

## Attachment 1

# Metrolinx Bus Rapid Transit Projects

## Durham-Scarborough Bus Rapid Transit

The Metrolinx Durham-Scarborough Bus Rapid Transit (DS-BRT) project will provide approximately 36 km of dedicated transit infrastructure that will connect Durham Region and the City of Toronto (see Figure 1), enhancing intra-regional mobility and connecting residents and employment. The DS-BRT will connect local and regionally significant areas, including Scarborough Centre, University of Toronto Scarborough, the downtowns of Ajax and Whitby and the Urban Growth Centres in Pickering and Oshawa. The corridor is expected to grow by approximately 215,000 residents and 66,000 jobs by 2041. Higher capacity transit is needed to strengthen connections between communities and employment in Durham Region and the City of Toronto.

The DS-BRT will foster a safe and accessible multi-modal network connecting communities. The streetscape design of the project will be context-sensitive, while showcasing a unique sense of place.

The DS-BRT will also have the potential to directly and indirectly benefit six of eight Neighbourhood Improvement Areas within Scarborough through improved transit services. The DS-BRT will encourage and support the use of public transit and promote social equity and economic prosperity, while protecting environmental resiliency, improving transit reliability and speed, and reducing crowding in neighbourhoods with vulnerable populations, such as persons with low income, women, youth and racialized groups. The project has the potential to improve access to employment, education, community and government services, food, health services and recreation.



**Figure 1.** Durham-Scarborough Bus Rapid Transit route.

Metrolinx is leading the planning, design and engineering work for the proposed DS-BRT route between Scarborough Centre and Downtown Oshawa. BRT was identified as the preferred transit technology to link Durham and Scarborough through the 2041 Regional Transportation Plan (RTP) and the Durham-Scarborough Bus Rapid Transit Initial Business Case (IBC). Figure 4 shows the IBC's recommended route. The City of Toronto, TTC, Durham Region and Durham Region Transit (DRT) are working with Metrolinx on this project. The planning process, including TPAP, is being funded by Metrolinx.

### **Initial Business Case (IBC)**

An IBC was completed by Metrolinx for the DS-BRT project in 2018. The DS-BRT IBC recommended:

- Highway 2 and Ellesmere Road as the optimal transit route;
- Buses every 5 minutes in Durham Region, and a bus every 2 minutes in Scarborough;
- An average stop spacing of 700 to 800 metres to be located at signalized intersections; and,
- A hybrid option, with a mix of:
  - Centre-median bus lanes that are dedicated transit lanes in the centre of the road.
  - Restrictions for left-turns into and out of un-signalized side streets and driveways; and,
  - Curbside bus lanes that are dedicated transit lanes on the outside of the road.

The DS-BRT IBC is available on the Metrolinx website at:

[http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2019-01-24-DSBRT\\_Final-for-Publication\\_updated.pdf](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2019-01-24-DSBRT_Final-for-Publication_updated.pdf)

### **Preliminary Design Business Case (PDBC)**

The PDBC for the project was initiated in early 2019. The recommendations from the IBC have been carried forward to the PDBC, which is meant to refine the preferred option and provide a sufficient level of detail to support funding and implementation. The PDBC is the second business case as part of the Metrolinx Benefits Management Process. Metrolinx is planning to consult with the public on a draft PDBC this fall.

### **Surface Transit Network Implementation Strategy**

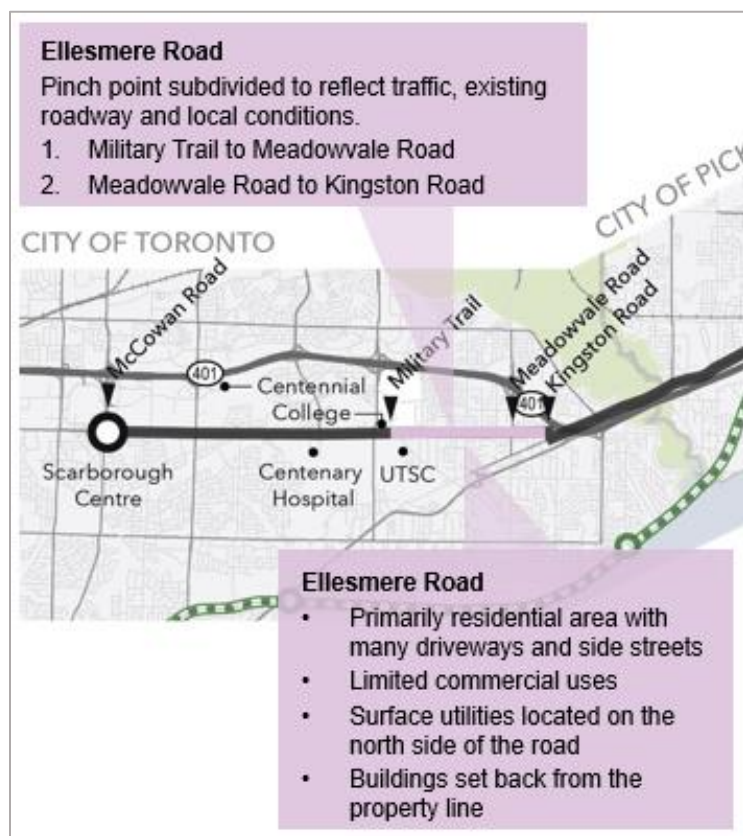
Transportation Services has been leading work with the TTC and City Planning Division to develop a Surface Transit Network Implementation Strategy that relates directly to the TTC's 5-Year Service Plan. The Eglinton East Priority Bus Corridor came out of this work. Ellesmere Road also emerged as one of the top candidates for priority bus lanes corridors in Scarborough, and is ranked as one of the top 15 candidates for priority bus lanes city-wide. Advancing the DS-BRT is consistent with the increased focus the City and the TTC are putting on improving surface transit across the City.

## Design Issues to be Resolved

The Toronto portion of the DS-BRT is divided into four segments; generally the preferred design is six lanes with a centre-median BRT. The four segments identified are:

- Ellesmere Road from McCowan Road to Military Trail (six-lane median BRT)
- Ellesmere Road from Military Trail to Meadowvale Road (six-lane median BRT)
- Ellesmere Road from Meadowvale Road to Kingston Road (four-lane median BRT)
- Kingston Road from Ellesmere Road to the Pickering border (six-lane median BRT)

There are several constrained locations, or "pinch points" on the corridor, which will require more detailed design and analysis. One pinch point is located in Toronto on Ellesmere Road from east of Military Trail to Kingston Road. City and TTC staff will continue to work with the Metrolinx project team to make refinements to the preferred design to minimize impacts and secure associated mitigation measures as part of the recommended design option for the TPAP. Figure 2 highlights the pinch points on the corridor in Toronto.



**Figure 2.** Dundas-Scarborough Bus Rapid Transit pinch points in Toronto.

The specific constraints for this portion of Ellesmere Road are as follows:

- Primarily residential neighbourhood area with many driveways and side streets;
- Limited commercial uses;
- Surface utilities located on the north side of the road; and
- Right-of way widening required.

The design and operation of the pinch points will focus on maintaining reliability of DS-BRT service through the section, while minimizing impacts to the character of these neighbourhoods and providing transitions that are easily understood by all road users. Currently, the technical preferred design on Ellesmere Road from Military Trail to Meadowvale Road is six-lane median BRT and between Meadowvale Road to Kingston Road is four-lane median BRT.

## **Public Consultation**

As part of the PDBC, two public information centres (PIC) were held within Toronto:

- PIC #1 - Thursday, September 26th, 2019
- PIC #2 - Monday, November 18th, 2019

Both PICs were held at University of Toronto Scarborough.

At PIC #1, an introduction of the study and process was provided and feedback on the Problem and Opportunity statement was sought. Below is a summary of what was heard:

- Provide the highest priority for transit, and improve speed, reliability, comfort and convenience for passengers
- Expand the active transportation network to fill in existing gaps and enhance the public realm
- Positively impact the environment through the reduction of traffic congestion and greenhouse gases
- Improve connections to existing major trip generators within Durham Region and Scarborough
- Potential duplication of service with the Lakeshore East GO train corridor
- Potential increase in traffic congestion and access restrictions due to medians
- Potential business impacts
- Existing congestion at the Ellesmere Road and McCowan Road intersection

At PIC #2, the TPAP was introduced along with information on the environmental studies that will be completed to support and document the existing conditions in the corridor and assess any potential impacts and potential design options.

Below is a summary of key messages and concerns heard throughout the consultation:

- Noise and air quality of frequent bus services along the corridor
- Impacts to vehicular access to residential and business properties
- Schools (Toronto District School Board and UTSC) along the corridor are generally supportive of the project
- The project needs to consider the transformation and growth potential of the corridor
- More details regarding service and operation of TTC and Durham Region Transit is needed

A third PIC is planned for late Fall 2020 to present draft results of the PDBC, review the preliminary design option, and seek feedback on outstanding issues.

Further details on the all PIC material can be found on the Metrolinx DS-BRT website: <https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit>

### **Project Governance and the Transit Project Assessment Process (TPAP)**

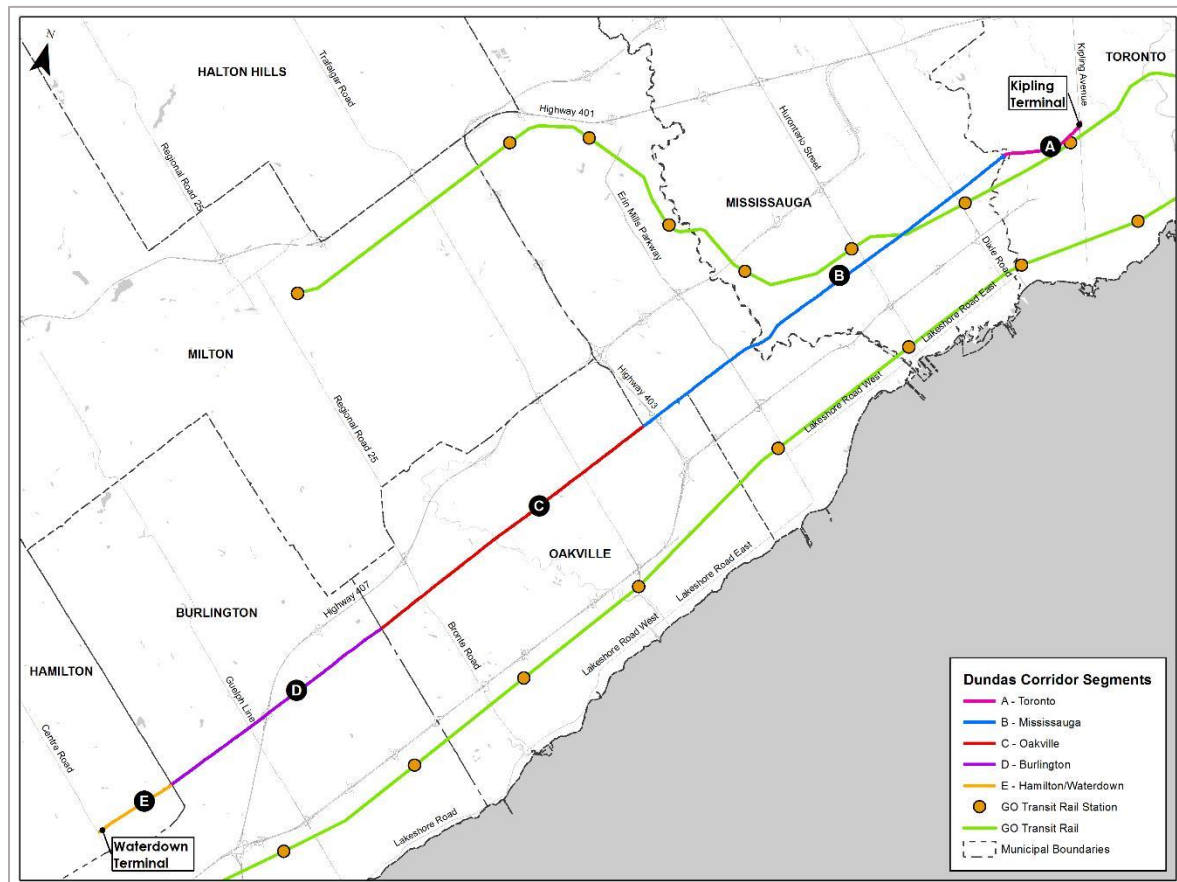
Metrolinx intends to commence the TPAP in Q4 2020 or Q1 2021 and is targeting completion in Q2 2021. The TPAP will include public consultation as well as preparation of the Environmental Project Report (EPR). The completion of the TPAP will also include refined cost estimates based on preliminary design, an updated funding and financing strategy for the DS-BRT corridor, and provide the authority for Metrolinx and co-proponents of the project to undertake procurement and construction of the transit project.

Currently, Metrolinx and Durham Region are co-proponents for the TPAP. This is a priority transit project for Durham Region with federal funding allocated to the construction of the project. Metrolinx has formally requested the City to participate as a co-proponent for the project. Acting as co-proponents for this project could help ensure that the perspectives, issues, and concerns of the City will be satisfactorily addressed as part of the planning and design work. This matter will be addressed in the governance discussions with the Province and Metrolinx.

The current stage of the planning and design work is fully funded by Metrolinx. As the project advances, City staff will seek Council authority as required to negotiate any future funding commitments related to capital construction costs and ongoing operating and maintenance arrangements and costs.

## Dundas Bus Rapid Transit

In early 2020, Metrolinx completed an updated Initial Business Case for transit solutions along Dundas Street West that recommended a Bus Rapid Transit line from Kipling Station in Toronto through Mississauga and Halton Region to Highway 6 in Hamilton (Figure 3). The project is now advancing through further business case analysis and a TPAP. The project will provide improved transit accessibility between the Kipling Mobility Hub, the busy TTC bus corridor on Highway 427, and municipalities west of Toronto, including a connection to the Hurontario LRT.

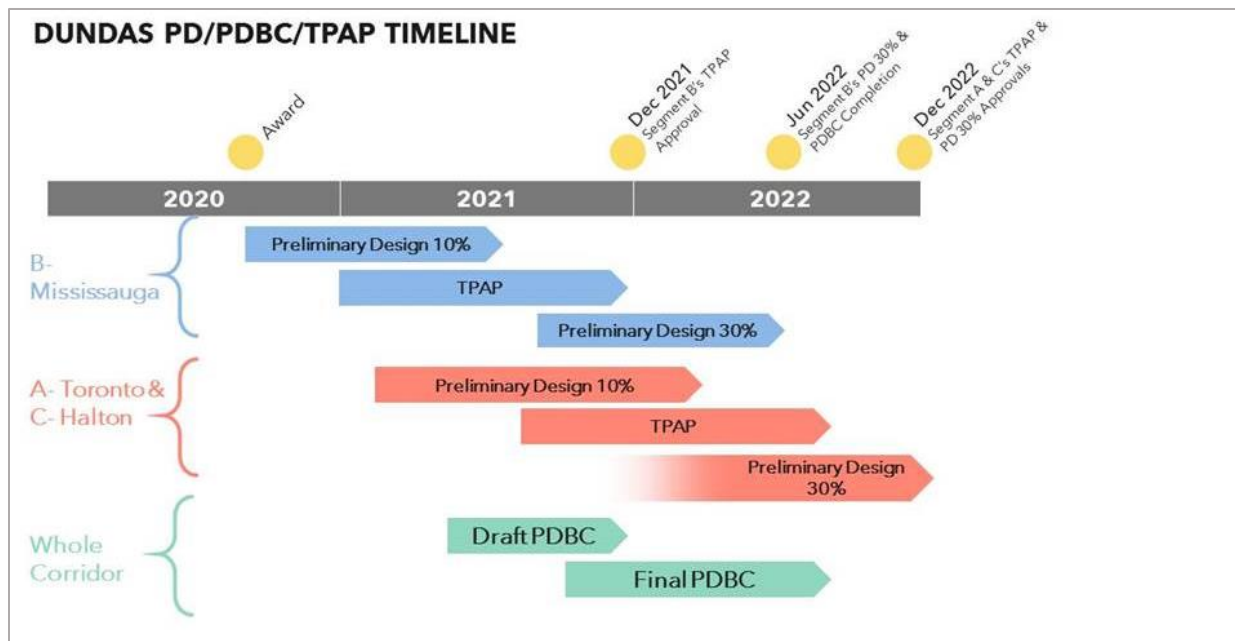


**Figure 3.** Dundas Bus Rapid Transit route.

City and TTC staff are working with Metrolinx and the City of Mississauga on the planning for the Dundas BRT project. Work is currently being undertaken on the PDBC and the TPAP for the project, funded by Metrolinx and the City of Mississauga. In addition, the City of Mississauga has retained consultants to undertake a topographic survey of the Dundas Street corridor within Mississauga and the City of Toronto to support the consultant work on the PDBC and TPAP.

Metrolinx expects to complete the TPAP and PDBC processes by the end of 2022 (see Figure 4). This work will include community consultations along the full corridor, including within the City of Toronto. Consultations within the City of Mississauga will happen earlier, as this part of the corridor is being planned first.





**Figure 4.** Dundas Bus Rapid Transit project timeline (source: Metrolinx).

The City of Toronto Official Plan identifies the Dundas BRT segment within the Etobicoke Centre Secondary Area and the Dundas/Highway 427 Planning Framework area. A portion of the corridor is also identified as an Avenue within the Official Plan. In 2011, City Council also endorsed the Etobicoke Centre Public Space and Streetscape Plan and approved the following recommendation:

"City Council direct that the strategies and implementation tools identified in the report (October 13, 2011) from the Director, Community Planning, Etobicoke York District, be extended to apply to the Dundas Street West corridor up to Highway 427 to achieve a consistent streetscape design with the Etobicoke City Centre area."

The vision for the Dundas Street West corridor identified in these planning documents will guide City staff in their work with Metrolinx on the design of the corridor in the City of Toronto.