

MEETING MINUTES

1 General Information

Subject: Durham Scarborough Bus Rapid Transit – Whitby Chamber of Commerce Meeting
Location: Zoom meeting
Dates: Tuesday March 9, 2021, 5:00pm - 7:00pm
Author(s): Ragavan Thuraisinganathan
Distribution: Meeting attendees

2 Topics and Discussions

Meeting to discuss the revised design concepts through Whitby with the Whitby Chamber of Commerce.

Discussion	Action
3.1 Introduction	
<ul style="list-style-type: none"> N.Prychitko initiated the meeting by welcoming the attendees and explaining the purpose of the meeting. G.Pothier introduced the project team members, walked through the meeting logistics and highlighted the items in the meeting agenda. L.Caragiale greeted the meeting attendees and introduced the project team. 	
3.2 Status Update	
<ul style="list-style-type: none"> D.Hopper walked through the background of the project and the proposed corridor. The project is currently in the Preliminary Design Phase with the TPAP planned for 2021. The TPAP purpose and timeline was described. 	
3.3 Review of Preliminary Design Outside of Downtown Whitby	
<ul style="list-style-type: none"> D.Hopper explained the 5 proposed design sections in Whitby with the specific transit and traffic lane configurations recommended in the design. Each segment may have a varying timeline for implementation. The 6 lane configurations will include 2 dedicated bus lanes, 4 general traffic lanes and a multi-use path on either side. The 6 lane sections are recommended in the higher traffic segments of Whitby based on 2041 traffic projections. The proposed BRT can help to manage future growth and ease road congestion. The 4 lane configurations will include 2 dedicated bus lanes and 2 general traffic lanes. The aim would be to utilize the existing curb widths where possible. The 4 lane sections are recommended in the segments of Whitby closer to the downtown, where traffic can be supported by the grid road network. 	

<ul style="list-style-type: none"> • For safety along the corridor, centre raised medians are proposed, which will prevent midblock left turns. Left turns and u-turns will instead be permitted at signalized intersections throughout the corridor. Large tractor trailers would not be able to make u-turns at intersections, thus would need to arrange alternate travel routes. A sample demo video of the proposed traffic movements at signalized intersections was demonstrated. • QUESTION – B.Ruck: <i>“For the Changes to Travel Pattern slide; how will conflicts between U-turns and right turns be handled? This is often a significant collision concern at these types of intersections”</i> <ul style="list-style-type: none"> ○ D.Hopper answered that u-turns will be able to be made from the left turn lane and have a receiving lane separate from the receiving lane for right turns for most intersections. There may also be ways to mitigate conflicts by considering no right turns on red. • There are several growth areas along the corridor, including Whitby. The DSBRT project will help to support this forecasted growth. • The list of concerns from the Fall 2020 design outside of Downtown was mentioned and that the project team revisited these concepts to mitigate issues where possible. • G.Pothier reiterated the procedure for posting questions and comments in the chat window and welcomed any further input from attendees. • QUESTION - B.Giroux: <i>“What is the expected start date?”</i> <ul style="list-style-type: none"> ○ D.Hopper stated that the service is already running for curbside BRT in Durham. The intention is to finish the design and complete the EA for the DSBRT project this year. Construction would likely commence in 2022-2023 at the earliest, with the downtown Whitby section likely following 2 years after that. The project implementation would happen in segmented portions along the corridor. 	
<h3>3.4 Review of Preliminary Design in Downtown Whitby</h3>	
<ul style="list-style-type: none"> • D.Hopper described that in Fall 2019, the preferred design was to have a 4 lane curbside BRT cross-section through the downtown. There was however a number of concerns relating to operations, parking, traffic implications and businesses along the downtown segment in Whitby. The received suggestions were analyzed to address these issues. • In Fall 2020, the design recommended 2 transit only lanes with expanded sidewalks in the downtown segment. This presented potential opportunities for an enhanced pedestrian realm in downtown. However, this design raised some concerns regarding business and parking impacts. The suggestions to improve this design were taken back and reapplied to refine the design. 	
<h3>3.5 Refined Preliminary Design in Downtown Whitby</h3>	
<ul style="list-style-type: none"> • D.Hopper explained the latest design, which recommends a North Side Pedestrian Mall that maintains 1 Eastbound traffic lane with 2 transit lanes and an expanded sidewalk on the north side of Dundas Street. The EB is maintained due to higher peak hour traffic volume in this direction. The westbound traffic lane would be forced right onto Brock Street northbound. This traffic would then be diverted to Elm Street or Mary Street to detour around the downtown segment between Brock to Byron Street. This plan also allows for future possibility of a conversion of the EB lane on Dundas Street to an expanded sidewalk as well. 	
<ul style="list-style-type: none"> • QUESTION – User: <i>“As the owner of the WC Town funeral chapel please explain how we are supposed to A receive deceased individuals into the facility and B receive caskets and products and C run the actual funerals from the property. I Now see the change however will there be enough space for a funeral hearse to make the turn from our property to the street”</i> <ul style="list-style-type: none"> ○ D.Hopper answered that the funeral home will still be allowed in and out access. Detailed design will ensure that a hearse can make the turn out of the funeral home. For now the funeral home will be 	<p>Design Team</p>

<p>considered to be right-in-right-out but can be analyzed in the future for left turn allowance if required.</p>	
<ul style="list-style-type: none"> • The general comments from PIC #3 were listed and how the proposed North Side Pedestrian Mall aims to address these issues was explained. • The North Side Pedestrian Mall will allow for the north sidewalk to be expanded to more than twice its existing width, which would improve pedestrian use. • D.Hopper explained the traffic patterns that were seen from the traffic analysis done. The majority of EB traffic will use Dundas Street to travel across Whitby through the downtown core. Streetlight traffic data was used to collect anonymized traffic pattern information. The analysis showed that 20% of trips begin and end outside Whitby, 46% are medium distance trips within Whitby and 34% begin or end in Downtown Whitby. • In the North Side Pedestrian Mall design, approx. 1500 passengers per hour can be carried in buses as well as 850 passengers per hour in cars in the EB direction. • In terms of travel time, the BRT can compete closer to automobile travel times through the corridor. Future transit ridership is also expected to significantly increase through Whitby. • D.Hopper described the communication initiatives and support systems in which Metrolinx will seek community involvement on the development of the DSBRT project. • During the project construction, there may be some potential impacts and Metrolinx will implement a range of mitigation measures to lessen impacts to businesses. 	
<h3>3.6 AIMM Exercise</h3>	
<ul style="list-style-type: none"> • G.Pothier opened the floor to the AIMM discussion, and explained the discussion topics (i.e. “Advantages, Impediments, Mitigation and Maybes”) • QUESTION – B.Giroux: <i>“How busy will the linear be?”</i> <ul style="list-style-type: none"> ○ N.Prychitko responded that the previous slide may have answered this question regarding project ridership. D.Hopper added that the service frequency is planned to be 5min during the morning and evening peaks. 	
<ul style="list-style-type: none"> • N.Prychitko mentioned that some participants may be seeing the project material for the first time and are welcome to send comments and input following this meeting. 	
<ul style="list-style-type: none"> • QUESTION – User: <i>“During construction phase will the road in front of the funeral home still be accessible. Having witnessed both the St Clair street car project and presently the Eglinton project in Toronto the road impact on funeral operations have been very challenging”</i> <ul style="list-style-type: none"> ○ D.Hopper responded that the intent will be to maintain access at all businesses. There are currently 2 driveways to the funeral home and at least 1 of these will definitely be maintained. In detail design, community outreach will be conducted to understand the specific needs of each business to aid construction planning. M.Goetzke added that careful staging measures will be taken the construction phase. Also mentioning that the project construction may be after 2022, in order to plan for utility relocation and early works ahead of actual construction. • QUESTION: <i>With respect to the community...will you be engaging community members?</i> <ul style="list-style-type: none"> ○ M.Goetzke replied that establishing community liaison committees will definitely be a part of the project implementation. Effective communication with the community will be ensured. ○ L.Caragiale added that the timeline for the remainder of the year allows for communication with all stakeholders and community members in the corridor. 	
<ul style="list-style-type: none"> • D.Hopper mentioned the possibility that a pilot pedestrian mall can potentially be tested in the future ahead of the project implementation. 	

3.7 Closing and Next Steps

- L.Caragiale listed the past and upcoming consultation meetings, including a public meeting in Whitby on March 16th. The project team is currently working to finalize the preliminary design and the TPAP is planned to commence in mid-2021. A notification of commencement will be sent to all property owners in the corridor. The comments received today were very inciteful and constructive and will be discussed.
- G.Pothier thanked the attendees and recapped the meeting next steps.
- N.Prychitko provided closing remarks concluded the meeting. The recording from the meeting will be posted online March 17th.

Meeting Chat Log:

17:02:07 From Whitby Chamber : Thank you everyone for attending today! We will give people a few minutes to get on before we get started.

17:03:06 From Whitby Chamber : If you have questions please drop them in the chat or put them in the Q&A function.

17:14:41 From Natalie Prychitko : Feel free to send along your questions here, in the Q&A or if you're feeling shy, directly to me.

17:26:12 From Brian Ruck to All panelists : For the Changes to Travel Pattern slide; how will conflicts between U-turns and right turns be handled? This is often a significant collision concern at these types of intersections

17:32:19 From Rachel Thompson : This is the WCC BRT webpage Natalie mentioned:
<https://www.whitbychamber.org/durham-scarborough-bus-rapid-transit/>

17:38:43 From User to All panelists : As the owner of the WC Town funeral chapel please explain how we are supposed to A receive deceased individuals into the facility and B receive caskets and products and C run the actual funerals from the property

17:44:15 From User to All panelists : I Now see the change however will there be enough space for a funeral hearse to make the turn from our property to the street

17:46:20 From User to All panelists : Thank You

17:59:13 From User to All panelists : During construction phase will the road in front of the funeral home still be accesible

18:02:16 From User to All panelists : Having witnessed both the St Clair street car project and presently the Eglinton project in Toronto the road impact on funeral operations have been very challenging

18:04:10 From User to All panelists : Thank You

What is the expected start date?

How busy will the linear be?

If there are any errors or omissions, please advise Ragavan Thuraisinganathan (ragavan.thuraisinganath@parsons.com) within 7 days of issuance of these minutes.