

# EX34.1

## Attachment 3

### Update on Durham-Scarborough Bus Rapid Transit

## Update on Durham-Scarborough Bus Rapid Transit (DS-BRT)

Metrolinx is leading the planning, design and engineering work for a proposed bus rapid transit (BRT) route between Scarborough Centre and Downtown Oshawa. The City of Toronto, TTC, Durham Region and Durham Region Transit (DRT) are partners with Metrolinx on this work.

The BRT route is planned to be part of Metrolinx's proposed Frequent Rapid Transit Network, which is a network of regionally significant transit routes that will connect Urban Growth Centres, areas with high concentrations of people and jobs, and low income areas in the GTHA. The project is in the 2041 Regional Transportation Plan (RTP) and planning, including Transit Project Assessment Process (TPAP), is being funded by Metrolinx.

The Initial Business Case (IBC), which evaluates the benefits of this proposed project, is in the process of being approved by Metrolinx. The IBC is expected to be published on Metrolinx's website by April 30, 2018. Figure 1 shows the route and infrastructure recommended by the IBC. The corridor runs east from Scarborough Centre along Ellesmere Road and Highway 2 through Downtown Pickering, Downtown Whitby and Downtown Oshawa.



Figure 1: DS-BRT recommended route and infrastructure

The findings of the IBC study include:

- BRT infrastructure is required to efficiently move people between Scarborough and Durham Region
- The corridor should have dedicated centre running bus lanes where feasible along the corridor to give priority to transit
- Within Toronto, the corridor should have centre running lanes between UTSC and Scarborough Centre
- UTSC and Scarborough Centre are two key regional destinations and have the highest ridership forecasted for the corridor. These two markets are not serviced by GO expansion/RER service.
- Most trips from Durham using the Highway 2 corridor are not travelling to Downtown Toronto; more than half of trips that start in the BRT corridor are either destined for places within the corridor or somewhere else in Scarborough
- In Toronto, stops should be located at major intersections and destinations including Scarborough Centre, Rouge Valley Hospital, UTSC
- All buses which travel along Ellesmere Road including TTC and Durham Region Transit buses should be able to pick up and drop off passengers at any stop along the corridor

#### *Next Steps*

Metrolinx plans to initiate the Preliminary Design Business Case (PDBC) on the DS-BRT in spring 2018, which will include a level of design sufficient to support a full capital funding decision. The PDBC will specifically address:

1. Property impacts;
2. Infrastructure design refinements;
3. Preferred service plan, including costs to existing operators;
4. Detailed traffic analysis, including microsimulation of BRT operations;
5. Risk assessment; and
6. Evaluation of procurement delivery options.

The City has requested that Metrolinx consider the following in the PDBC:

- alignments for extending the DS-BRT to connect with SmartTrack/Stouffville GO Corridor
- options for providing transit priority along Ellesmere Road east of Morningside Avenue where right-of-way width is constrained
- integration with ongoing planning and design processes for other rapid transit projects in the planning and design process including the Eglinton East LRT, Scarborough Subway Extension and SmartTrack/Stouffville GO Corridor.

A TPAP is anticipated to begin in 2019 subject to Metrolinx decision-making on PDBC.