intersections. This will provide pedestrians with protected crossing opportunities using the crosswalk during the pedestrian signal. The project will upgrade sidewalks and crosswalks to be accessible, and the centre platforms will be raised, and barrier protected for transit users.

Service Levels and Connections

1. Can we not have a UP metro line like transportation from the university of Ontario campus to downtown that will link Durham to core GTA?

Response:

Bus Rapid Transit (BRT) is the preferred technology for the Durham-Scarborough corridor, confirmed through the [Initial Business Case](#) (2018). Light Rail Transit and Bus Rapid Transit were evaluated as part of the Initial Business Case. Bus Rapid Transit was preferred for its cost effectiveness to 2041 the projects horizon year. The technology is also preferred for its flexibility for transit vehicles to turn on and off the corridor and provide a “one seat ride”, which is not possible with Light Rail Transit. The project will make use of the PULSE buses that Durham Region Transit already operates.

Durham Region’s Transportation Master Plan identifies Simcoe Street as an important transit corridor and a future rapid transit route. Work will commence in 2021 to study technology and routing options including connections to the Durham-Scarborough BRT and the future Bowmanville rail extension.

2. Where will the number 9 bus both short and long trip swing around and park in Oshawa before heading Westbound again?

Response:

PULSE 900

The primary Durham Region Transit (DRT) service will operate on the proposed Durham-Scarborough BRT corridor, which will end at Ritson Road and park on William Street between Ritson Road and Division Street, while they wait to begin their next westbound trip.

DRT plans to extend the route to the future Ritson Road station once the Bowmanville extension is operational.

Timelines

1. The Eglinton LRT has taken much longer than anticipated and caused chaos for residents and businesses. What is the likelihood of this project doing the same?

Response:

The Eglinton Crosstown project is implementing LRT rather than BRT technology, which has a portion that is tunneled underground in addition to the at-grade infrastructure.

Constructing LRT infrastructure is complex and requires more utility relocation work. Building BRT is very similar to typical road reconstruction, or road widening projects, which are much shorter in duration and are done frequently by the Region and the City.

The Durham-Scarborough BRT is more than just a bus route. Improved bus stop amenities, such as offboard fare collection and next bus arrival signage, will help ensure a smooth, pleasant travel experience. Frequent service along dedicated lanes will improve the reliability of the bus, not only saving you time, but also attracting more transit riders. Additionally, as ridership and demand increase, BRT service can easily adapt to customer needs, which will ensure the quality of the service is maintained.

Website and Event Format

1. Will we be able to see the slideshow again. It's very small on my iPad
2. FYI At least the first two live questions had no audio but, audio only for the answers. Are you able to add the audio?

Response:

A live recording of the event and the presentation can be found on [Metrolinx Engage](#).

3. I've been asking for two years at these meetings: Why doesn't the GO website have the station maps? these maps are available in-person for most stations already

Response:

Thank you for your comment.

Metrolinx has been piloting station maps at select GO Station locations. We are planning to have station maps available online in the future, to better serve our customers.

Should you have any questions about one of our existing GO Stations, please contact our Customer Relations team: <https://www.gotransit.com/en/contact-us>

Scarborough Public Meeting (September 23, 2021)



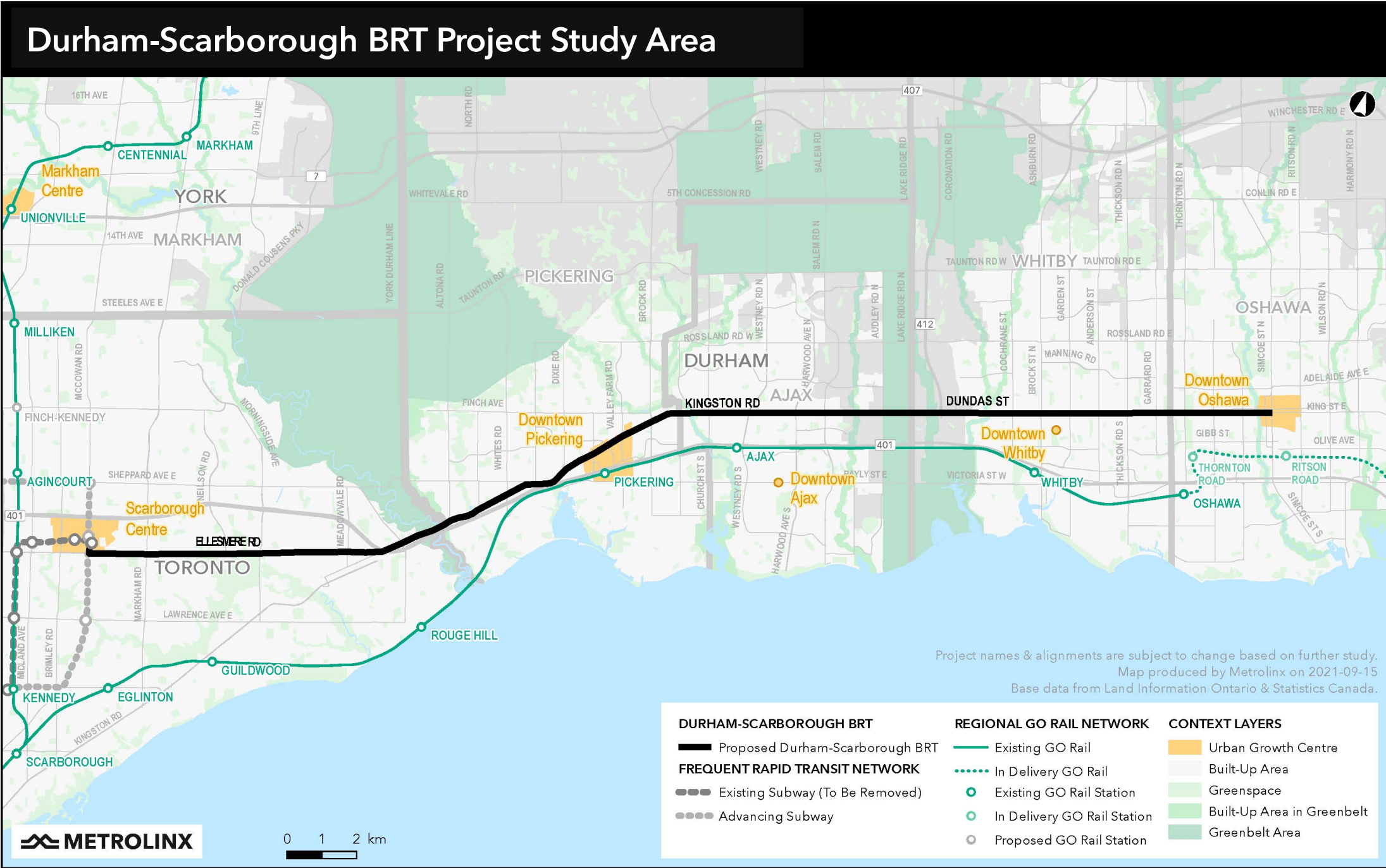
PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

Durham-Scarborough Bus Rapid Transit

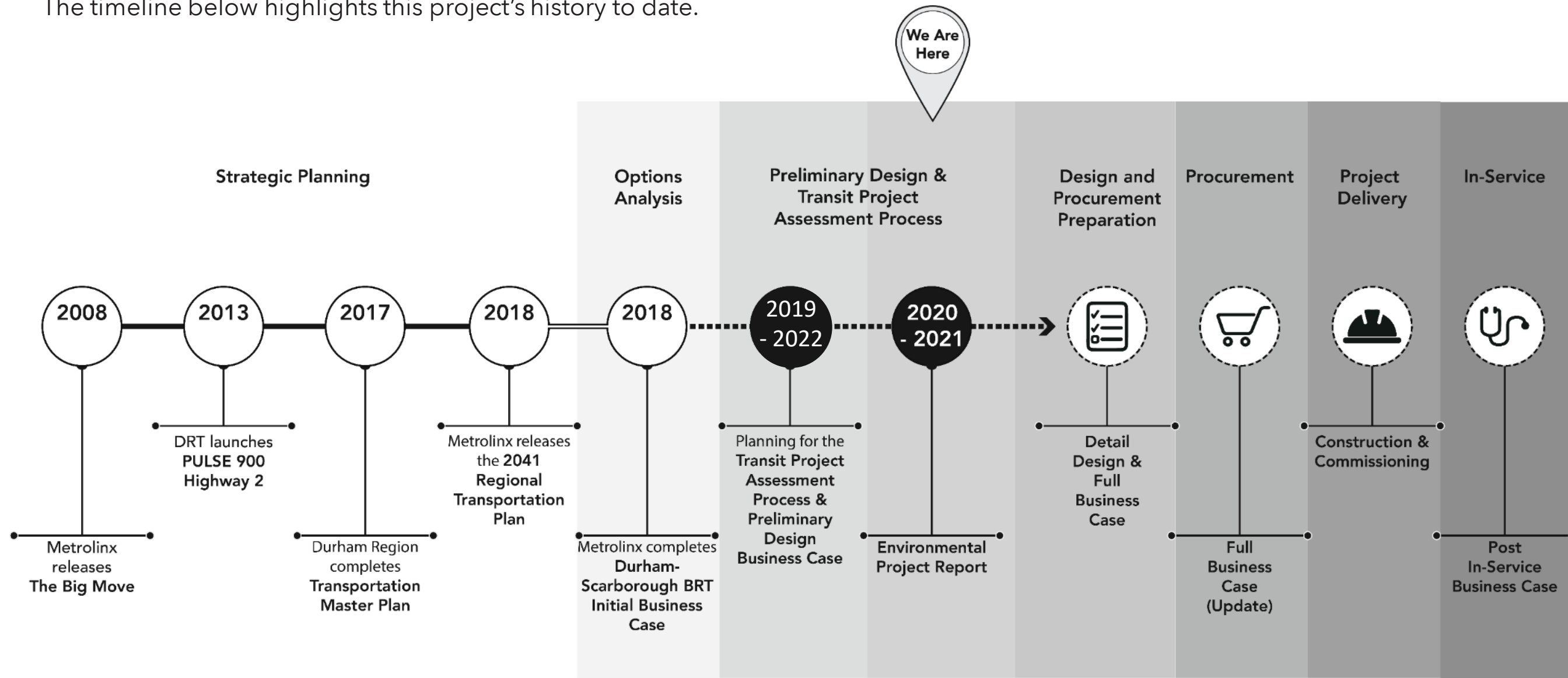


Scarborough Public Meeting - September 23, 2021



Background – Project History

The timeline below highlights this project’s history to date.



Initial Business Case (2018)

Benefits of the Durham-Scarborough BRT



162

Kilotonnes of CO²
Reduced



9.5

Minutes Saved
Per Rider



686

Millions of Dollars of
Economic Benefits



208

Fewer Traffic Related
Injuries or Deaths



85%

Reduction in
average bus delays

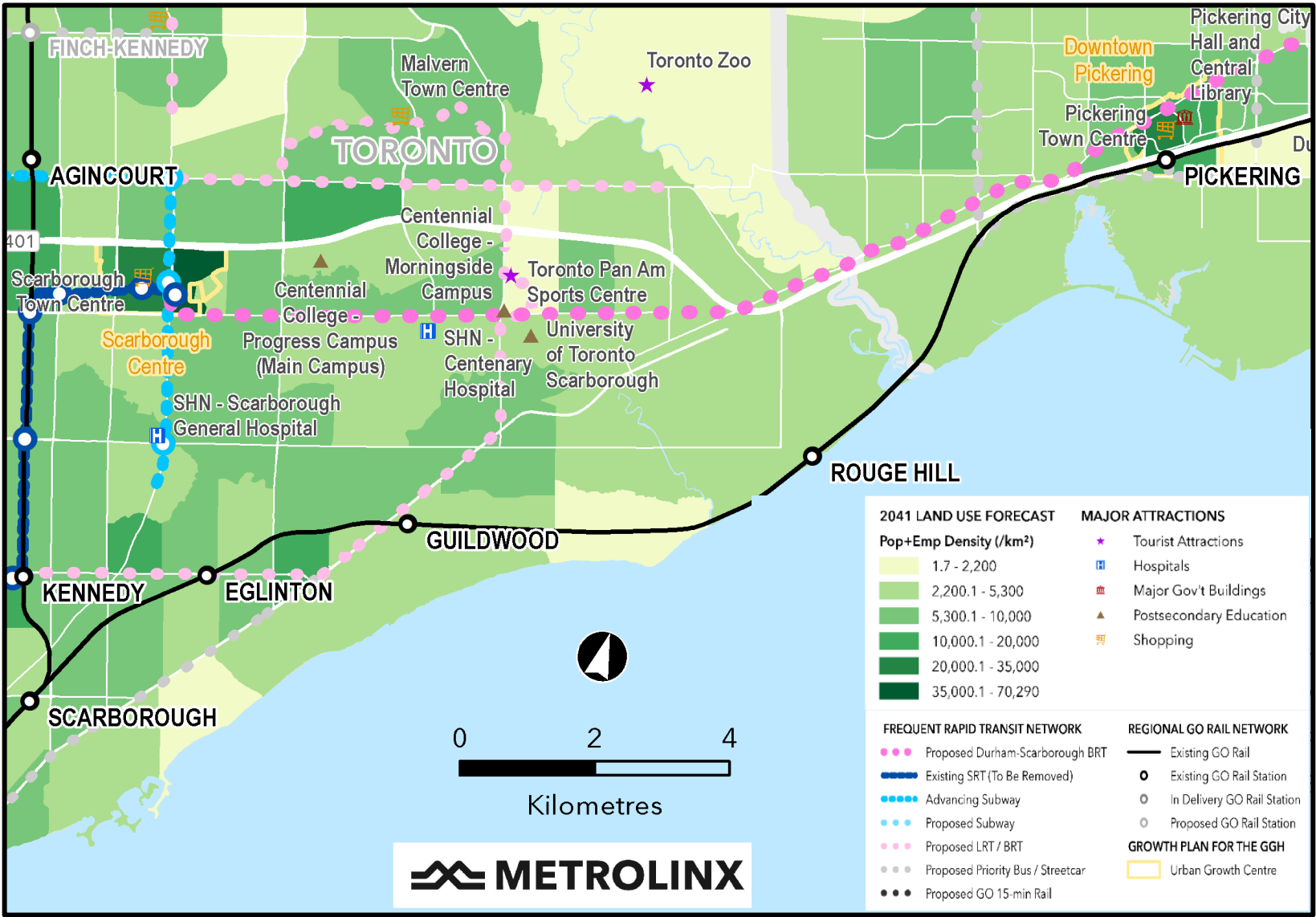


1.29

Benefit to Cost
Ratio

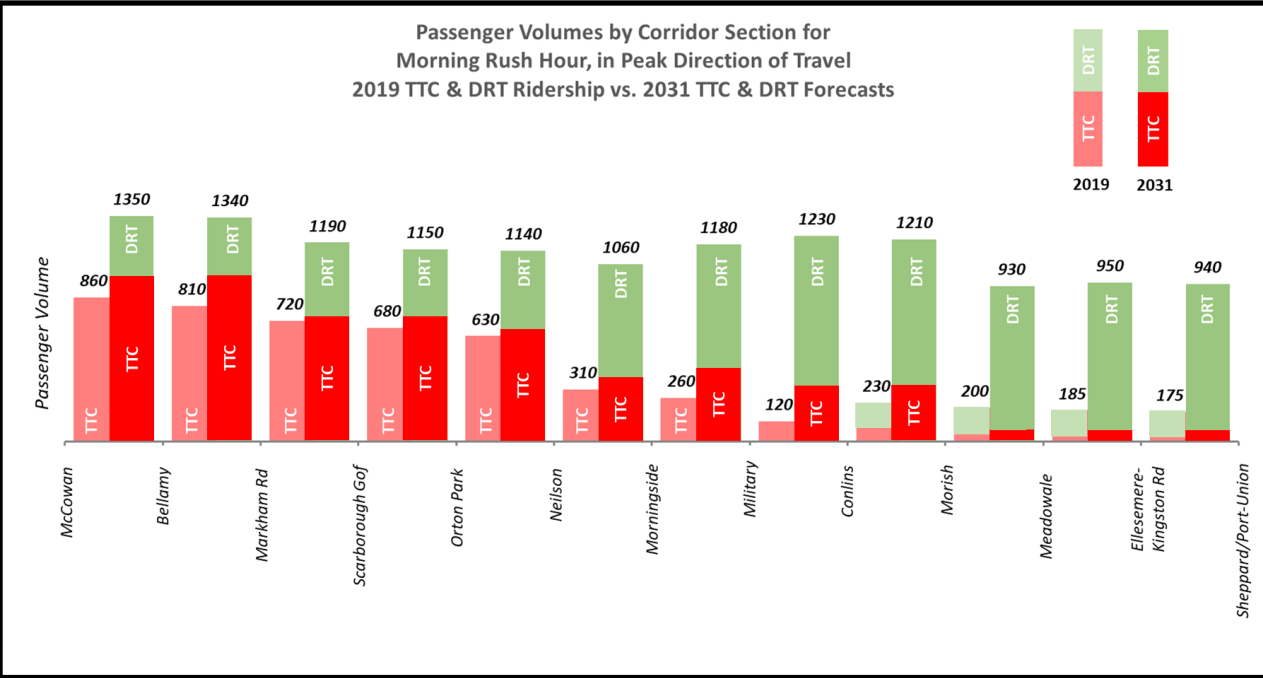
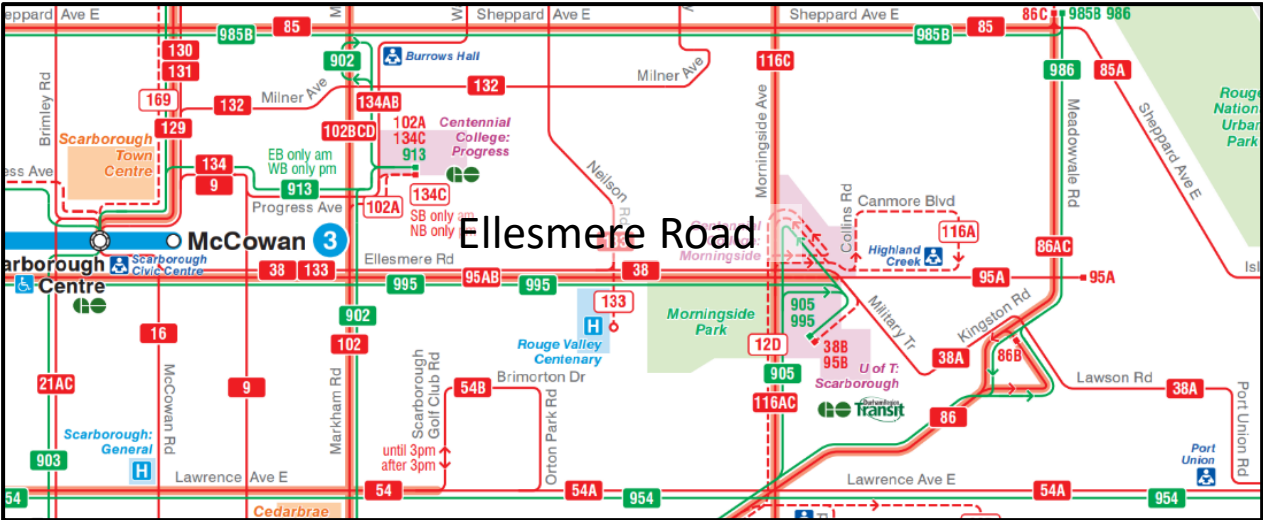
Why Ellesmere Road?

- Projected population and employment density and growth, yielding highest existing and projected ridership.
- Most direct connections to key destinations between Scarborough Centre, Centenary Hospital, UTSC and downtowns/centres in Pickering, Ajax, Whitby and Oshawa.
- Connects to current and future transit initiatives (SSE, proposed Eglinton East LRT, existing bus lanes on Morningside Ave, and other transit corridors north and south of Ellesmere Road).
- Alternatives further along Kingston Rd were examined but don't bring people where they want to go and have higher property impacts.

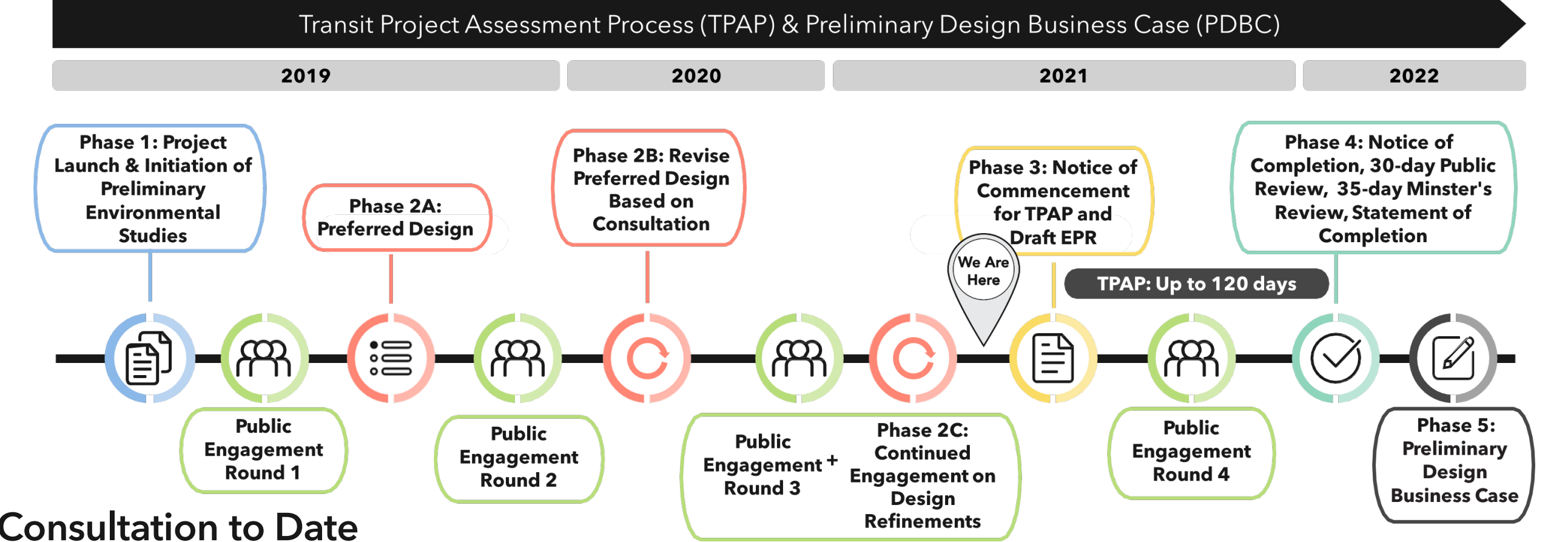


DSBRT Service Assumptions

- Buses will arrive every three minutes during peak hours and every 10 minutes off peak
- BRT Service is supplemented by other routes
- TTC and DRT services will service all stops in Scarborough, significantly improving service availability and reliability for all residents
- Existing TTC routes will use the proposed BRT lanes on Ellesmere:
 - 38 - Highland Creek
 - 995 - York Mills Express
 - 133 - Neilson
 - 95 York Mills



PROJECT PROCESS



Consultation to Date

Round 1 Engagement

- DSBRT in your community
- What is important to you about this project
- Factors you consider important for assessing the pinch points (constrained areas)
- **80** attendees to the open house, **74** comments, **3** meetings with Advisory groups

Round 2 and 3 Engagement

- Existing conditions
- Pinch point alternatives and technically preferred design
- **Round 2:** **200** attendees to the open house, **80** comments, **3** meetings with Advisory groups
- **Round 3:** **4,866** website visitors, **141** comments, **3** meetings with Advisory groups

Public Meetings

- **3** public meetings held with individual municipalities to discuss local design refinements
- **370** attendees, **239** questions and comments received

Round 4 Engagement (Future)

- Impacts and mitigation measures
- Preliminary corridor design

What We Heard From the Community

Through engagement, residents have raised concerns about:

**Changes to left
turns at driveways**

Metrolinx is exploring mitigation opportunities including:

- New traffic signals
- Curbed medians are a long-term solution. The project implementation will be phased. Curbed medians won't be implemented from the onset of the project
- Safety audit to examine median design alternatives in Highland Creek

**Increasing noise and
air pollution**

- Transit emits significantly less emissions than a private automobile. The IBC forecasted that over 160 kilotonnes of greenhouse gases would be reduced.
- A noise assessment was completed to understand the impacts of increased bus service, this will be available as part of the TPAP

**Impacts to vegetation
along Ellesmere Road**

- For every impacted tree, three trees will be planted
- Work is ongoing to minimize impacts to vegetation along the corridor during detail design

**Unclear
communication &
participation process**

- Metrolinx will continue to engage and listen to the community for its input into DSBRT. The community is encouraged to get in touch with our dedicated team at dsbrt@metrolinx.com with any questions or feedback

Refined Design: 4-Lanes from Military Trail to Kingston Rd

The project considered several options in 2019 and 2020. The feedback we received helped us refine the design and address key concerns we heard:

- + **Improve and widen sidewalks on Ellesmere Road** to improve the pedestrian realm and accessibility
- + **Create new cycle tracks** along the route
- + **Improve reliability of transit through Scarborough** for both TTC and DRT
- + **Increase mobility choices** for area residents
- + **Minimize neighbourhood infiltration** and keep school buses, trucks, large vehicles on Ellesmere Road
- + **Improve** pedestrian, transit, and driving **access to businesses**
- + **Provide space for streetscaping and tree planting** on both sides of Ellesmere Road

Based on community feedback we will assess further refinements during the detailed design stage to minimize impact to the community:

- ② **Safety Audit of Detail Design** including evaluation of alternative median designs along Ellesmere Road from Kingston Road to Military Trail
- ② **Consider new traffic signals at side streets** to provide more left-turn / U-turn options and new pedestrian crossings of Ellesmere Road
- ② **Assess staged implementation** as part of the Preliminary Design Business Case

Benefits to the Community / Scarborough

Dedicated transit lanes will improve operations for TTC and DRT bus services.

- Improved integration means better access to both TTC and DRT services to travel along Ellesmere Road.
- Transit travel time savings approx. 10-25 minutes across the corridor.

Improved connections to local and regional destinations

- 40% of trips start and end along the corridor.
- Improved transit service and connections to key destinations
- Improving mobility and transit options along the corridor and allows more people to take transit for more of their trips. This will reduce future traffic congestion.
- Ridership between Pickering and Scarborough Town Centre on the BRT doubles compared to the base case (over 2,500 people projected in the am Peak (IBC).

Improved mobility choice for area residents including more certainty around bus reliability and service:

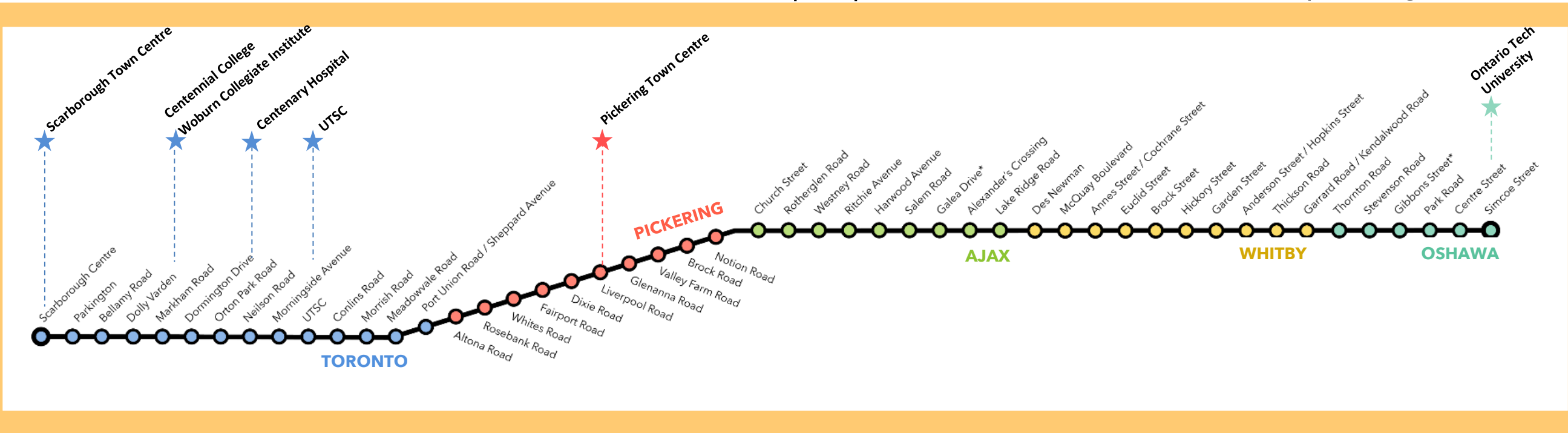
- Up to 25% of Scarborough households in wards along the corridor do not own a vehicle

Investment and improvement to active transportation facilities and the public realm will make the street safer and more accessible for people of all ages and abilities. New sidewalks and cycling facilities will be provided to fill in existing gaps

Proposed Stop Locations

49 BRT stop locations are proposed.

Stop locations remain at the same signalized intersections as at PIC#3.



City of Toronto - Preliminary Design (Current)



Segment	1	2	3*	4*	5	6
Existing lanes	4	4	4	2	4/5	4
Future proposed traffic lanes	4	4	2	2	4	4
Total number of lanes including BRT lanes	6	4	4	4	6	4

Segment 1: Grangeway to Morningside Ave

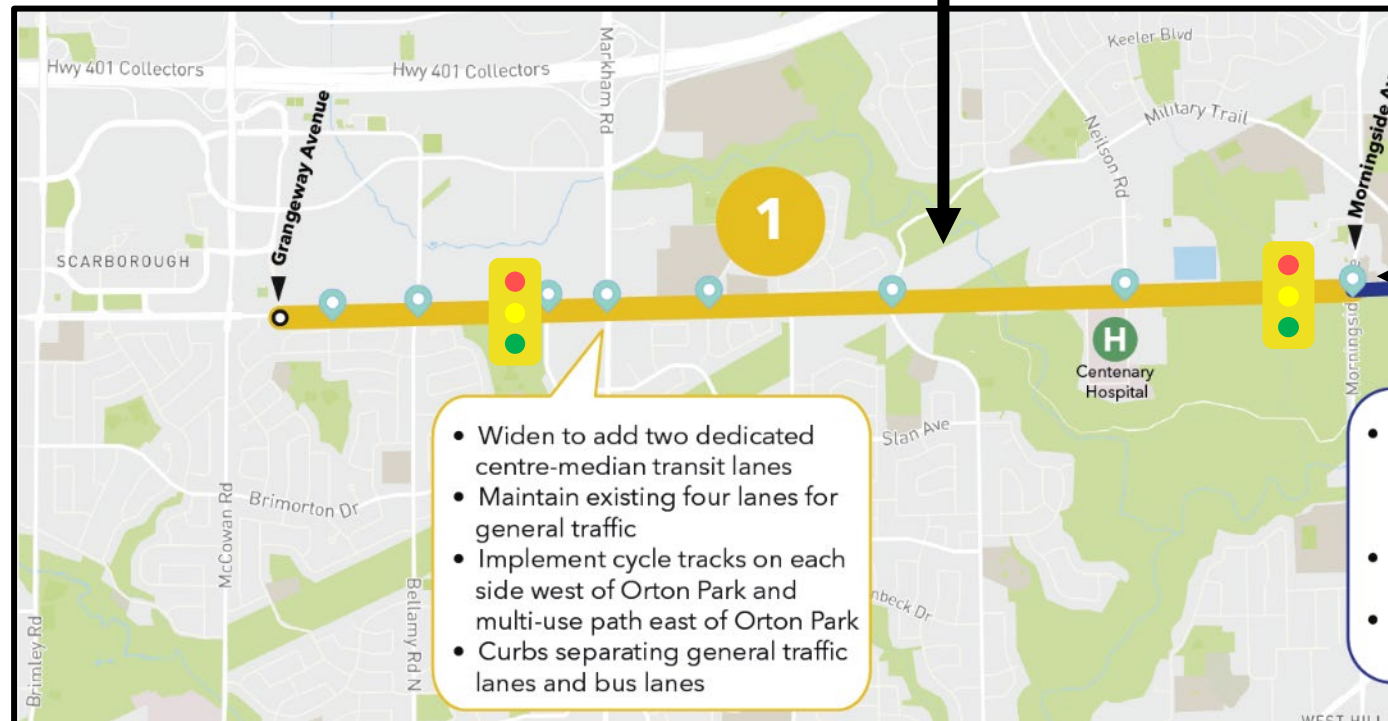
Traffic:

- Today – Upwards of 1,300 vehicles/hr in each direction during rush hour.
- 2041 with BRT – 1,400 to 1,500 vehicles/hr in each direction during rush hour. This traffic can be carried by two lanes in each direction.

6 lanes between Grangeway to Morningside
(2 general traffic lanes and 1 transit lane per direction)

New Traffic Signals: two new signals are proposed at 1970/1990 Ellesmere Rd and Mornelle Crt

Median BRT ends at Grangeway Avenue. Buses turn around at Scarborough Centre



Median BRT stop at Morningside Avenue

Markham Road and Ellesmere - Looking West, Today



Markham Road and Ellesmere - Looking West, with BRT

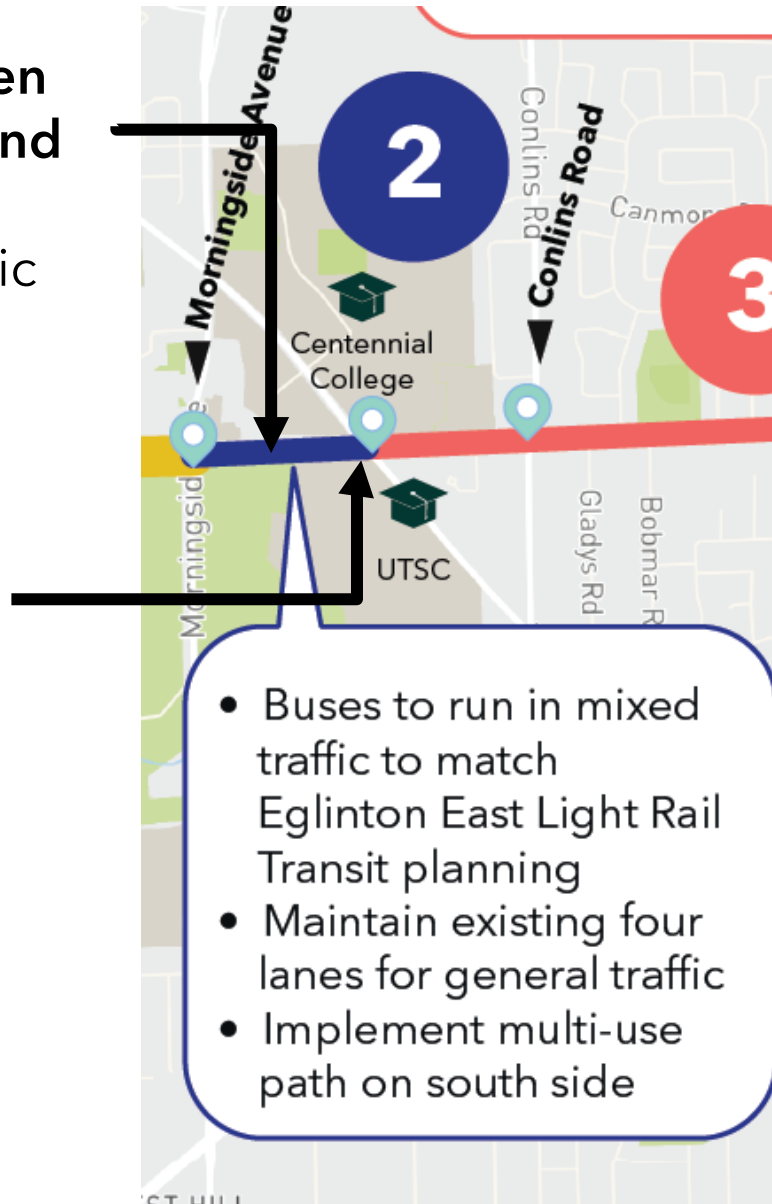
Six-lane cross-section with centre-running transit lanes



Segment 2: Morningside to Military Trail (UTSC)

**4 lanes between
Morningside and
Military Trail**
(2 general traffic
lanes)

**Curbside BRT
stop at Military
Trail**



This segment is designed to be compatible with the planned Eglinton East LRT and future realignment of the Military Trail intersection.

City of Toronto is currently updating the business case and advancing design to 10%

<https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/eglinton-crosstown-and-proposed-extensions/eglinton-east-lrt/>

Segment 3 and 4: Military Trail to Kingston Road

Traffic:

- Today – 700 vehicles/hr in each direction during rush hour.
- 2041 with BRT – 800 vehicles/hr in each direction during rush hour. This traffic can be carried by one lane in each direction.

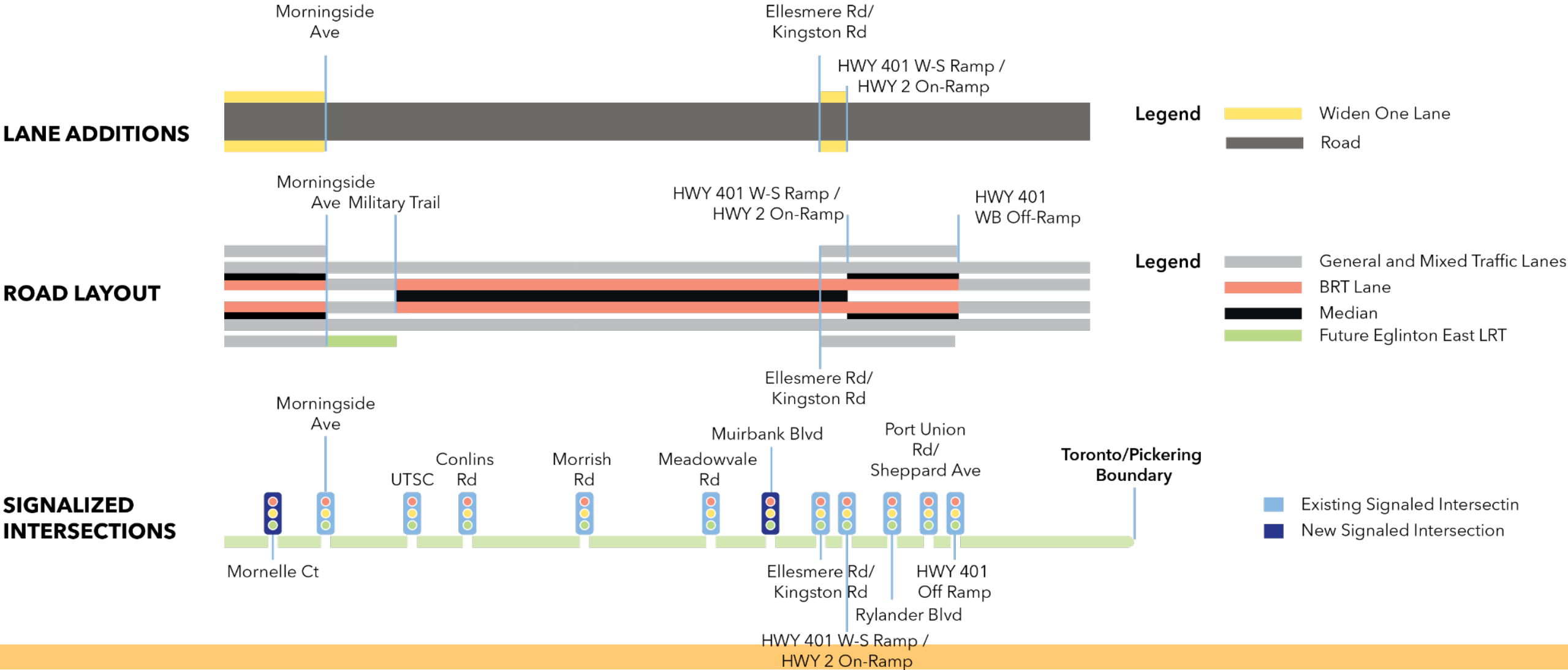
4 lanes between Military Trail and Kingston Road
(1 general traffic lane and 1 transit lane per direction)



Median BRT
continues along
Kingston Road

Refined Design: Four Lanes from Military Trail to Kingston Rd

New traffic signal is proposed to improve traffic circulation and access and pedestrian safety



Ellesmere Road at Conlins Road - Looking East, Today



Ellesmere Road at Conlins Road - Looking East, with BRT

Four-lane cross-section with centre-running transit lanes

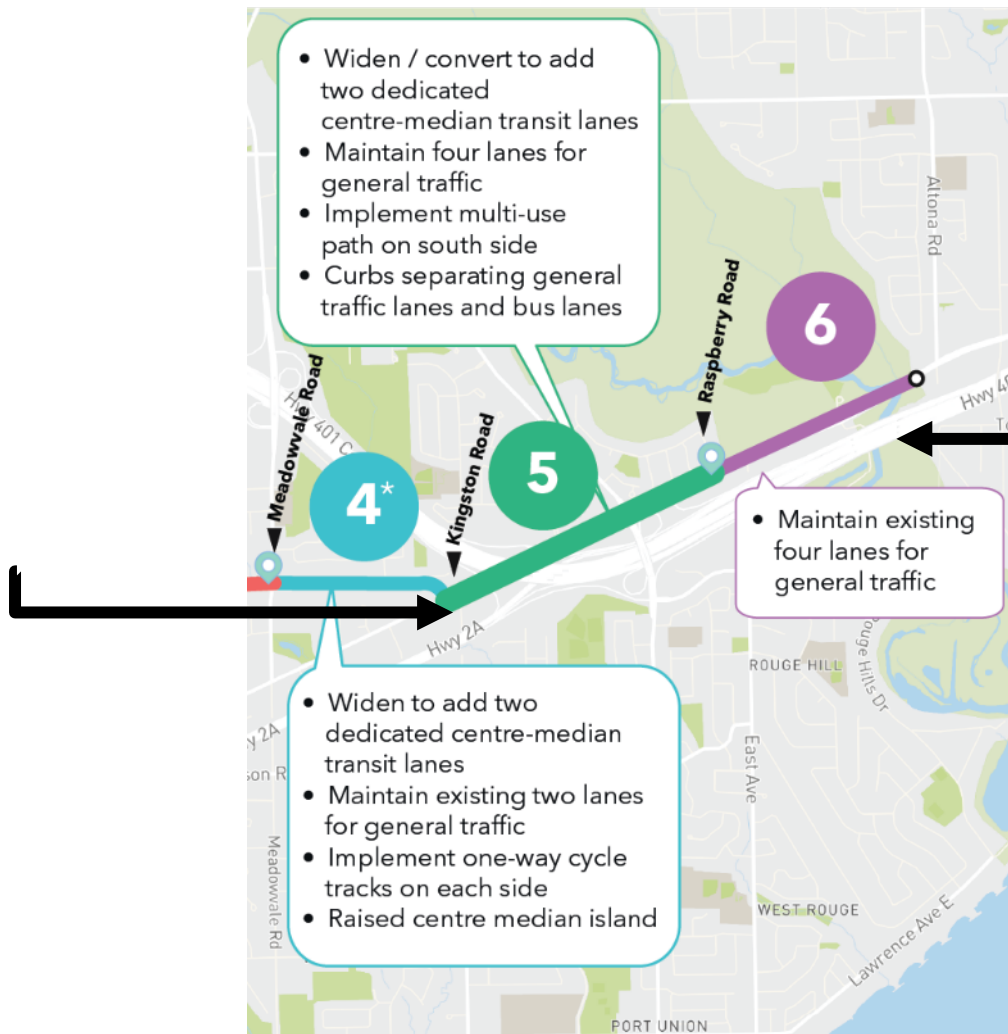


Segments 5 and 6: Kingston Road from Ellesmere to Raspberry

Traffic:

- Today – Upwards of 1,400 vehicles/hr in each direction during rush hour.
- 2041 with BRT – 1,500 to 1,600 vehicles/hr in each direction during rush hour. This traffic can be carried by two lanes in each direction.

6 lanes on Kingston Road between Ellesmere Road and Raspberry Road
(2 general traffic lanes and 1 transit lane per direction)

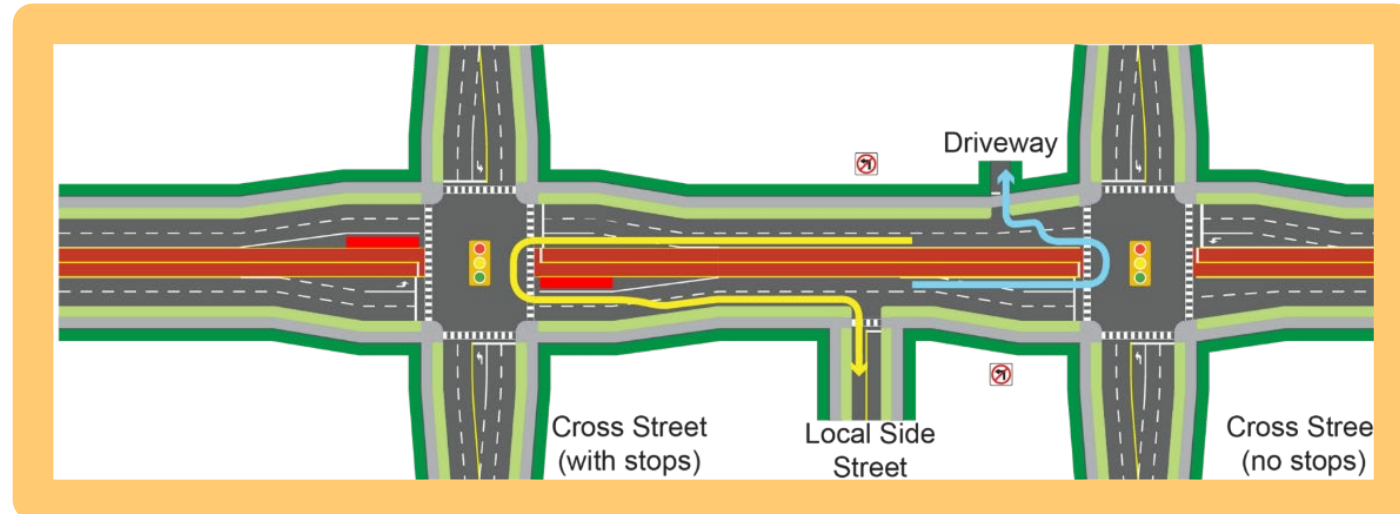


Median BRT ends at Raspberry Road. Buses operate in general traffic lanes over existing Rouge River bridge

Safety Benefits of Centre-Median Lanes

In line with Vision Zero: Toronto's Road Safety Plan, to reduce the number and severity of collisions in the City, the project will improve safety for all road users:

- ✓ **Improves the pedestrian experience** through upgraded, continuous sidewalks
- ✓ **Protects transit users** through raised and barrier-protected platforms
- ✓ **Improves safety of cyclists** with grade-separated cycling facilities
- ✓ **Prevents collisions for drivers** by incorporating a raised median and restricting mid-block left turns. Left-turns and u-turns will be permitted at signalized intersections during an advanced green to increase safety. York Region saw 51%-74% fewer collisions along rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2019).



18%
OF PEDESTRIANS IN
THE LAST 5 YEARS WERE
STRUCK BY A VEHICLE
TURNING LEFT AT AN
INTERSECTION

https://www.toronto.ca/wp-content/uploads/2017/11/990f-2017-Vision-Zero-Road-Safety-Plan_June1.pdf
Page 28

Left-turns and U-turns at Signalized Intersections (video)



Next Steps

Fall 2021:

- Prepare draft Environmental Project Report
- Commence the Transit Project Assessment Process (TPAP) and formal public consultation period (including Public Information centre #4) focused on environmental impacts and mitigation

2022:

- Preliminary Design Business Case

Consultation will continue during detailed design and construction stages:

- Refinements to median design
- Establish Community Liaison Committees



Stay involved with the Durham-Scarborough BRT

We have a dedicated Community Engagement Team available to answer your questions at any time.

Email us at: DSBRT@metrolinx.com

Visit our website: www.metrolinxengage.com/dsbrt



CONCEPTUAL DESIGN - DRAFT FOR COMMENT

REFER TO DWG TOR-004
STA.16+200

[illegible]

CONCEPTUAL DESIGN - DRAFT FOR COMMENT

TOR-004

[illegible]

Durham-Scarborough Bus Rapid Transit - Public Information Centre #3

Post Event Survey: DSBRT LIVE - September 23, 2021

1. Please rate your satisfaction of the following on a scale of 1-5.
1 is not at all satisfied. 5 is extremely satisfied.



	1	2	3	4	5
Event format	1	5	7	8	5
Content of the event	3	4	7	6	6
Overall satisfaction with the event	5	4	7	6	4

- **26** participants submitted a post event survey
- Average satisfaction of overall event: **3/5**
- Average satisfaction of event format: **3.4/5**
- Average satisfaction of content of the event: **3.3/5**
- Average likelihood to participate again: **4.2/5**

2. Were there any other topics that you think we should have covered during the event?

Better comparison of the options that were looked at (BRT design), as well as clearer messaging to the pros and cons of diverting from Ellesmere Rd to a longer indirect route.

None

Accessibility, once again you left this out. It is not a separate issue, if it is then you are excluding, not including. But we have come to face the fact that you don't believe we should.

More information on how city services to be provide on single lane road, example garbage collection etc.

Snow removal on bus right of way and single lane roadway what happens when snow mounts up?

I think the speakers glazed over the question that was proposed as to why highway 2A was not chosen (vs. ellesmere road). More detailed specifics should have been provided to answer the question with some substance rather than simply stating that "it wouldn't work, there will be more property damage" when there are in-fact, fewer homes across this stretch of military trail than there are across the stretch of ellesmere where the BRT route is being proposed.

No.

I think most topics were covered.

Arrogant panelists who aggrandize or speak down to the audience (specifically David Hopper), make giant leaps in logic (David Hopper: "thousands of riders who will be on here every day ... carry 65 000 passengers a day") and purport to know what community members will accept is highly offensive and upsetting. This proposed project will have a SIGNIFICANT long-term impact on the residents of and community of Highland Creek, knowingly impacting quality of life. Half-heartedly dismissing residents concerns is/was not appreciated.

Seeing an actual business case that justifies the need to implement this project and POTENTIALLY install the centre median is absolutely essential. Passenger bus loads through large segments of the corridor are light at best (even pre-pandemic) and using insufficient modeling and dated information does not justify implementing this project as it neither meets current or even future public transit needs. As a result, this project aims to offer a solution to which no problem exists. Said more clearly, this project is not justified ... particularly as more of the population shifts to telework.

On a smaller scale, providing a comprehensive overview of the rationale for the proposed route, which alternative routes were considered & studied and why they were/were not chosen would be helpful.

At day's end, transportation networks - especially those in the suburbs where private vehicles are essential! - need to accommodate all ranges of users. In restricting/limiting roadway access to only public transit vehicles, Metrolinx - in a backwards manner - is actually decreasing the efficiency of the network and doing so in harmful, irresponsible, environmentally damaging and fiscally costly manner.

They still have yet to be transparent with the specific details of their plan (e.g., sidewalk relocation, tree removal, property destruction).

Timeline for construction and operations
.
Sorry but I was out walking the dog before I realized the session was tp begin. Her needs were quite urgent.
You mentioned that it was only the residents on Ellesmere that were concerned about the concrete barrier, but it is the major of Highland Creek residents that are requesting you reformat the design in this residential area. We do not want the concrete barriers here.
There needed to be more explanation of the data summary presented, too many questions raised by community on the need to run future proposed service other that it is the most direct route.

3. How likely are you to participate again?

1 is not at all likely. 5 is extremely likely.



	1	2	3	4	5
My likelihood to participate again	0	2	6	3	15

4. What did you like about this event?

Online, accessible format
That so many questions were responded to.
That the facilitator kept calm throughout the technical difficulties.
Waiting to see if you made changes since the last one. I believed that you had not. You did not disapoint me
It was interesting

It was informative

I liked that viewers got the chance to answer questions. I did not like that it was over zoom. I would have preferred an in-person interaction.

The presenters took time to thoughtfully consider and genuinely attempt to answer questions from the public.

The presenters explained how feedback from previous sessions had been incorporated in recent updates to the project design (e.g. changing lanes in more residential parts of the route such as Conlins to Meadowvale).

The presenters were knowledgeable about, and explained some decision rationale, for design choices of the project, e.g. routing along Ellesmere Road vs Hwy 2 in the Highland Creek neighborhood to have more residential population within walking distance of the route.

the presentation material of the charts and graphs of things

I liked the chat as we were able to comment on what was being said by the speakers and hopefully, when the chat is read, it is read in time with the video so that certain comments can be linked with the speakers so that metrolinx can see how the community is feeling.

The Q&A session was a disaster. Moderating the feedback session needs to be better managed in the future.

Conducting the meeting over videoconference and making a recording of the session available was however appreciated.

I liked the vigorous discussion in the chat window.

I like that this event was intended to provide the community with an opportunity to express their questions and concerns about the project. However, I did not like that questions that were submitted in advance (as requested) were not given priority. Also, I did not like that community members were cut off when trying to ask follow-up questions when they called in.

Please refer to the dog walking event.

To look at the updated plans.

The speakers and content were all good/relevant. It was the participants who clogged up the chat with dribble/complaining.

The format should have been all participants muted and questions submitted prior/after the event.

The chat window kept popping up...very distracting...I had to leave the meeting because of this.

Good to allow the public to get involved and express opinion.

5. How can we improve these events to better meet your interests?

Control speaker questions with better in-line waiting (or control mute/unmute to one person at a time).

I would that to see the public receive an explanation at the start of the meeting. A statement could be made explaining where/how these projects are born, that it isn't your personal wish to change their neighbourhood.

I have already told you this!

No body wants to increase traffic in their area, the (Allan EXP.) was halted years ago for that reason. It seems like there is no new innovation in transportation, buses are out dated. You have a rail line running parallel to Ellesmere connect to it, and branch off it with electric vehicles. Seems like cheap and easy is the way these days. Visit Europe for better planning.

Everyone should have been muted automatically as it was distracting to hear the background noise specially at the start. I also think more time needed to be given to this meeting.

There was a reference to the meeting at the Highland Creek library. I attended and it was very disappointing. We just were told to make comments for the meeting. No use having a session if you don't have decision makers there to hear from the stakeholders.

Limit to area in question. Exclude downtown cyclists that don't live in suburbs affected.

Please have the speakers answer questions with details rather than making broad statements.

Have presenters more receptive to feedback ideas from the audience, e.g. there were some ideas from the public that in my opinion were reasonable

ideas that could have been used as input for a revision to the project design. I saw no evidence that the presenters were prepared to do this.

I recognize that this was done in the past, and it is realistic to have a only finite number of feedback-and-review iterations. But still....

someone needs to control zoom better such as muting everyone in the room except for the person which is speaking as we kept hearing background noise

when there is community engagement, it sometimes feels disingenuous because it sounded as though this is a done deal. People have real concerns which were disregarded and we were told why we should love the plan as it is. It makes people feel that this process is just a box ticking exercise and you really don't care about the community's needs. It would be better to fully acknowledge people's concerns and try and show that you are taking them on board as opposed to disregarding them. Or at least hold these meetings when our opinions can be factored into the design.

While not specific to the event itself, Metrolinx absolutely needs to review the inputs that have gone into this project and reassess conclusions. Several valid and real concerns have been offered by community members which appear to be going unheard. Moreover, Metrolinx would be well served if it were to actively listen to the constructive feedback - including alternate route options (Sheppard or Kingston Roads) or curbside transit/"red" lanes - offered by community members.

I think the consultants and City officials who presented their plan need to speak more honestly about what they want to do.

Having panel members who are actually willing to consider and investigate the community's concerns rather than invalidating them by telling us that "we will get used to it in a few weeks". The panel was completely closed minded to alternatives that people who actually live in the community know would better suit their needs. Also, the panel's lack of technological expertise wasted a lot of time due to their inability to appropriately manage callers.

There was very little advertising about the VOH. Only discovered it by chance on Twitter.

All questions were not answered but should be answered afterwards and posted online There should only be one format. We watched through YouTube but could not access zoom to ask questions.

To make sure that the dog has been walked before the session begins.

I don't feel you are acknowledging and validating the petitions that were sent to you from Highland Creek residents.

We wish to remain one community, not divided!

Surely the design through Highland Creek could accommodate this need and voice of the people.

slides should be distributed before the event - or at least after. It was hard to follow the on the screen.

Thanks

The presentation and Q & A needs to be better controlled too much background voice. Presenter should have used the over-ride mute to avoid numerous background noise disruptions. During Q & A too much delay waiting and questioning who/whom from public to voice question, raised hand better method so you know next to speak.