

Durham-Scarborough Bus Rapid Transit



Stakeholder Advisory Group (Durham Region) Meeting #4 – October 19, 2021

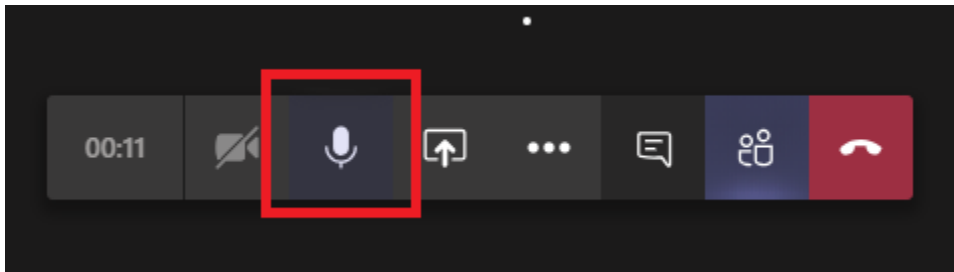
Agenda

| | |
|-------------|----------------------------------------------------------------|
| 6:30 – 6:45 | Welcome and Meeting Overview |
| 6:45 – 7:10 | Project Update Preliminary Design and Environmental Studies |
| 7:10 – 7:50 | Question & Answer |
| 7:50 – 8:00 | Closing Remarks |

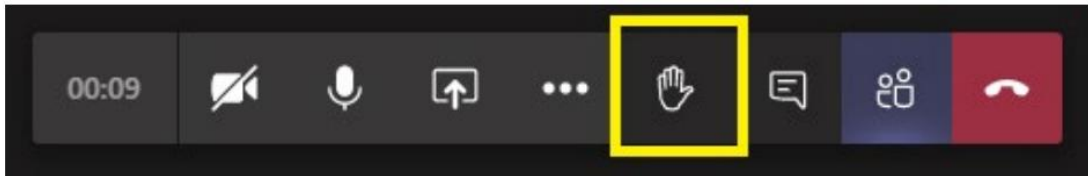
Using Microsoft Teams

From the Desktop App or Web Browser:

- To speak, make sure the microphone looks like this:

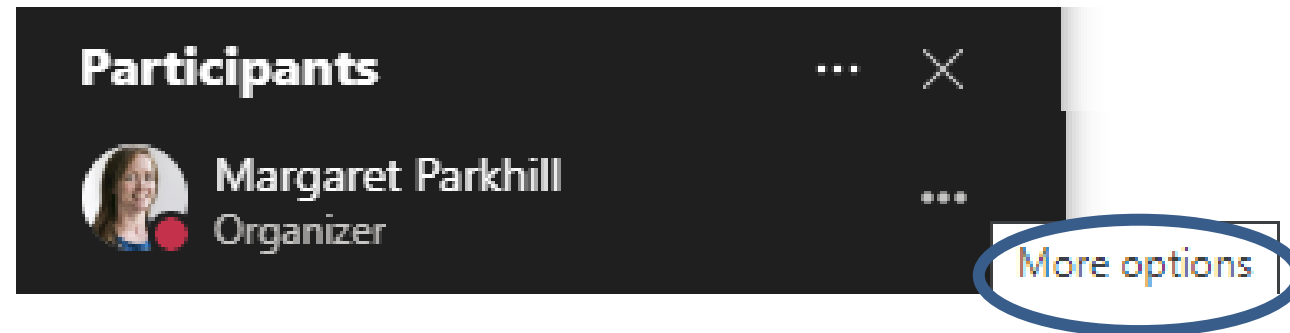
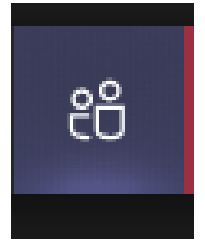


- If the microphone has a slash through it, others in the meeting cannot hear you
- Alternatively, find your name on the Participant List and right-click your name, then click Unmute
- To raise your hand, click the hand button



From your smartphone:

- Tap the screen
- Click to see the Participants list
- On the three dots beside your name, click to see More Options



If joining Audio Only using your telephone:

- Press *5 to raise your hand
- Press *6 to unmute your microphone

Attendees

Stakeholders

- Dan Fama, RioCan
- Maryam Waseem, RioCan
- Stuart Craig, RioCan
- Karey Anne Large, Whitby BIA
- Anne Dobos, Durham District School Board
- Kim Copetti, Whitby Chamber of Commerce
- Natalie Prychitko, Whitby Chamber of Commerce
- Bruce MacDonald, Durham Region Cycling Coalition
- Scott Henderson, Trent University
- Nicole Gibson, Ajax-Pickering Board of Trade

Project Team

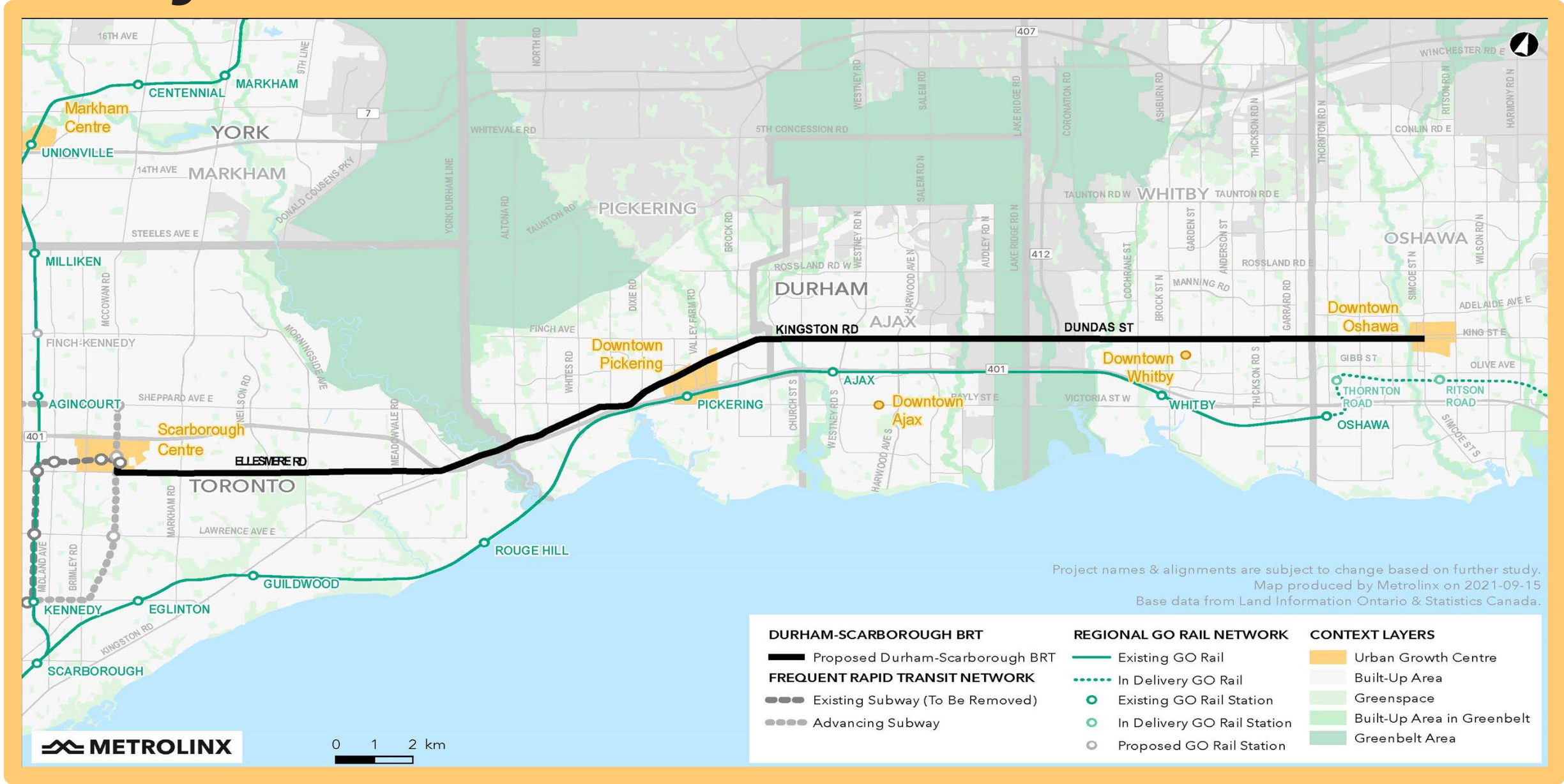
- Kristin Demasi, Metrolinx, Project Manager
- Uton Samuels, Metrolinx, Environmental Programs and Assessments
- Jack Phelan, Durham Region Transit
- David Hopper, Parsons
- Margaret Parkhill, IBI Group

Facilitator

- Glenn Pothier, GLPi

Project Update

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?



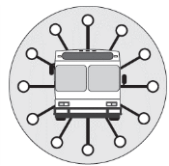
Dedicated lanes for buses, where feasible, resulting in shorter travel times and more reliable transit service.



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.



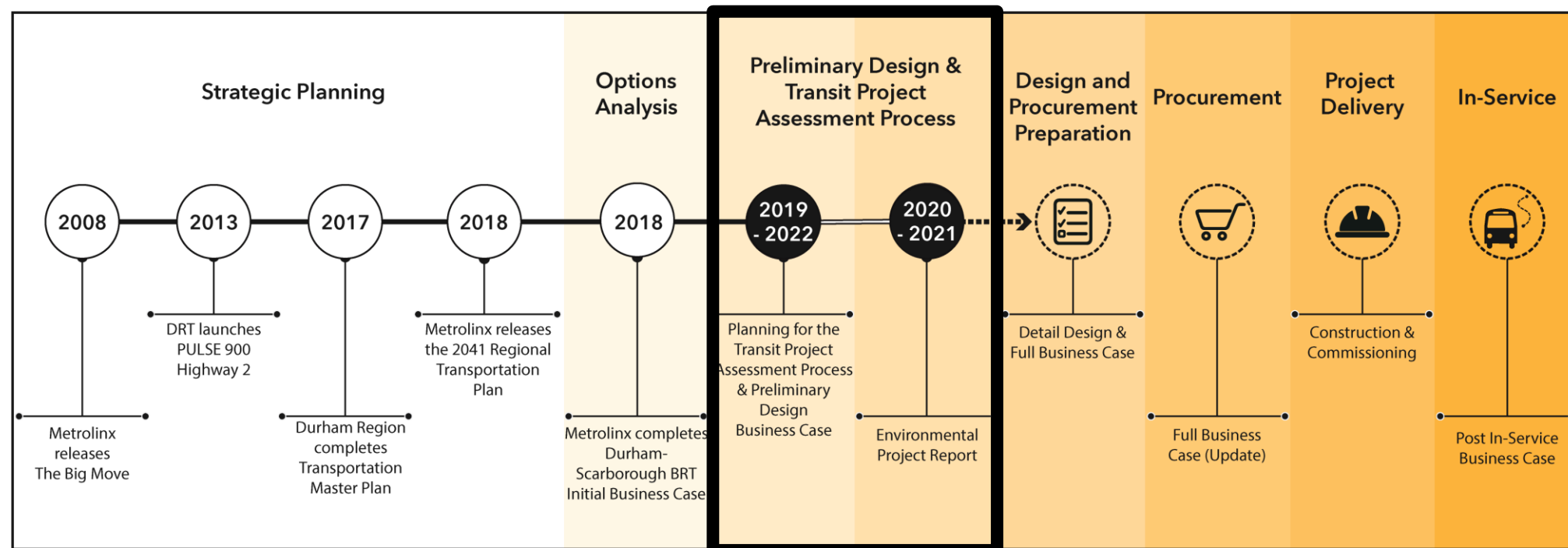
Better connections: Toronto Transit Commission, Durham Region Transit and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel throughout the region.



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.



Public Information Centre #4

The public will have the opportunity to:

- Provide feedback on the preliminary design to help fine tune the plans.
- Learn more about matters that are of interest to the Province and understand how to provide feedback on these issues.

Share these details with your networks.

Three live virtual events:

- Thursday, October 21, 6:30 to 8 p.m.
- Tuesday, October 26, 6:30 to 8 p.m.
- Thursday, October 28, 6:30 to 8 p.m.

Online Engagement open from Thursday, October 14 to Thursday, November 11, 2021. Materials available now.

Register for and attend one of these virtual, fully accessible events on Metrolinx Engage at www.metrolinxengage.com/dsbrt

Preliminary Design

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



Changes since PIC#3 in Durham Region

Town of Whitby

The preliminary design in downtown Whitby has changed since PIC #3. The refined preliminary design is 3-lane Westbound Mixed. This design provides the balance between wider sidewalks, maintaining traffic capacity, and providing transit priority without impacting downtown buildings.



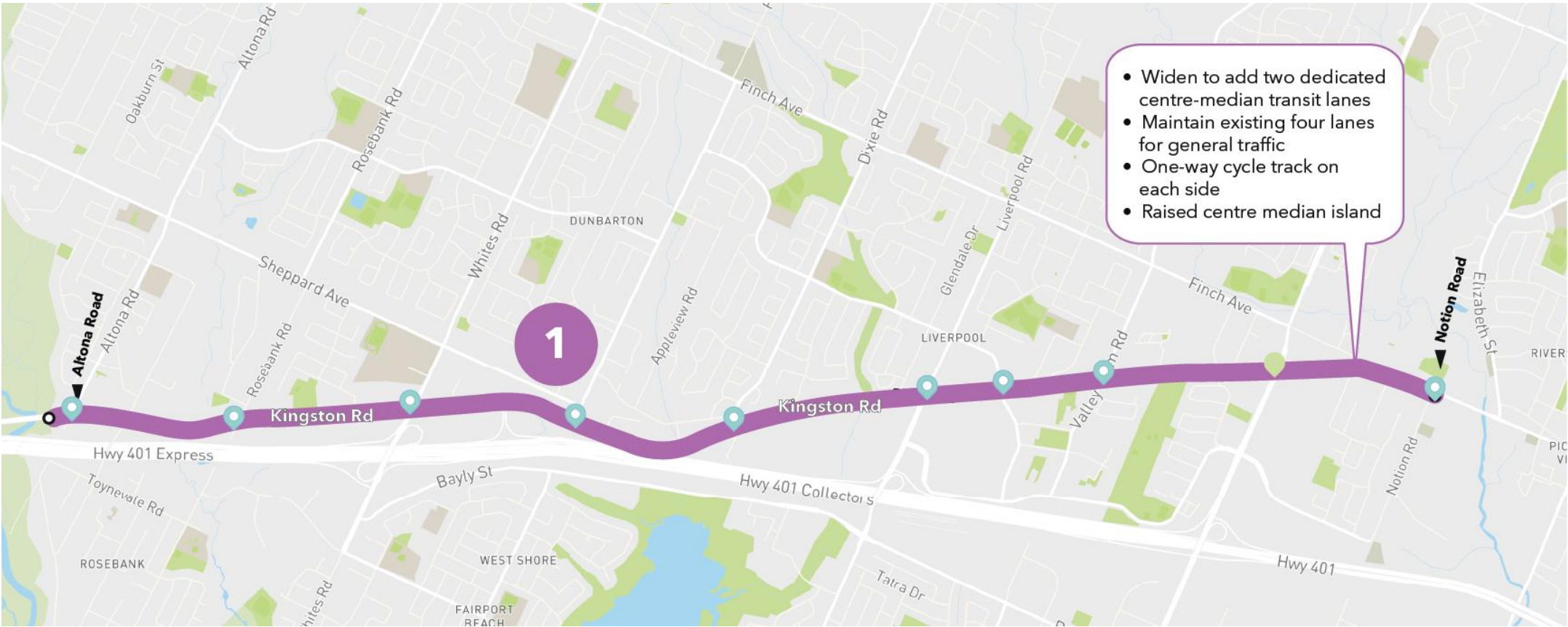
City of Oshawa

Since PIC #3, the preliminary design has been refined to reduce the impacts to on-street parking.

- Bond Street: Add 3 on-street parking spaces.
- King Street: Remove 13 on-street parking spaces.

Metrolinx is committed to working with the City of Oshawa to mitigate parking impacts.

City of Pickering: Preliminary Design



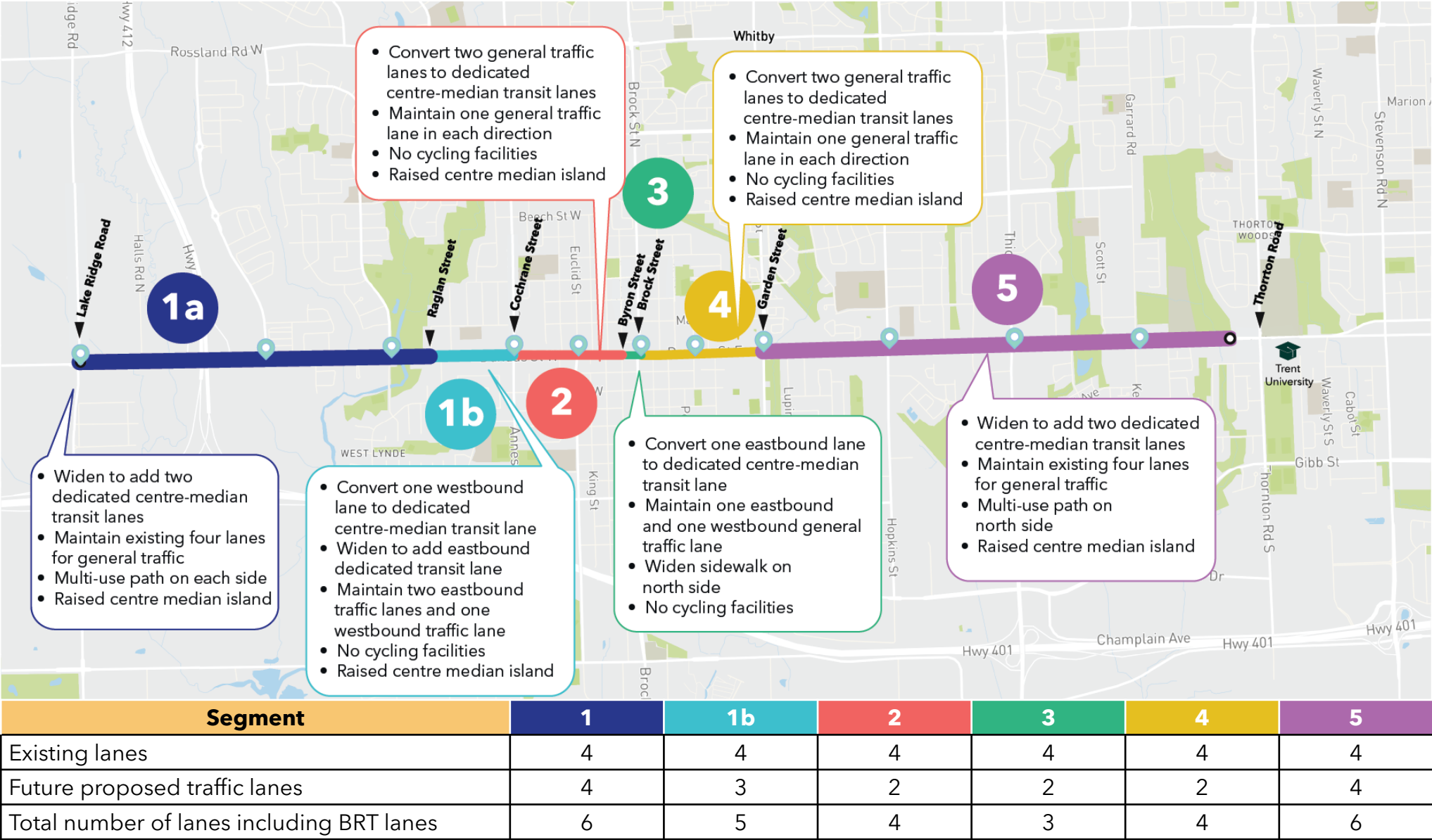
| Segment | 1 |
|-------------------------------------------|---|
| Existing lanes | 4 |
| Future proposed traffic lanes | 4 |
| Total number of lanes including BRT lanes | 6 |

Town of Ajax: Preliminary Design

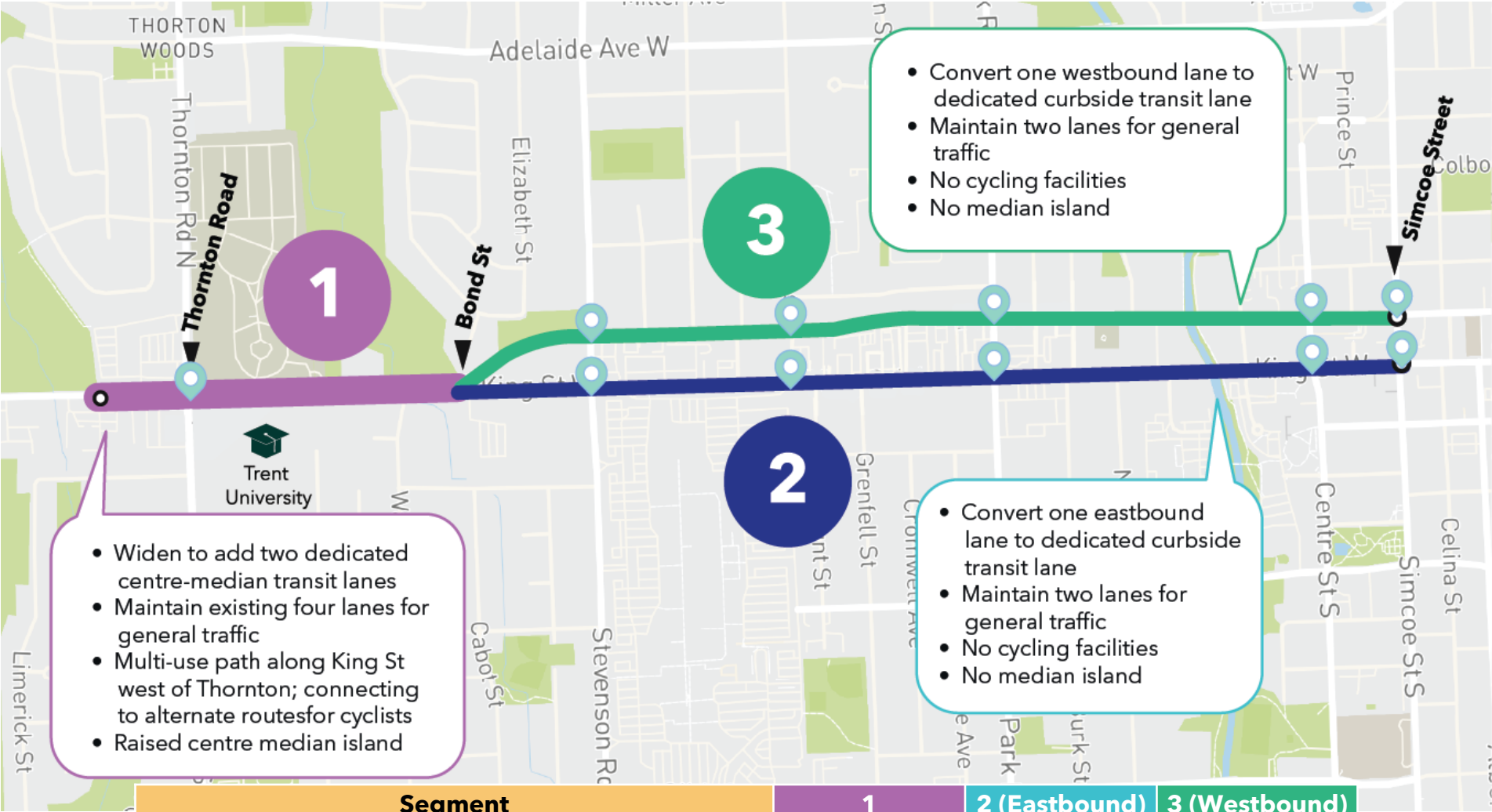


| Segment | 1 | 2 | 3 |
|-------------------------------------------|---|---|---|
| Existing lanes | 4 | 4 | 4 |
| Future proposed traffic lanes | 4 | 3 | 4 |
| Total number of lanes including BRT lanes | 6 | 5 | 6 |

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



Environmental Studies

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



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

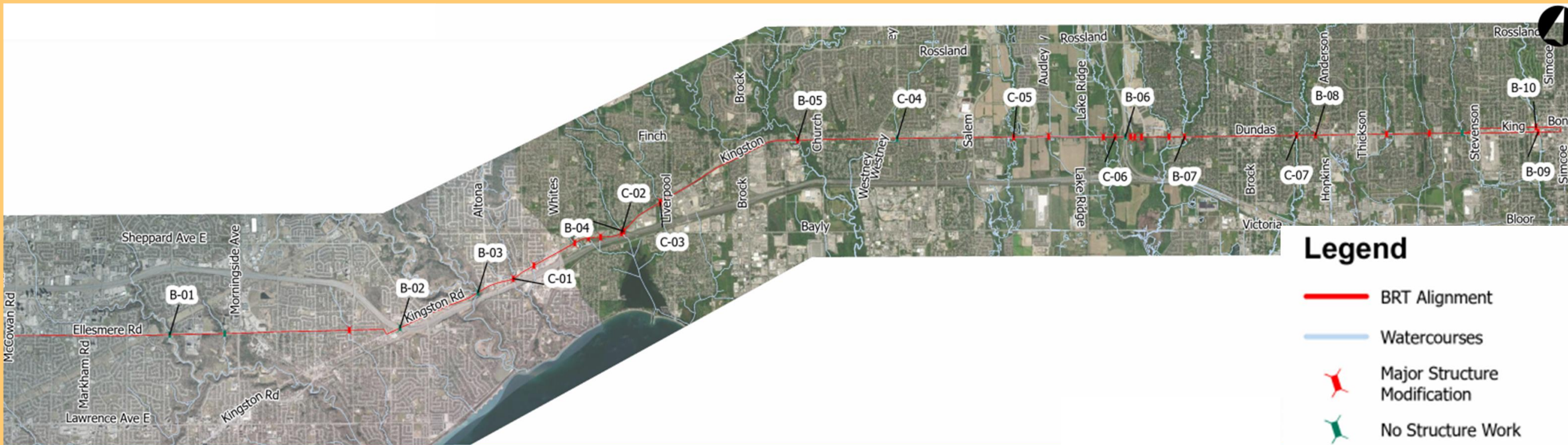


Stormwater & Structures

- 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.

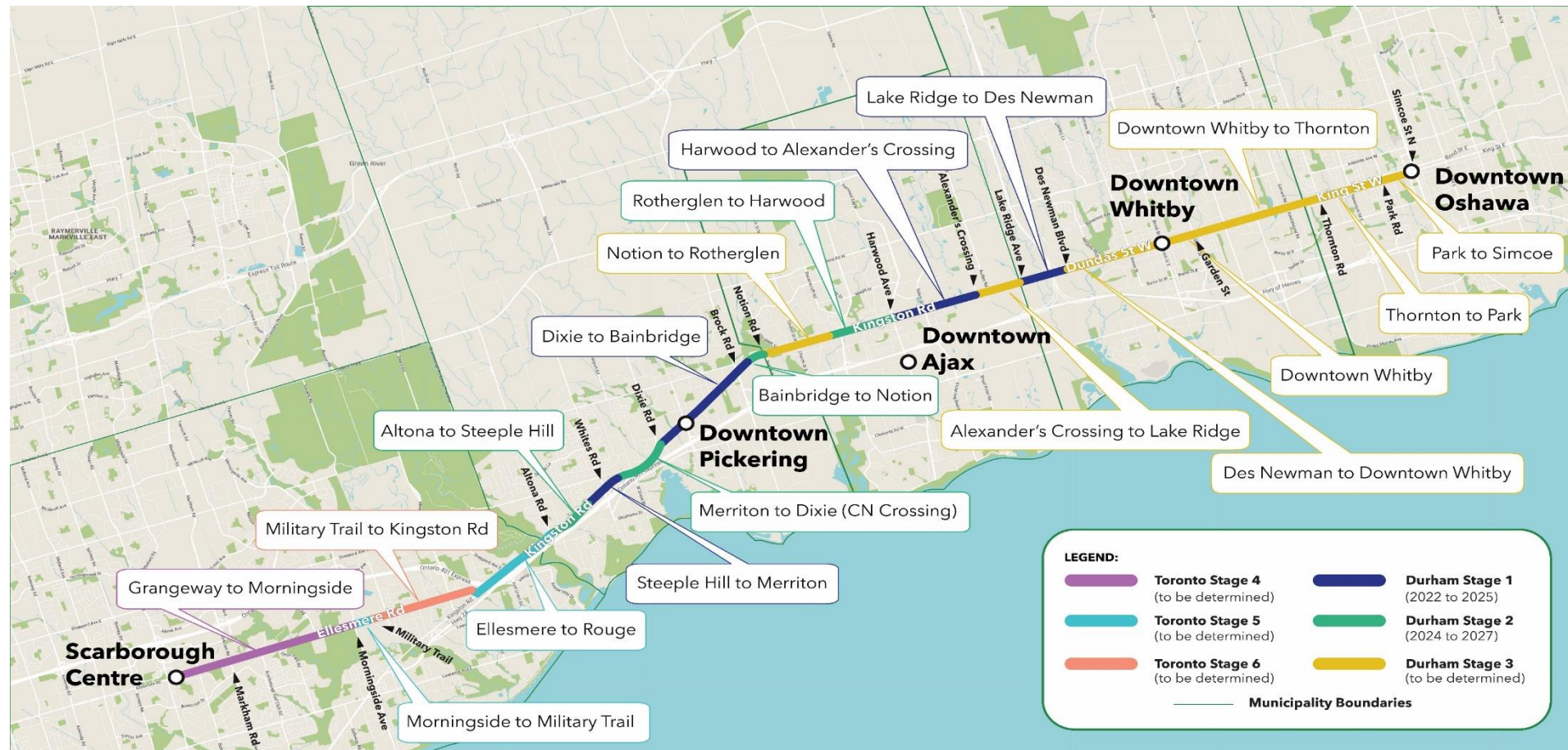
Bike parking will be provided near stop locations to connect cyclists to transit.



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



Source: Durham Region Transit



Source: Durham Region Transit Twitter

- 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.

Support during Construction

Potential construction impacts include:

- Temporary disruption to accesses, parking, 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
- Metrolinx will establish Community Liaison Committees to consult with local stakeholders during detailed design
- Create Emergency Response Plan; Traffic and Transit Management Plan and Access Management Plan
- Identify alternative parking to support businesses
- Implement Curbside Management Plan for waste removal, deliveries and pedestrian activities

Question & Answer

Closing Remarks

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

97 Front Street West

Toronto, ON M5J 1E6

(416) 202-3723

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