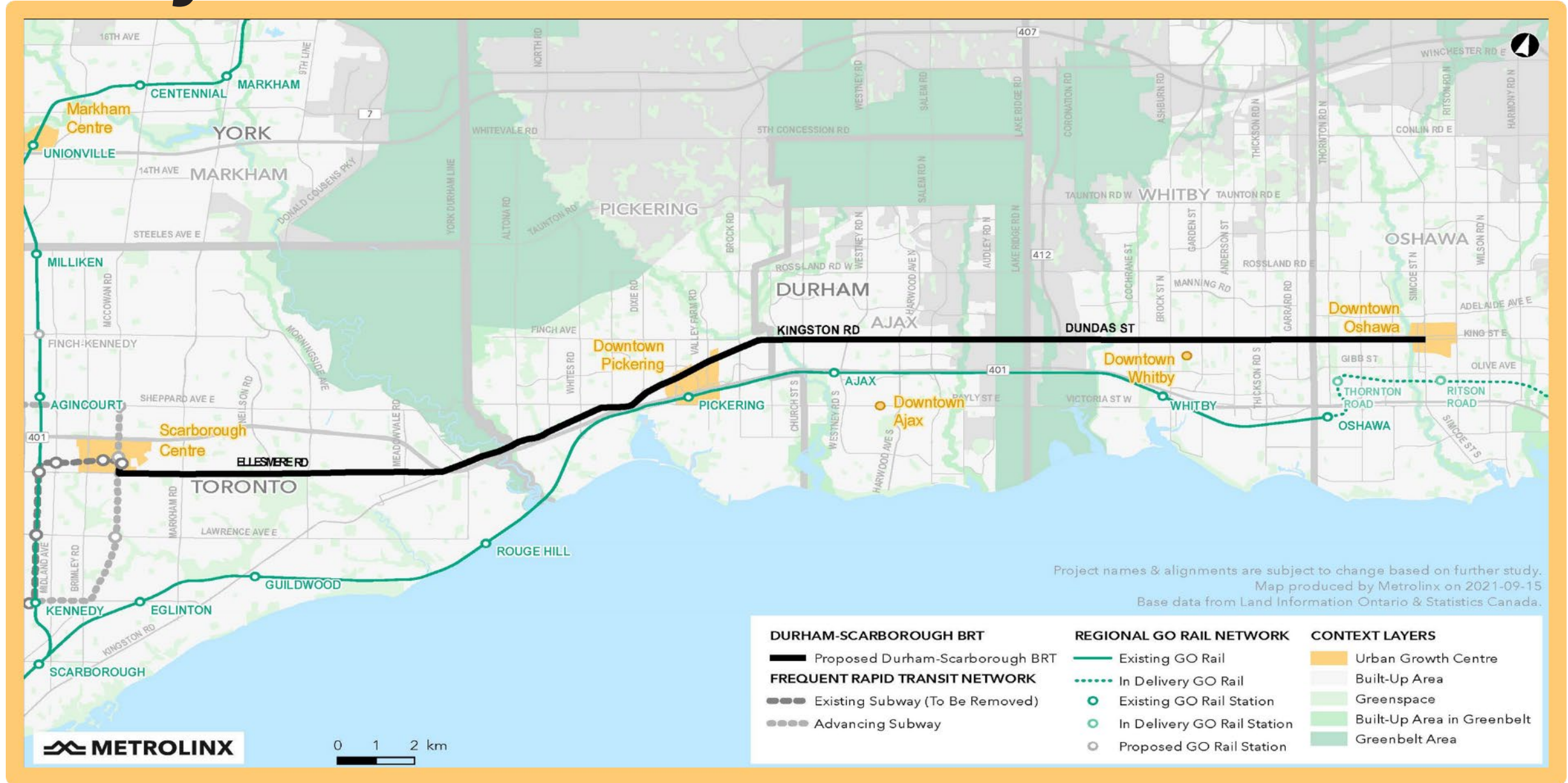


Durham-Scarborough Bus Rapid Transit



Public Information Centre #4 - October 21, 26 and 28, 2021

Study Area



What is Durham-Scarborough BRT?

- 36 kilometres of dedicated transit infrastructure, connecting Oshawa, Whitby, Ajax, Pickering and Scarborough
- Builds on existing DRT PULSE 900
- Will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road



What is Bus Rapid Transit?



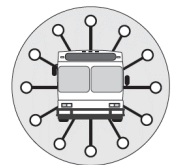
Dedicated lanes for buses, where feasible, resulting in shorter travel times and more reliable transit service.



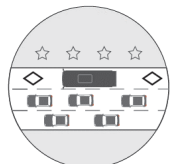
Frequent service with a bus every 5 minutes or less during peak hours.



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



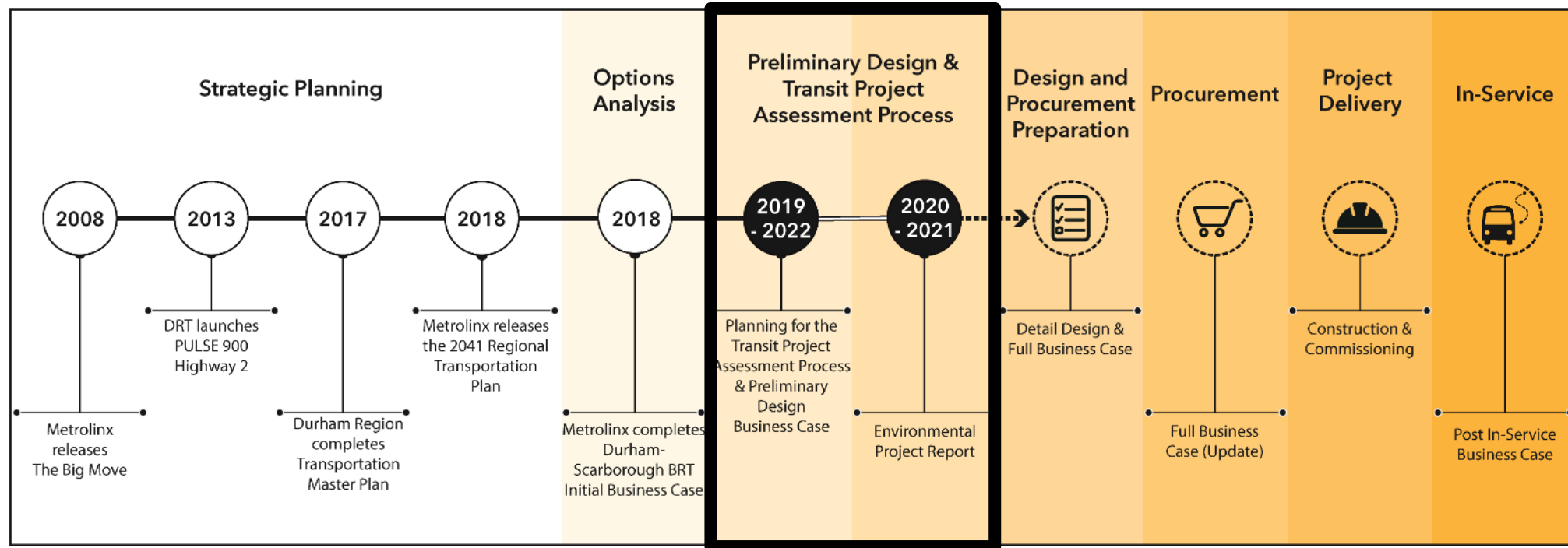
Better connections: Toronto Transit Commission, Durham Region Transit and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel throughout the region.



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

What is the Transit Project Assessment Process?

- Focused impact assessment created specifically for transit projects under Ontario's Environmental Assessment Act.
- The process involves a pre-planning phase followed by a regulated timeline (up to 120 days) for consultation, assessing impacts, developing measures to mitigate negative impacts, and documentation.



Matters of Provincial Importance



Indigenous Relations

- Constitutionally protected Aboriginal or treaty rights and areas of concern



Natural Heritage

- Park, conservation reserve or protected area
- Extirpated, endangered, threatened, or species of special concern and their habitat
- Wetland, woodland, habitat of wildlife or other natural heritage area
- Area of natural or scientific interest
- Stream, creek, river, or lake containing fish and their habitats



Hydrology

- Area or region of surface water or groundwater or other important hydrological feature
- Areas that may be impacted by a known or suspected on or off-site source of contamination



Heritage & Archaeology

- Protected heritage properties
- Built heritage resources
- Cultural heritage landscapes
- Archaeological resources and areas of potential archaeological interest

Proposed Stop Locations

49 BRT stop locations are proposed.

Stop locations remain at the same signalized intersections as at PIC#3.



49 stop locations are proposed

730 m average stop spacing



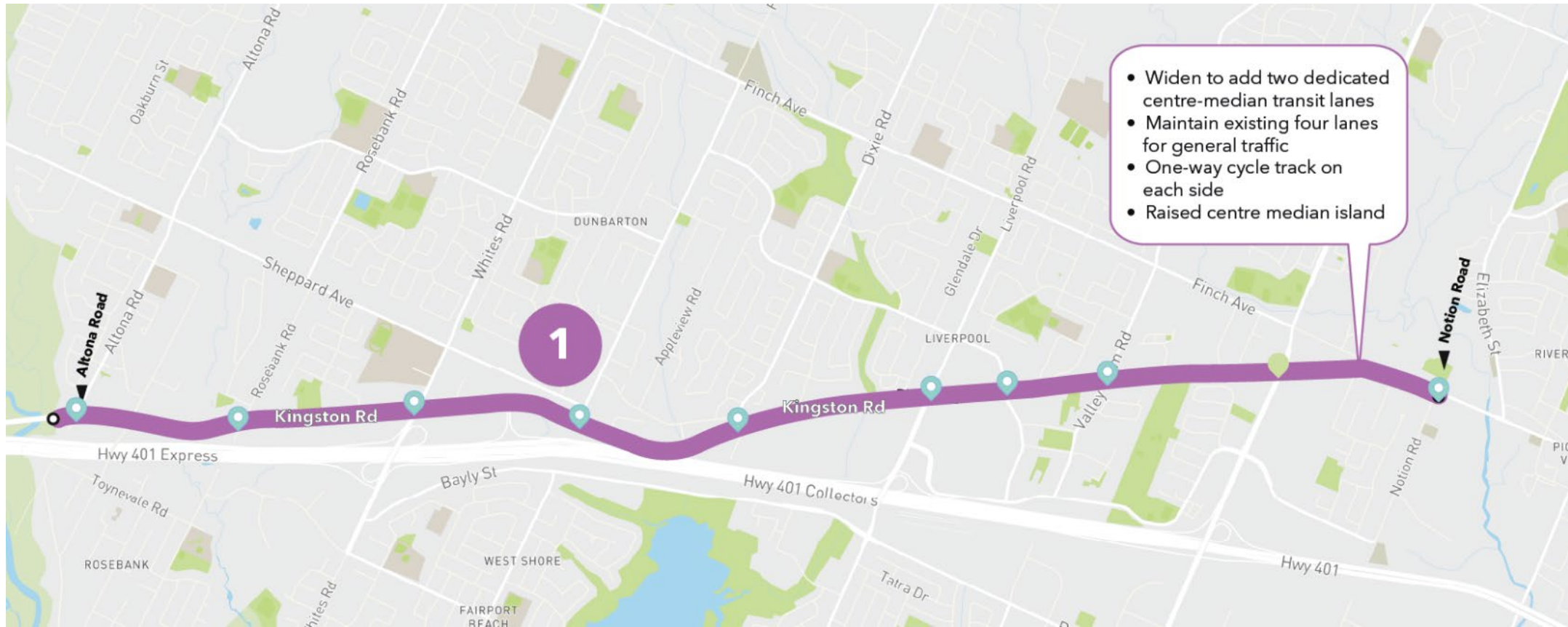
City of Toronto: Preliminary Design



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

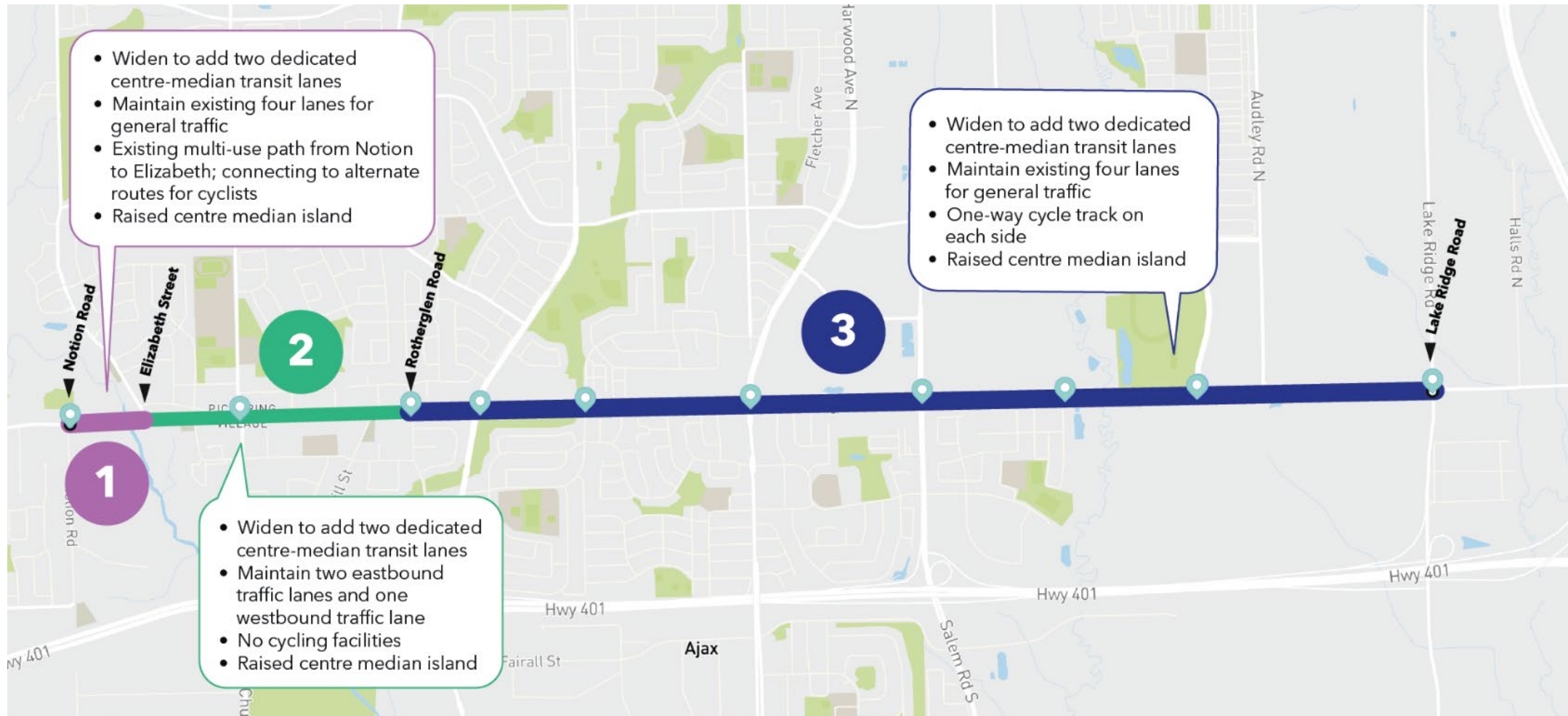
*Interim solutions may be implemented in advance of the ultimate design.

City of Pickering: Preliminary Design



Segment	1
Existing lanes	4
Future proposed traffic lanes	4
Total number of lanes including BRT lanes	6

Town of Ajax: Preliminary Design

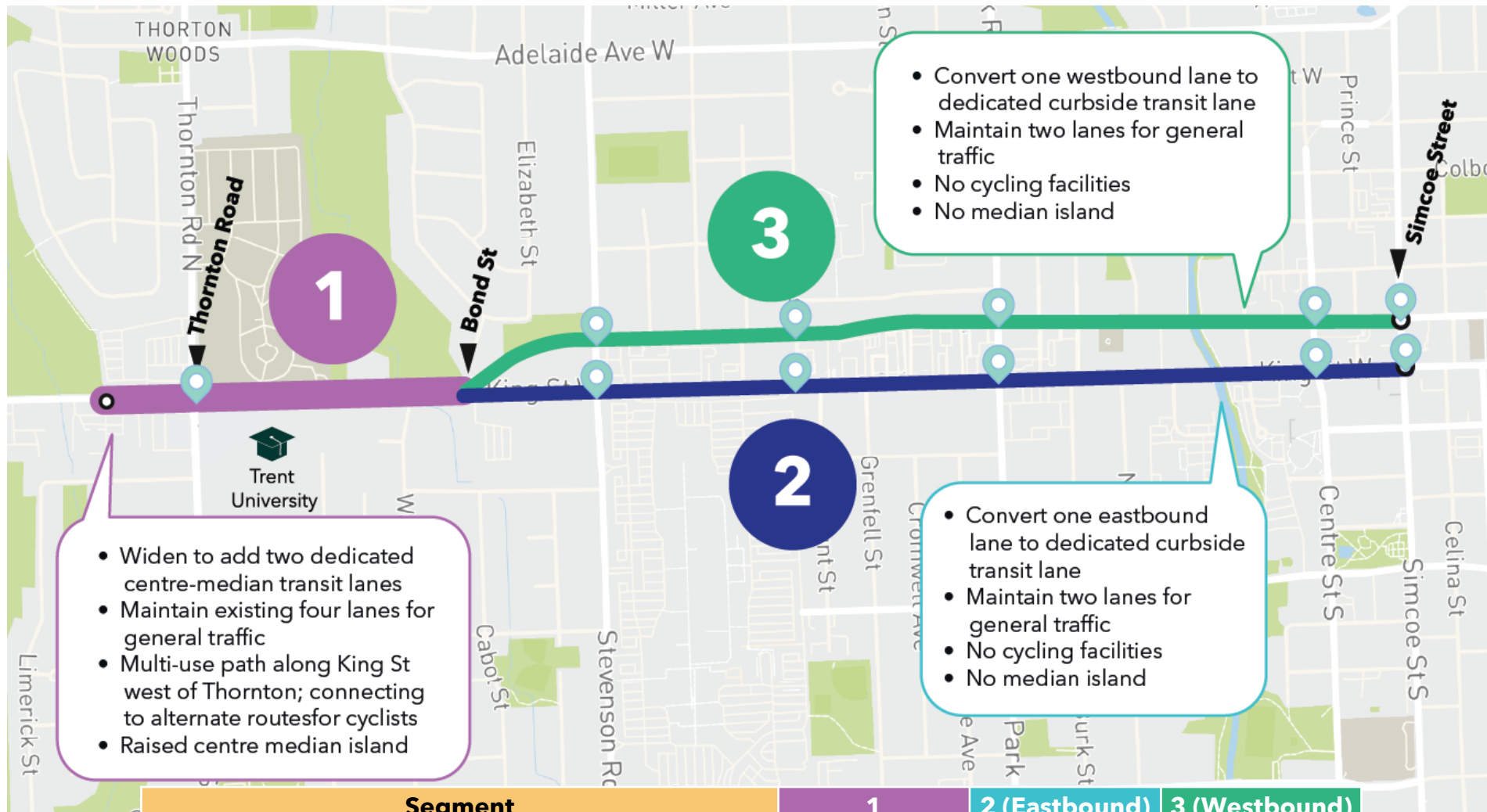


Segment	1	2	3
Existing lanes	4	4	4
Future proposed traffic lanes	4	3	4
Total number of lanes including BRT lanes	6	5	6

Town of Whitby: Preliminary Design



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

What Happens at East End of the BRT Corridor?

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

Recommended route for the Durham-Scarborough BRT buses:

Eastbound:

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

Westbound:

- Division Street »
- King Street »
- Ritson Street »
- Bond Street



What Happens at the West End of the BRT Corridor?

As part of the Scarborough Subway Extension, a new bus terminal is proposed. The terminal will accommodate GO, TTC and Durham Region Transit buses. This bus station will serve as the terminal for the Durham-Scarborough BRT service. The location and future routing of the terminal is still being determined.

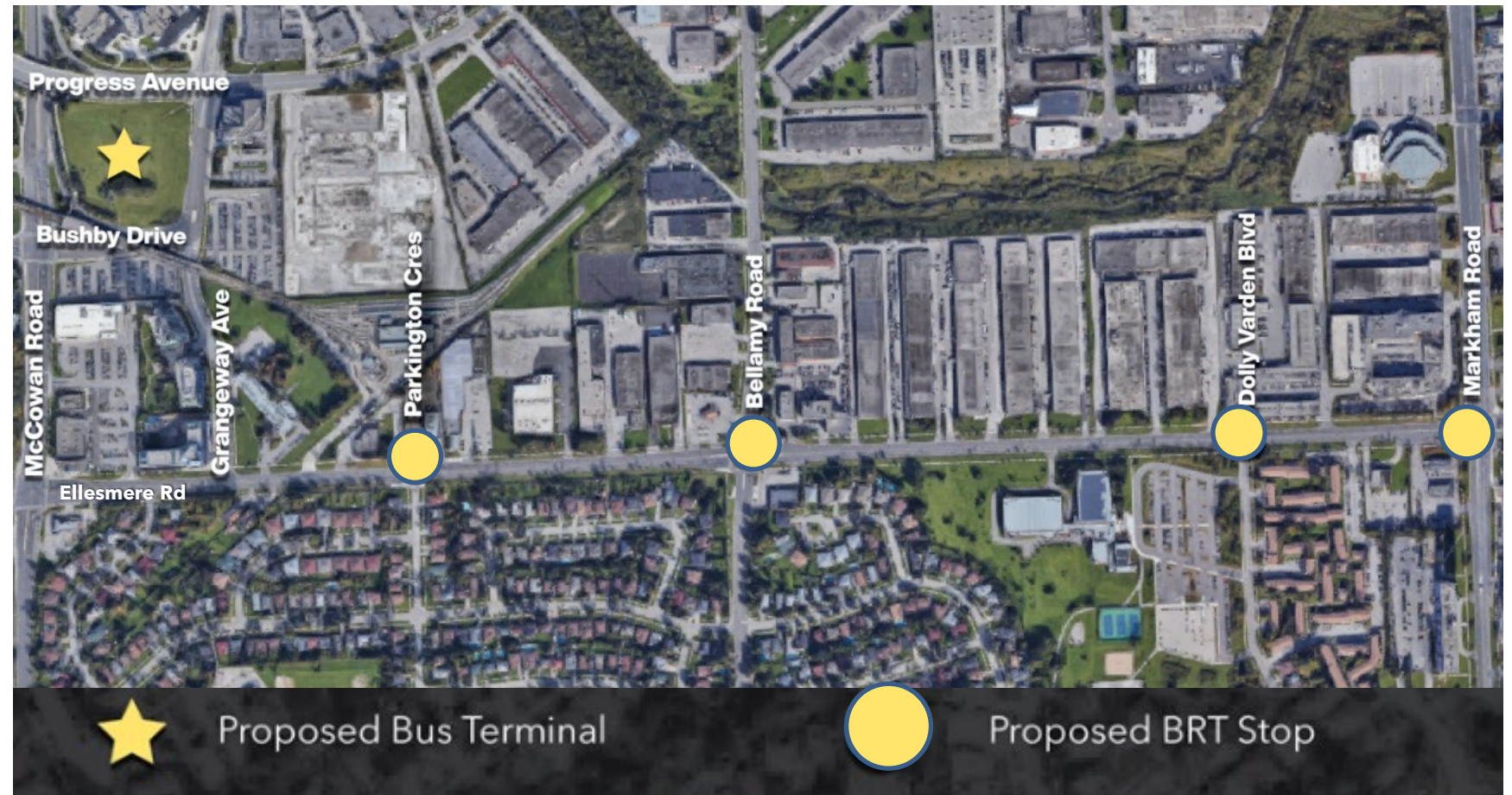
Recommended route for the Durham-Scarborough BRT buses:

Westbound:

Ellesmere Road »
Grangeway Avenue »
TTC Bus Terminal

Eastbound:

TTC Bus Terminal »
Grangeway Avenue »
Ellesmere Road





Environmental Studies

- Environmental studies document existing conditions and assess potential construction or operation impacts
- Studies will determine potential impacts and recommend mitigation measures to reduce or eliminate potential impacts
- Mitigation measures will be used by the design team to review and improve the design
- These studies form part of the **Environmental Project Report** which will be posted for public review

Natural Environment Studies

- Natural Heritage Assessment
- Tree Inventory
- Noise and Vibration Assessment
- Air Quality Assessment
- Climate Change Assessment
- Drainage and Stormwater Management

Social Environment Studies

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

Natural Heritage & Tree Inventory

Impacts are expected to be similar to other road reconstruction projects.

- During detail design, will further review opportunities to reduce impacts to natural areas, watercourses and street trees
- Mitigation measures include:
 - Protecting existing trees during construction where possible
 - Timing work at certain times of year, for example to avoid migrating birds
- Opportunities include:
 - Improving wildlife/fish habitat and wildlife/fish passage
 - Mitigating invasive species and replanting with native species



Eastern Meadowlark

Source: Ontario Nature Magazine

Cultural Heritage & Archaeology

The preliminary design is generally within the road allowance to minimize impacts.

- During detail design, will further review opportunities to reduce or avoid impacts
- Conduct additional studies for directly impacted built heritage resources, cultural heritage landscapes, and areas with archaeological potential
- Local Heritage Advisory Committees, Indigenous Nations and the Ministry of Heritage, Sport, Tourism and Culture Industries will be involved to understand the history
- Cemetery investigations required for within 10 m of cemetery properties
- If unexpected archaeological materials are found during construction, all work will stop and the site will be protected until assessed by a licensed archaeologist



Stormwater & Structures

- Multiple crossings will be either replaced or modified to accommodate the addition of bus lanes, cycling, and sidewalks
- Improvements will meet current hydraulic standards, and strengthen older structures, to increase resilience

28 watercourse or drainage crossings
4 railway or highway crossings



Air Quality and Climate Change

Encouraging more sustainable transportation choices will lead to increased climate resiliency.

Impacts are expected to be similar to other road reconstruction projects.

- Mitigation measures include:
 - Reducing dust generation and dust control during construction
 - Using low emission construction equipment
- Opportunities include:
 - Reducing tailpipe emissions for with greener transit vehicles
 - Decreasing overall greenhouse gas emissions
 - Planting street trees and planning for greater storm events



162

Kilotonnes of CO²
Reduced

Noise & Vibration

The primary source of noise is traffic along Ellesmere Road and Highway 2. About 40 potential sensitive receptors were studied to help understand the ambient noise within the study area.

Impacts are expected to be similar to other road reconstruction projects.

- Mitigation measures include:
 - Using low vibration construction equipment
 - Restricting construction to certain hours following local by-laws
 - Building noise barriers at sensitive receiver locations in compliance with MTO, Toronto and Durham Region noise guidelines

Socio-Economic and Land Use

BRT will support expected growth by connecting people and jobs along the corridor.

Several areas along the corridor have a high density of businesses, including:

- Employment Lands
- Retail and Service
- Office
- Institutional

Some businesses classifications are more sensitive to disruptions such as construction and loss of parking than others.

Community Liaison Committees (CLCs)

- Metrolinx will establish CLCs during the next design phase
- Local residents, community associations, business associations, and other important organizations along the corridor will be invited
- CLCs will provide Metrolinx and the constructor with feedback on matters such as traffic calming measures, business supports, and mitigation strategies for construction and noise disruption

Active Transportation

New sidewalks and cycling facilities will be provided to fill in gaps

A combination of cycle tracks and multi-use paths are proposed.

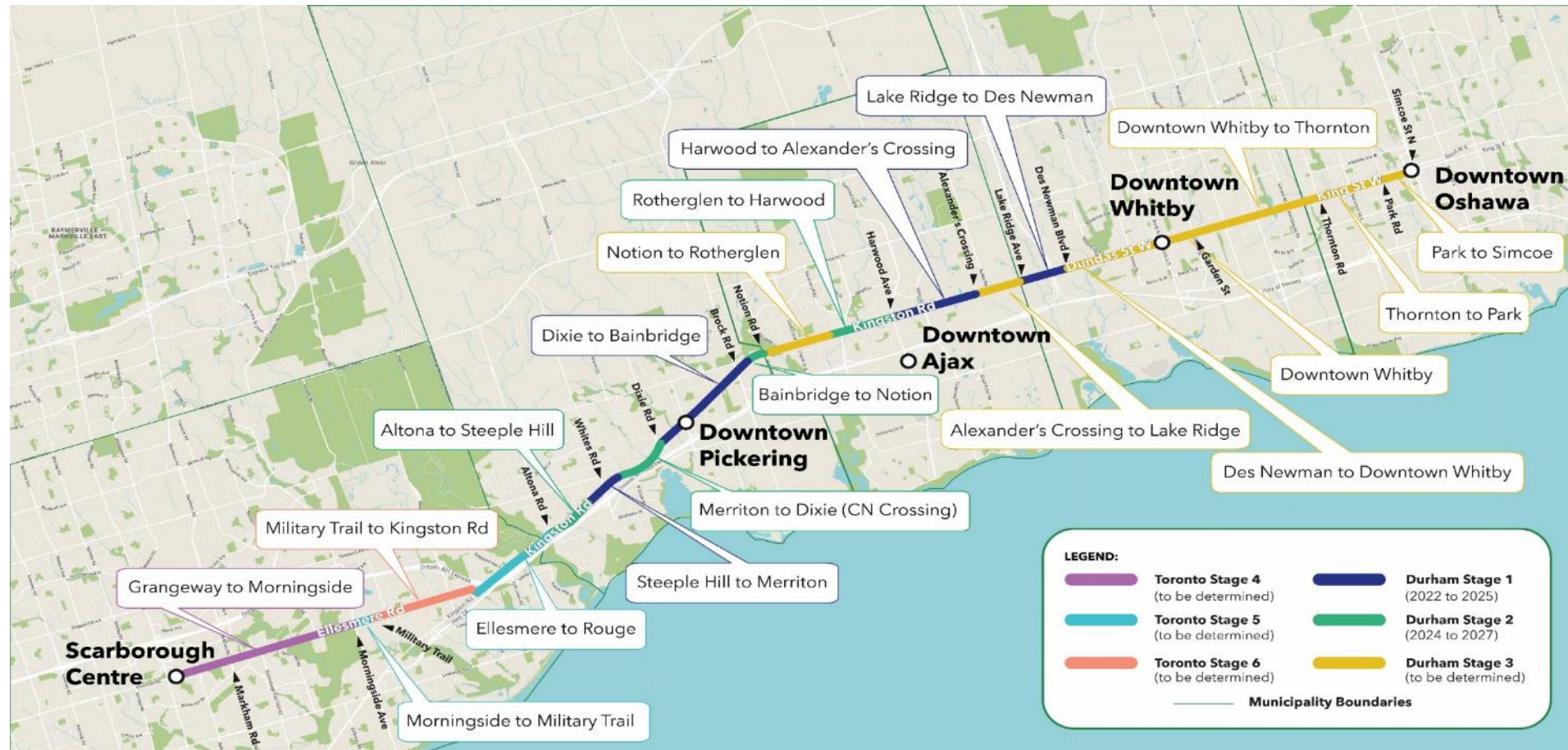
Bike parking will be provided near stop locations to connect cyclists to transit.



Sample rendering of a raised cycle track and sidewalk.

Draft Implementation Strategy

- Construction is planned to occur in phases.
- Construction phases will be further assessed through the Preliminary Design Business Case.



Construction and Deliverability



- Curbside bus lanes have already been constructed in Pickering and Ajax. Since the road has been widened to accommodate the infrastructure, construction costs and duration will be minimized in these areas.
- Construction will depend on funding, property acquisition, permits and approvals.
- After this phase, the project will advance to detail design prior to construction. Segments of the corridor in Durham Region will be constructed as part of the Investing in Canada Infrastructure Program, subject to Federal Approval.

Next Steps

- The Transit Project Assessment Process (TPAP) commenced October 14, 2021. Online engagement is open until November 11, 2021.
- The project team will consider input on the design from technical agencies, stakeholders and members of the public from this fourth round of consultation.
- The Environmental Project Report (EPR) will be available for public review and comment at the end of the TPAP, planned for January 2022.
- The Notice of Completion will provide details on when and how to access the EPR during the 30-day review period.
- A Preliminary Design Business Case will be refined to reflect adjustments made to the recommended design. The Business Case will be used to clarify the scope and cost of the project, and request construction funding for the project.

Stay up-to-date by:

- Signing-up for the project mailing list: dsbrt@metrolinx.com
- Visiting the project website: www.metrolinxengage.com/dsbrt

Thank You for Attending!

We appreciate your feedback. Please let us know your thoughts by:

- Completing the feedback form on www.metrolinxengage.com/dsbrt.
- Emailing your feedback to dsbrt@metrolinx.com by November 11, 2021.
- Mailing your feedback to the address listed below.

Kristin Demasi

Project Manager

Metrolinx

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