

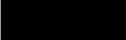
Record of Public Correspondence (During TPAP)



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

**Durham-Scarborough Bus Rapid Transit
Public Correspondence Summary Table**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
The following table summarizes engagement with the public from October 14, 2021 to January 11, 2022. All comments received, responses made and actions/commitments are detailed in this table.				
2021-10-14		On 2021-10-14,  emails: I would like to attend the virtual events, on the transit for Whitby. I am living at . How can I get registered for them?	On 2021-10-21, J. Stenner responds: Apologies for the delayed response. The first of three (3) virtual open house events as part of Public Information Centre #4 is this evening – registration is closed but you can still view the event and submit written questions on the event page here at 6:30 p.m. https://www.metrolinxengage.com/en/DSBRTOct21 You are able to pre-register for the October 26th and 28th live events here. Public information centre #4 (PIC #4) will be open until November 11, 2021. We encourage you to review and share your feedback on the PIC #4 materials, and most recent preliminary design plans for each municipality. We also encourage you to use our interactive map. We hope you can join us!	Added to project mailing list.

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2021-10-14	[REDACTED]	We have property in Oshawa on the south side of [REDACTED]. There is an existing commercial office at [REDACTED]. Your interactive map shows a possible stop platform in this location. You should be aware that we are in the process of developing the east portion of the site (known as [REDACTED].) for a restaurant use. The existing driveway access will remain as the only entrance for the site on King St. W. and is likely this access will be quite active due to the use. For safety reasons, consideration should be given to relocate the stop platform away from the entrance to [REDACTED].	On 2021-12-08, S. Cardenas responds: Thank you for your email. As detailed design progresses local changes such as the development of [REDACTED] will be considered in finalizing the size and placement of the stops. If there is a conceptual plan for the site, we would be glad to look at how it will work with the proposed transit stop.	Added to project mailing list.
2021-10-15	[REDACTED]	I'd recommend metrolinx get on the Nextdoor platform to discuss community impacts and communicate projects with the community. There are often questions about transit projects that are asked with only local residents trying their best, answering questions and sometimes not quite providing accurate information. The platform already is built for this very purpose. The red cross/vaccine hunters for example has/had already a good presence.	On 2021-10-22, S. Cardenas responds: Thank you for your suggestion to use the Nextdoor platform to discuss community impacts and communicate projects with the community	Added to project mailing list.
2021-10-17	[REDACTED]	I wish to be an active participant during the Oct 21 virtual meeting.	On 2021-10-22, J. Stenner responds:	Submitted via Metrolinx Engage.

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	[REDACTED]		Apologies for the delayed response. Confirming you are registered for this evenings event, and should have received a day-of reminder with information on how to join our Zoom or (live) room. If not, please visit the event page at the event time (6:30 p.m.) and select 'Join Zoom' https://www.metrolinxengage.com/en/DSBRTOct21 Call-In With Your Question As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, join the Zoom meeting here. We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible. NOTE: please ensure you have the latest version of Zoom installed. Join Zoom Looking forward to the event.	
2021-10-18	[REDACTED]	[REDACTED] asked a question for free transit! Considering they mostly are the main source of ridership the cost should not be free to them! Students receive interest free grants to cover housing, transportation, books and other living expenses! There are many vulnerable people including senior &	On 2021-12-08, S. Cardenas responds: Thank you for your email. The DSBRT project will examine fare prices at future phases of the project	Added to project mailing list.

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		the reduction in rate should be the only discount thank you	in consultation with Durham Region and the City of Toronto.	
2021-10-18	[REDACTED]	On 2021-10-18, K. Demasi spoke with M. Landry over the phone: M. Landry expressed her concerns with virtual public meetings for the DSBRT - she suggested in person meetings now that we are all vaccinated to ensure we capture a range of opinions on the project . Especially those people who have trouble accessing online materials Asked to confirm if she was registered for the event on the 21st to speak.		
2021-10-20	[REDACTED]	Absence of TTC bus services along Port union up tp Kingston rd . A complaint has already been sent to Municipial Ward member Janiffer and to TTC	On 2021-11-16, S. Cardenas responds: Thank you for your comment. We will share your comment and concern with the TTC.	Submitted via Metrolinx Engage. Added to project mailing list.
2021-10-20	[REDACTED]	Similar to the Queen's Quay Streetcar that has 2 underground stations at the far eastern section of the line, why not move busses underground at narrow, historic parts of the line, like at Brock st in Whitby? Underground stations could be built at intersections like Brock st leaving the surface sections as they are or provide additional enhancements. The busses	On 2021-12-08, S. Cardenas responds: The disruption that would be caused by the construction of underground stations would be significantly higher than the proposed at-grade solution. The costs of this solution would also be significantly higher than what is proposed.	Submitted via Metrolinx Engage.

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		could come back up to street level at the wider parts to continue on their journey.	Requiring passengers to travel up and down to underground platforms would require street level entrances, which would have to be in existing buildings or would require replacing existing buildings. Typically for underground bus stations we would need two lanes in each direction to allow buses to pass each other in an emergency. This creates a large station. How the portals would fit into the existing road is also challenging.	
2021-10-21	[REDACTED]	With only one lane going westbound what happens when you have to clear the lane for emergency vehicles or if there is fire in the Village. What are we supposed to do drive up on someone's front lawn. In the winter this will be impossible. Are the bridges going over the Rouge River and Duffins Creek going to be reinforced so that they can accommodate the heavier traffic? What about the connection that you would have to do in order to get to Ontario Shores. Most direct route here would be to have bus service that goes up and down Henry Street. What are we to do in our residential area with the heavy traffic and children. Can you answer these questions?	On 2021-11-16, S. Cardenas responds: Thank you for your email. Emergency services vehicles will be able to use the BRT lanes to bypass traffic during busy periods to respond to emergencies. Depending on the scale of the emergency, the road will be closed, or police will direct traffic to use the BRT lane to bypass the emergency. All of the bridges on the corridor have been designed to carry buses and heavy trucks. The types of traffic	Submitted via Metrolinx Engage. Added to project mailing list.

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			using the bridges will not change from the mix of traffic using the corridor today.	
2021-10-21	[REDACTED]	Please add me to the mailing list for the Durham BRT, with specific interest in elements related to historic pickering village	On 2021-10-22, J. Stenner responds: Confirming you have been added to the Durham region e-newsletter. Thanks for joining us last night!	Submitted via Metrolinx Engage. Added to project mailing list.
2021-10-21	[REDACTED]	Subject: update for the project	On 2021-10-21, J. Stenner responds: To keep informed on upcoming public engagement opportunities, please subscribe to our Durham and Toronto East regional e-newsletter(s) at metrolinx.com/subscribe .	Added to project mailing list.
2021-10-22	[REDACTED]	Why does your DSBRT end at Simcoe Street? - Your DSBRT should extend beyond this busy part of Oshawa so that those travelling from less densely populated areas don't have to drive into the more densely populated area to catch their bus; this is poor planning on your part - The logic of doing away with parking garages to encourage people to use transit makes no sense; if you want to encourage people to take transit, you need to make it as easy and quick for them as possible	On 2021-11-16, S. Cardenas responds: Thank you for your email. At 36 km the corridor is already quite long. The eastern limit was selected to document a solution at Simcoe and Center Streets where the future north-south corridor will intersect the King and Bond facility. The bus service will continue further east in mixed traffic. A future study	Submitted via Metrolinx Engage. Added to project mailing list.

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			will look at connecting the dedicated lanes to the proposed GO Station on Ritson Road. Extensions further east can also be reviewed as part of that study. Additional bus services from the east can also use the dedicated lanes. These services will be planned by DRT when warranted based on ridership and the overall bus route structure in Oshawa.	
2021-10-22	[REDACTED]	Hello, I am a resident at the [REDACTED] Looking at the plans I have a few questions in regards to the BRT. 1. Will there a left turn access into the complex from the east bound lane on Kingston road? 2. Will there be left turn access out of the complex to go east on Kingston Road. 3. Will the road be widened and will the frontage from the complex be used for the widening?	On 2021-12-08, S. Cardenas responds: With the introduction of the BRT and the center median, there will be no permitted left turns into or out of your driveway. To travel eastbound, residents will need to turn right, and make a U-turn, on a dedicated signal phase, at the existing signal at Bainbridge Drive. To return from eastbound Kingston Road, residents will need to travel past the driveway to the signal at Notion Road and make a U-turn, on a dedicated signal phase, at the existing signal at Notion Road, and then return	

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			westbound to turn right into your driveway. The road will be widened, but the preliminary design does not indicate that any land is required from 1850 Kingston Road.	
2021-10-22	[REDACTED]	Hello Stephen - thank you for the session last evening. I believe you mentioned that Metrolinx is moving back to in-person community consultation, in particular in support of the current TPAP 120 day consultation period. I know there are community members in Whitby that would be very interested in a meeting with you and/or team members. Are there limits to the size/capacity of in-person meetings? Do you have a proposed schedule of when meetings could take place? How do we request a meeting? Thank you in advance for any info you can provide.	On 2021-10-28, S. Linton responds: Thank you for your inquiry regarding upcoming community engagement opportunities in Whitby. The community engagement team for the Durham-Scarborough Bus Rapid Transit (DSBRT) project has resumed smaller in-person events, such as community walkabouts and pop-ups, and are looking forward to the time when we can have larger in-person sessions such as open houses and town halls – these types of events will be organized when it is safe to do so. Next week, the team will be hosting a pop-up in Pickering Village on Tuesday, November 2nd from 11:00 a.m.-3:00 p.m. and are currently working to refine details for additional engagement opportunities in Oshawa and Whitby, which we will communicate in our e-newsletter.	Submitted via Metrolinx Engage.

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			The community engagement and DSBRT project team met with several local residents, resident groups, business owners and associations in Whitby throughout the first half of 2021, including three virtual open houses. Thanks to the valuable feedback from the community, the design evolved to three lanes of traffic, which will provide eastbound cars and buses with a dedicated lane, and westbound cars and buses with a shared lane between Perry Street and Byron Street. As part of the Transit Project Assessment Process, Public Information Centre #4 (PIC #4) will be held virtually until November 11, 2021. The materials are available online for review and comment on Metrolinx Engage at www.metrolinxengage.com/DSBRT. There is a virtual open house happening tomorrow evening (October 28th), from 6:30-8:00 p.m. You can register for these sessions here. I'd be pleased to connect on the phone to discuss what in-person meeting options would be feasible	

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			with yourself and other interested resident(s) at this time. Please let me know when you have some availability to chat. [REDACTED] responds on 2021-11-07	
2021-10-25	[REDACTED]	Good morning, I am not sure if this is the correct contact for my query. However, I was hoping to find out which landscape architecture firm will handle the Durham project? If this is the incorrect contact would you please forward.	On 2021-11-01, J. Stenner responds: Thank you for your e-mail. I've forwarded it to the DSBRT project team at DSBRT@metrolinx.com [REDACTED] responds on 2021-11-08	Added to project mailing list.
2021-10-25	[REDACTED]	Like to present a different viewpoint. I'm an environmental energy expert plus marketing.	On 2021-12-30, S. Cardenas responds: Thank you for your submission. If you have any additional information to share, please feel free to forward it to us at dsbtr@metrolinx.com	Submitted via Metrolinx Engage. Added to project mailing list.
2021-10-25	[REDACTED]	I am opposed to the suggested line as it goes right through the downtown center of Whitby, cutting Hwy 2 in half, making it even more difficult for downtown businesses to attract customers. There is also no doubt in my mind that it will increase traffic on a number of North-south side roads with locals trying to avoid resulting slowdowns on Hwy 2.	On 2021-12-30, S. Cardenas responds: Thank you for your submission. The solution that is being proposed for downtown Whitby as evolved significantly over the last year, primarily as a result of increased consultation. The approach is tailored	Submitted via Metrolinx Engage. Added to project mailing list.

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		Whitby is primarily a residential town with hardly any high density high rises. Why have you not properly consulted with locals and looked at the actual population of Whitby Once again an example of the one size fits all approach being used-what may make sense in downtown Toronto does not work everywhere	to the local conditions, as are the solutions at the other pinch points along the corridor. The traffic analysis indicates that future volumes with BRT in place are lower than future volumes without BRT as more people will need to rely on private cars for travel. Providing a more reliable alternative to the private car is necessary to control future traffic growth as the region continues to grow. Noted. The recordings of the meetings and the presentation materials are available at www.metrolinxengage.com/dsbrt for review and comment.	
2021-10-25	[REDACTED]	we had heard at one point, that part of this project would see a stretch of hwy 2 between Church street and (almost) Westney rd go from 2 lanes in each direction to 1 lane in each direction - is that still part of the plan? if no, and the intent is to leave the 2 lane rd in each direction in tact, then no further action required - and thank you if there is now intent to reduce the number of lanes in both directions through that stretch - please help me understand the	On 2022-01-04, S. Cardenas responds: Thank you for your email. The first design concept proposed no widening of Highway 2 between Rotherglen Road and Elizabeth Street, to minimize impacts to private property and the Heritage Conservation District. In response to that concept, we heard concerns about traffic congestion from the public and Town of Ajax staff.	

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		"why" behind the decision? - keeping in mind, my concern is the already heavy regular traffic that uses all 4 lanes , during normal travel times, the traffic in the area gets much heavier during rush hour - and then even heavier again, should something unusual (accidents, long weekends etc) be happening on the 401 - and then recently, the Pickering casino just south of the area has been added, which has now, and will over time, add MUCH additional traffic to that particular section of roadway - further i can state that the bus usage in the area is NOT heavy , regardless of the time of day - from where i sit, (in the area) a plan to reduce the number of real traffic lanes in that area, make NO SENSE now i dont really expect an answer to this query and if an answer does come , i expect it to be very much the "tow the line" answer which is really of no interest to me - please do respond with a REAL answer, not the one that you are told to write looking forward to hearing from you	After detailed traffic analysis, the preliminary design concept was revised to maintain 2 lanes for eastbound traffic, accommodate 2 lanes for transit only, and provide 1 lane for westbound traffic from Rotherglen Road to Elizabeth Street. This configuration is a balanced approach and is shown in the preliminary design plans on the project website www.metrolinxengage.com/dsbrt. You can also review the design at www.dsbrtmap.ca. The detailed traffic analysis will be available for public review in early 2022. We have added your email to the project list, so you will receive notification when the material is posted on the project website.	
2021-10-25		Your map shows that you will be taking away alot of if not all my front yard and parking I have for my Tennant's (legal duplex and loft). How is this going to affect me and will you be taking land?	On 2022-01-07, J. Stenner responds: Thank you for your comments received during Public Information Centre #4 for the Durham-	Added to project mailing list.

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		[REDACTED]	Scarborough Bus Rapid Transit Project. Metrolinx along with the Region of Durham will continue to look at refinements to the plans to help minimize the impacts to properties. We will also work with the property owner along with the Town of Whitby to ensure that site plan and parking requirements are met. If you would like to keep up to date with the projects in Durham Region, please subscribe to our e-newsletter here.	
2021-10-25	[REDACTED]	I registered at you live session on Tuesday, October 21 and also on one of your past presentation on the DSBRT project and have some pointed comments. 1) GO Train, GO Bus and Pulse 900 services, the latter even more, are all what Whitby and other location for public communication with Toronto need. Both GO Train and GO Bus service could though, be improve. 2) The DSBRT project has not been known to the public until the last spring, shortly after that the Whitby Council narrowly approve it. A political move that the Mayor Mitchell	On 2022-01-04, S. Cardenas responds: Thank you for your detailed comments. Metrolinx is continually reviewing GO Train and GO Bus services, and coordinate that service with municipal transit including Durham Region Transit and Toronto Transit Commission. The DSBRT is not a new transit service. The infrastructure along Highway 2 will support the Durham	

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		at the Whitby This Week newspaper justified as “the least-worst plan”; and I read it not as a ‘yes’ vote for your project, but as a resignation. None of the councillors, including the Mayor live downtown Whitby. 3) I have lived downtown Whitby on Dunlop Street West for 26 years and among other interests pay attention both to the individual and the public transportation. Traffic problem was cited as number one when I moved to Whitby 33 years ago (lived seven years at the town’s north-west part). 4) Both Whitby portions of the highway 12 (Brock Street) and the highway 2 (Dundas Street) are during day extremely busy. Not to sound as a local patriot, I do believe that the same applies to Pickering Village part of your project. 5) In the last live meeting you admitted that the DSBRT will most serve travellers going from, e.g. from Oshawa to Whitby, from Whitby to Ajax, Pickering, etc. Very few passengers’ will be the Scarborough Town Centre. If they go, they will most likely drive, or take, yes slower, GO Bus. 6) Referring to your last online meeting October 21, a local lady resident	PULSE 900 route. The intent of this project is to allow DRT buses to operate more frequently and reliably by removing buses from the general traffic lane. Bus networks are always being refined and the TTC and DRT will continually develop network plans that can best meet the needs of the community in the future. Consultation on the DSBRT project began in Spring 2019. You can review previous rounds of consultation information on the project website at www.metrolinxengage.com/dsbrt. We understand that Durham Region already experiences traffic congestion. A primary goal of this project is to reduce the need for car travel in the future. The increased use of transit will also reduce pollution. In most areas of the corridor the number of general traffic lanes are maintained to allow traffic to flow and to provide some capacity to handle future traffic growth. The project also includes new sidewalks and bike lanes, to provide more mobility choices and improve accessibility along the project corridor.	

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		raise the question of the conversion of Ellesmere Rd. into a problematic street with this project and another resident asking about making of this street left turn was advised to drive farther and make a U Turn. This advice is not reflecting Metrolinx safety proclamations. 7) Your live online meetings are required in compliance with such project process regulation, the same applying to the environment assessment. You do know about mass public rejection of the DSBRT link, but for reason only known to you, you are going to proceed regardless. Metrolinx, according to some in other discussions is “famous” for it. 8) Your online live presentation is a well-prepared selling job! Much effort has been spent to prepare this fast bus link, and the pressure is to sell it. I occasionally receive a phone-call from Bell Canada (being a long-time customer I have nothing against Bell Canada as a corporation), offering me an upgrade of my TV programs (I do subscribe, but do not watch the TV), or higher Internet speed that I do not need. This is their job – to sell a product, convince a customer that	We expect that the DSBRT service will attract both short and long distance trips. People who take the route for longer distances will benefit more with reduced travel times from the dedicated lanes. Traffic patterns for left turns will change with the introduction of centre-median bus lanes. Each signalized intersection will have dedicated left-turn lanes and operate fully-protected “green arrow” left-turn phases which will support safe u-turn movements. This operation has demonstrated safety benefits for all road users, with York Region reporting a 50 to 70% reduction in crashes along roads with centre-running bus lanes. The traffic analysis considered the changes in driving pattern and the number of cars needing to make left turns or U-turns.	

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		he/she would benefit from the service. Only the customer can judge the offer and decide. Metrolinx is doing precisely the same with an exception... 9) Metrolinx present and potential customers' feeling that Metrolinx with its political connection cannot be challenged, similarly as Whitby Mayor's resignation comment that this is "the least-worst plan". 10) NOT ON BOARD signs that I earlier this year was asked my neighbourhood where are slowly disappearing from lawns. People feel that the DSBRT is "a fait accompli", feeling disgusted, yet meek as a sheep. 11) This project should have been evaluated by an independent body of experts and decided on its recommendation with a public assessment years ago, not by the politicians, where in Whitby case the Mayor casted a decisive vote. Yes, for "the least-worst plan"...		
2021-10-26		why did people not have say in this? It is already extremely loud by my house. my windows rattle every time the bus goes by. I can't even have a conversation in my back	On 2021-12-30, S. Cardenas responds: Thank you for your submission.	Submitted via Metrolinx Engage. Added to project mailing list.

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		yard without having to stop talking when they go by.	There has been significant consultation as the project has advanced. There is a noise and vibration study that has been completed which indicates that the 2041 with BRT option is very similar to the 2041 with no BRT option and that the increase in noise levels over existing is negligible to minimal in most areas. Where future noise levels are predicted to exceed regulated levels noise barriers will be installed.	
2021-10-26		On 2021-10-26,  emails: I received in my mailbox today (Tues Oct 26) a card detailing the dates for the Public Information Centre #4 for the Durham-Scarborough BRT project. The dates are: 1. Thursday October 21 2. Tuesday Oct 26 3. Thursday Oct. 28 This is very short notice that Metrolinx is giving residents for the meetings. One of the dates is in the past, and the other date is today. Clearly Metrolinx doesn't want to really engage the	On 2021-10-28, S. Linton responds: My name is Stephen Linton, Senior Manager, Community Engagement for the Durham-Scarborough Bus Rapid Transit (DSBRT) project. Firstly, I want to thank you for taking the time to write to the community engagement team and to apologize that you received the post card after the first virtual engagement opportunity had passed. In addition to the post card, the engagement opportunity was shared via Metrolinx's Twitter account, in the Scarborough Mirror (Sept 16th), on Metrolinx News, through our Toronto East e-newsletter and to our DSBRT project mailing list.	Added to project mailing list.

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		community on this very unpopular project. These are sham engagement sessions! Please have Phil Verster contact me with an explanation why there is such short notice on these meetings. Is this the standard for Metrolinx when engaging communities on their projects?	The community engagement team for the DSBRT project has resumed smaller in-person events, such as community walkabouts and pop-ups, and are looking forward to the time when we can have larger in-person sessions such as open houses and town halls – when it is safe to do so. To be kept up to date on all upcoming engagement opportunities, please subscribe to the Toronto East regional e-newsletter at metrolinx.com/subscribe. As part of the Transit Project Assessment Process, Public Information Centre #4 (PIC #4) is open online until November 11, 2021. The materials are available online for review and comment on Metrolinx Engage at www.metrolinxengage.com/DSBRT. There is a virtual open house happening this evening (October 28th) from 6:30-8:00 p.m. You can register for this session here. I'd be pleased to connect on the phone to discuss future engagement opportunities for the DSBRT project in	

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			more detail, should you have an interest.	
2021-10-26	[REDACTED]	On 2021-10-26, [REDACTED] emails: To whom it may concern, Could you please remove me from your mailing list. I sold and left [REDACTED] November 2020.	On 2021-10-28, J. Stenner responds: Thank you for your e-mail. Confirming you are not subscribed to the Durham e-newsletter and will be removed from the DSBRT project mailing list. All the best,	Removed from project mailing list.
2021-10-26	[REDACTED]	Subject: registering for virtual meeting on Thurs Oct 28 6:30-8:00 DSBRT Please forward me the appropriate link to register. Could not find it online	On 2021-10-28, J. Stenner responds: Thank you for your inquiry and apologies for the delayed response. We hope you were able to view the October 26th Live Event on Metrolinx Engage. For reference, you do not need to register to view any of our virtual engagements; however, those that register will receive updates and reminders about the event, as well as a link to the post-event survey. Registration for this evenings session is available online here and will be open until approximately 2:00 p.m. today.	Submitted via Metrolinx Engage. Added to project mailing list.

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2021-10-26	[REDACTED]	I wanted to join but did not have the option to be in without video. VERY annoying.	On 2021-10-28, J. Stenner responds: Thank you very much for taking the time to join us for our live meeting in the Zoom room. During the live Q&A, only audio is heard by the panel and the general audience viewing the presentation online. In the Zoom room, the camera is auto disabled for that reason. Please let us know if you have any further questions. Thank you again for participating!	Submitted via Metrolinx Engage. Added to project mailing list.
2021-10-26	[REDACTED]	I do not see any advantage for the proposed project in Ellesmere Durham-Scarborough. The area is not a congested area to benefit a few in expense of the hardship that many residents in the area will experience. With the project you will kill the lanes for most of the time thereby creating chaos for the general populace of the area like what is happening now in Kingston road from Morningside to Eglinton Ave. The reserved lane for bikes and TTC ate much of the lanes thereby causing congestions because that lane is not being used most of the time. Those lanes are	On 2021-12-30, S. Cardenas responds: Thank you for your submission. As the eastern part of Toronto and Durham region continue to grow, we will need to improve the options that people have for travel. In the Toronto segment the BRT lanes will carry more people per hour than the adjacent traffic lane. Allocating road space to higher order transit will encourage more people to choose transit for more of their trips. We	Submitted via Metrolinx Engage. Added to project mailing list.

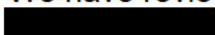
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		more usefull especially in the rush hour. You can not force people to take the public transit all the time most especially now that we are being limited by the pandemic. It gives me pain everytime I travel the area and for most of my travel seeing those red colored lanes empty and not being used, meanwhile the general public are crammed up in the traffic and at times having to wait for the second change in the traffic lights to be able to proceed. Cars waiting almost idling most of the time also are big contribution to pollution.	have seen significant ridership growth on similar corridors, and along Highway 2 with the introduction of the PULSE 900 service. Extending the route to Scarborough Center will increase service levels for this section of Scarborough.	
2021-10-26	[REDACTED]	As a resident of Scarborough living on Ellesmere for the last 30 years, I am completely appalled and disheartened to hear the plans for the Durham-Scarborough Bus Rapid Transit project. One thing this project has not taken into consideration is all of the residents that live in this community. There will be no left turns on Ellesmere ever again, just because people need yet another way to get to Durham? This is a completely unnecessary project, there are several ways to get to Durham, without destroying the major road that goes through Scarborough. Nobody in the community wanted or asked for this. I implore you to reconsider this project as it greatly serves to negatively impact the	On 2021-12-30, S. Cardenas responds: Than you for your submission. Ellesmere is a significant arterial road in Scarborough and provides a direct and logical connection between Scarborough Center, UTSC and the urban growth centers along Highway 2. This route has been part of the network planning for many years as it connects a large number of origins and destinations. The center median, and the restrictions on local left turns, has been carefully reviewed and will be	Submitted via Metrolinx Engage. Added to project mailing list.

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		residents living and working in the community.	reviewed again in the next stage of design. The team has added a traffic light at Muirbank t Boulevard to provide additional opportunities for U-turns to offset some of the local impacts.	
2021-10-26		Hi, after listening to the most recent presentation, I had a few questions: 1) In the presentation, I thought I heard that phase 1 (Pickering) of the BRT project would have busses at curbside then moved to the centre median once other phases are complete, is this an accurate understanding? 2) Will the cycling infrastructure and landscaping be installed with each phase? That is, could one expect barrier separated (with trees) cycle lanes in Pickering at the end of phase 1 construction? I hope I don't have to wait a decade for safe bike lanes. 3) Metrolinx claimed in 2019 that the BRT could (long term) be easily converted to LRT. Does this still hold true if we are alternating between curb and median lanes? If not, did this factor into the decision to move curbside? Lastly, I understand there is quite a bit of pushback from the community in the east Scarborough residential areas. I wonder if the team considered sharing successes	On 2021-12-29, S. Cardenas responds: Thank you for your submission. 1) Some portions of the Pickering segment already have curbside BRT lanes installed. These will be converted to median lanes, as planned, as part of this project. 2) All of the infrastructure in any given segment will be installed as the BRT lanes are installed. Sidewalks and cycling facilities will be completed at the same time as the BRT lanes. 3) The intention is to install median lanes for the majority of the corridor. BRT and LRT geometry and space requirements are very similar, so future conversion, if required, can be done relatively easily. As this conversion is not expected for several decades the focus has been on providing the optimal BRT geometry.	Submitted via Metrolinx Engage. Added to project mailing list.

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		from the York region (or other) BRT projects (were there any)? Having not familiarized myself with these other projects, I wonder if they held any positives for the community. Perhaps inviting residents from (former) impacted areas who may shed light on the projects benefits.	4) Thank you for the suggestion. We have provided successful examples from a number of other cities and have used them both to discuss the project and inform the design we are proposing.	
2021-10-26		This is the third time I have reached out to speak with someone on the team regarding the impact to . It seems I being ignored. We are a small business and according to the preliminary drawings, we are set to lose 24 parking spots along Kingston road. This represents more than 1/3 of the plaza total parking. We have a significant investment in the location and lease for 10 more years of business. I need to get clarification on the plan. Please get back to me today. I have chosen not to bring it up on the live meetings as a private conversation would be best.	On 2022-01-07, J. Stenner responds: Understanding there have been a few different threads and comment forms on this subject matter – we wanted to close the loop. We have reviewed the impacts at  . Metrolinx along with the Region of Durham will continue to look at refinements to the plans to help minimize the impacts to properties. We will also work with the property owners along with the City of Pickering to ensure that site plan and parking requirements are met. For more information on this, Matthew Darling, Project Manager, Rapid Transit Office at the Region of Durham can assist further Matthew.Darling@durham.ca 905-668-7711 extension 2178	

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			If you would like to keep up to date with the projects in Durham Region, please subscribe to our e-newsletter here .	
2021-10-27		On 2021-10-27,  emails: I have submitted this concern several times over the past few months on the metrolinks engage website but have yet to receive a response or acknowledgement of receiving my concern. We are a tenant in the Rougemount plaza located on the south east corner of Rougemount and Kingston rd. In reviewing your preliminary drawings the proposed bus lanes with side walk and bike lanes are severely interfering our parking lot. A total of 24 parking spots representing 1/3 of our total parking will be lost should this plan be approved. This plaza is already short on parking for its patrons. Losing these spots would drastically affect our business and the other tenants. I represent Bruno's Signature employing just under 50 individuals. We have been a tenant for 24 years with a significant investment in our space. Please get back to me to discuss a solution to the problem.	On 2021-10-28, S. Cardenas responds: Thank you for your email. Metrolinx along with the Region of Durham will continue to look at refinements to the plans to help minimize the impacts to properties. We will also work with the property owner along with the City of Pickering to ensure that site plan and parking requirements are met.	Added to project mailing list.

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		Thank you and look forward to a response and acknowledgement of receiving this email.		
2021-10-28	[REDACTED]	Meeting is asking for password	On 2021-12-30, S. Cardenas responds: Thank you for your submission. We apologize for any inconvenience you experienced when trying to log on to our live meeting. Recordings of the sessions are available on-line at www.metrolinxengage.com/dsbrt. If you have additional questions that are not answered by the recordings or the posted questions and responses, please forward you questions to us at dsbrt@metrolinx.com	Submitted via Metrolinx Engage. Added to project mailing list
2021-10-28	[REDACTED]	On 2021-10-28, [REDACTED] emails: I have reviewed the DSBRT Environmental Studies PIC #4 documents on the Metrolinx website. My comments are as follows. I previously submitted comments for DSBRT PIC #3, in which I raised concerns regarding the bird collision hazard posed by DSBRT structures. I do appreciate that I received a response from a DSBRT team member who tried to address this concern.	On 2022-01-04, S. Cardenas responds: Thank you for your comments regarding bird collision hazards. We are not able to cover each and every mitigation measure or impact reduction strategy during the public meeting presentations.	Photos attached

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		However, I was disappointed to learn that PIC #4 documents (specifically Natural Environment Studies and BRT Bus Stop Design) make no mention of the bird collision hazard and propose no effective mitigation measures. In contrast to Metrolinx, Durham Region Transit (DRT) is aware of the hazard posed to birds by its bus stop shelters and has attempted to mitigate the hazard by affixing decals to the glazing on its shelters. I have taken photos of a typical DRT bus stop shelter. The attached photo #1 is a view of the rear panel of the shelter near the southeast corner of Whites Road and Kingston Road in Pickering. Note the 3-hawk-silhouette decal near the upper right corner of the exterior surface of the rear glazed panel. Photo #2 is a zoomed-in shot of the decal. According to organizations with the relevant expertise (Environment and Climate Change Canada, FLAP Canada, Canadian Standards Association, American Bird Conservancy, among others), decals or any other markers must meet certain rules in order to be effective. The Environment and Climate Change Canada website states	As noted in the previous response from the project team, during a future detail design phase, the shelter design will be completed including: • Materials, colours and finishes of the platform surface and/or wall panels • Number of glazed panels. For curbside platforms, some panels can be removed so the platform can be accessed at multiple locations • Art, maps, and cultural heritage elements • Placement and amount of benches and seating • Curbside platforms can be narrower or integrated with sidewalk Bird friendly frit and colour contrasted distraction pattern will be applied to shelter glazing in accordance with municipal requirements, Metrolinx design standards, Accessibility for Ontarians with Disabilities Act (AODA), and Metrolinx Universal Design Guidelines. Thank you for your continued interested in the DSBRT.	

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		"One or two decals or silhouettes on a large window won't work... Birds may avoid the decal, but will fly into the unmarked area if they think the gap is large enough to fly through". The website provides the rules for effective bird collision deterrence: "But all patterns should follow these rules: • the pattern must be applied across the entire glass surface • there are no spaces greater than 5 cm between each component of the pattern (both horizontally and vertically) • the pattern is applied to the outside surface of the window • each component of the pattern is at least 5 mm wide • the colour of the pattern contrasts well with the reflected vegetation, and is easily seen" Although Durham Region Transit's intentions are good, its attempt to mitigate the bird strike problem with a few decals on the exterior of the glazed panels of its bus stop shelters is ineffective and is not a deterrent. I can speak from personal experience about bird strike deterrence. Very soon after		

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		energy-efficient windows were installed in my house, large numbers of bird strikes began to occur on the windows on the north side of the house. Hawk silhouette decals (both black and UV coated) and other measures proved to be ineffective. Hundreds of birds died (not an exaggeration) before I learned of an effective solution. I installed bird collision deterrent markers made by 3M (https://www.conveniencegroup.com/featherfriendly/feather-friendly) as per the rules mentioned above. Visibility through my windows is good and bird strikes no longer occur. Note that Cadillac-Fairview's TD Centre in downtown Toronto is also implementing this solution to effectively address the bird strike problem. (https://flap.org/td-centre-retrofits/). To ensure a thorough Transit Project Assessment Process, I strongly encourage Metrolinx to recognize the bird collision hazard posed by its proposed DSBRT bus stop shelters and to implement effective bird collision deterrent measures. Compliance with Canadian Standards Association CSA A460:19 Bird Friendly Building Design would be evidence of a good-faith effort on the part of Metrolinx to meet this objective. I recommend that Metrolinx post information detailing its		

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		efforts regarding this matter on the DSBRT website.		
2021-10-29		Dear Metrolinx, I have a few concerns about the dsbrt plans as outlined in your flyer. 1) Buses on a road with traffic lights is not rapid transit. The lights are the biggest obstacle. 2) As shown on Hwy. 2 in Ajax, the widening is a nightmare for pedestrians. A person must cross 10 lanes of traffic. The trees were all cut down and not replaced. The curved merge lanes for cars around corners are a danger despite the new signs. Drivers just whip around them. 3) Virtually no bicycles have been seen on Hwy 2 on the bike lanes; maybe 2 in 5 years. Who would cycle on those bike lanes with traffic on both sides?, and what about winter cycling? 4) Don't even think about widening the road in Pickering Village from Duffin's creek to Westney. That area is historical. 5) What about reducing the numbers of private vehicles on the road? I would say that 80% + have only one person in them. Most vehicles such as pickups are simply too large. If you want drivers to	On 2021-12-29, S. Cardenas responds: Thank you for your email. The Provincial Growth Plan, called "A Place to Grow" plans for growth and development in a way that supports economic prosperity, protects the environment, and provides a framework to manage growth. Along the DSBRT corridor, Pickering and Oshawa are identified as Urban Growth Centres. Durham Region is planning for growth along the former Highway 2 alignment to connect existing and future people and jobs. The introduction of BRT lanes will reduce the need for car travel in the future. The increased use of transit will also reduce pollution. In most areas of the corridor the number of general traffic lanes are maintained to allow traffic to flow and to provide some capacity to handle future traffic growth. Both BRT and LRT were evaluated in the earlier stages of the project, and	Added to project mailing list.

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		switch to transit they make it harder for the drivers. Don't give them more lanes 6) Population growth is not inevitable. It is a choice. Reducing the car population and the number of trips is also a choice. What has been done to encourage fewer vehicles? 7) Wider roads mean more pavement and less green space. We need more green space., What is the point of ruining neighbourhoods for a slightly faster trip? Why should local people suffer because others just want to drive through? If you want to provide transit it needs to be light rail of which Durham has none.	the Initial Business Case completed in 2018 confirmed BRT is the right investment at this time for this corridor. BRT provides added flexibility to route buses into and out of the dedicated centre-running bus lanes to improve connectivity. Both TTC and DRT local routes can use the dedicated lanes on Kingston Road, and turn off the corridor to connect directly to other routes. You have probably heard that DRT and TTC are testing electric vehicles and are looking to expand their electric fleets. While there will continue to be some diesel vehicles operated in the corridor the long term objective is to upgrade the fleet. The preliminary design through Pickering Village was developed in consultation with Town of Ajax staff and we believe has found the balance between transit priority, traffic capacity and protecting the Heritage Conservation District. The DSBRT will also provide wider more accessible sidewalks to improve the pedestrian experience along Kingston Road on either side of Church Street.	

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2021-10-29	[REDACTED]	Where can I find the written project documentation on traffic studies, previous meeting minutes, option evaluation criteria, option analysis and option selection for Whitby ? thank you.	On 2021-12-29, S. Cardenas responds: Thank you for your email. The project documentation is now under review by the municipal, provincial and federal agencies. The materials will be posted for public review in early 2022. All of the public materials developed through project, including evaluation criteria, options and options analysis are available at www.metrolinxengage.com/dsbtr	Submitted via Metrolinx Engage. Added to project mailing list
2021-10-29	[REDACTED]	I looked at the map. You call DSBRT a Rapid Transit !!!!??? Buses will supposed to make a stop at every single intersection. What so rapid about it???? I would rather call it a Turtle transit just like the rest of it!!!! Think about it. Would it be really Rapid???? The only thing that Rapid Transit will create is a chaos all along the route!!!! We experience terrible daily roads congestion. DSBRT will change it to worth!!!	On 2021-12-30, S. Cardenas responds: Thank you for your submission. The DSBRT project will improve both the speed and reliability of transit by providing dedicated lanes to reduce friction and competition with general traffic. Along the 36-km route we are planning 49 stops. These are spaced approximately 730m apart, which is typical of rapid transit services and is generally wider than the typical spacing of stops for a local bus	Submitted via Metrolinx Engage. Added to project mailing list

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			service, which is typically closer to 300m. In most segments of the corridor the number of general traffic lanes will be maintained, and when the buses are moved into the new lanes, they will perform better than they do today. The reliable transit service will encourage more people to choose transit for more of their trips, taking pressure off the road network as growth continues. The planned new traffic signal at Waverly will provide a queue jump opportunity for eastbound buses so that the buses can make the transition from the median lane to the curb lane ahead of general eastbound traffic. Access to the Oshawa Centre was reviewed in placing the stops on both King Street and Bond Street. The one-way pair of King and Bond introduces some issues throughout downtown Oshawa. The team assessed the option of diverting the westbound bus down at through the Oshawa Centre but that was found to inconvenience the higher volume of through riders for the	

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			benefit of a smaller number of passengers trying to access the mall.	
2021-10-29	[REDACTED]	To whom it may concern: Having come late to receiving an idea of the new bus/transit plan for across Durham Region, I watched last night's open session with some trepidation. I did get the notion that the plans are a good design for bus transit through the region and should improve that service. However, I found that the plans fail to address what should be a primary concern and that is pollution from motor vehicle engines and the contribution of that pollution to climate change. The plans, rather than reducing, will greatly increase such pollution. The three traffic lane constrictions will cause delays and backups that will have many vehicles idling for longer periods of time. Many drivers will seek alternate routes on residential side streets. Those bypasses are longer requiring more engine running time Further, there will be many stop signs encountered. The idea of the bus lanes being in the centre of the roadway restricts left turns into homes, businesses and side streets, again requiring motorists to take longer and more polluting routes.	On 2021-12-29, S. Cardenas responds: Thank you for your questions. The introduction of BRT lanes will reduce the need for car travel. The increased use of transit will also reduce pollution. In most areas of the corridor the number of general traffic lanes are maintained to allow traffic to flow and to provide some capacity to handle future traffic growth. In the pinch point areas, where the road cannot be widened, the design team has balanced the needs of car drivers with transit users. The traffic analysis completed for the project does indicate while there is some increase in delay for general traffic, the BRT reduces the overall need car travel and results in lower levels of congestion across the network. The GO Train service and the DSBRT are designed to serve different and complimentary market segments. While there a strong GO Train connection to downtown Toronto,	Submitted via Metrolinx Engage. Added to project mailing list

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		I watched the explanation of the choice of three traffic lanes through central Whitby in some disbelief of the rationale. It appeared to be based on the premise that people drive in one direction to get to the highway, but there was no indication of how those people would return. The highway notion also seemed to indicate that rush hour is the only time of heavy use of the roadway in the pinch points, and that simply isn't true. They are busy all day long. Further, it is not clear what will happen to the left turn lanes at Church Street, Elizabeth Street and Rotherglen Road. The removal of those lanes will add to the congestion. It seems to me that the designers of this plan do not have an understanding of suburban life and created a plan that might work well in a large downtown area, but ignores the needs and uses of a suburban population. As an example: my wife works in a downtown office building. Despite the high cost, she takes the GO train back and forth. I drive her to the bridge across the highway at Pickering Town Centre. That drive takes about 8 minutes. Were she to take buses to get there, her trip would start with a 15 minute walk to get to the bus stop at Elizabeth Street (which maps suggest might disappear?). That would be followed by the	which is well served, travel along the corridor has not been as well served. Analysis of the land use and travel along the corridor indicates that 40% of the trips made along Highway 2 both start and end within the corridor. This includes a significant number of peak hour trips as well as midday trips. The DSBRT is designed to improve the speed and reliability of transit for trips in the corridor to encourage more travel by transit. While some people will be able to improve their GO Train connection it may not benefit all. The curbside lanes that have been installed in Pickering and Ajax will be transitioned to median lanes when the other segments of the project are completed. There are significant benefits to median running BRT including reduced side friction from turning vehicles and improved enforcement of the transit lanes as they are distinctly different to the general traffic lanes and there is not need for cars to ever use the lanes.	

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		bus trip to Glenanna or Liverpool, a change in buses etc. Do you really think that is a reasonable alternative for her or the many others who are driven to or drive to and park at GO stations? Most of the trips across Kingston Road are not rush hour commuting trips, but daily errands of all sorts. Restricting that travel as your plan seems to do, must have a great impact on motor vehicle air pollution. People will do the detours, do the idling because there is no alternative. Errands by bus? Might work for a single person, but not for someone with children or a weeks worth of grocery shopping for a family of four. I would suggest two major changes to your plan. The first is to not reduce traffic in Pickering Village or Whitby (or anywhere else) to a single lane when there are currently two lanes. In Pickering Village the distance concerned is less than 2 km, a short distance with only a couple of bus stops. The second would be to keep the bus lanes at the side of the road as they are now in widened areas of Pickering and Ajax. This would allow left turn access everywhere it is now and would have no impact on pollution levels. It would save a good deal of money, too.		

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		In closing, a great deal of money is to be spent on this project. I suggest that money would be better spent in making electric vehicles less expensive so that more people could acquire them. I realize, of course, that the money is in the wrong pocket for that purpose, and moving it would be a provincial government task, but it should be suggested to the powers that be. Thanks for listening. I hope you will reconsider your plan with more thought given to pollution and climate change.		
2021-10-29	[REDACTED]	I have two comments about the alignment in Oshawa: Firstly, the transition from centre-running (west of Waverly) to curbside-running (east of Stevenson) for eastbound services currently requires buses to move across lanes in mixed traffic between Waverly and Stevenson. A better design would be to start the curbside running at Waverly, and use the signals to allow buses to get ahead of other traffic so it can move across unimpeded. Secondly, the Stevenson Road stops serve the Oshawa Centre, the largest mall in Durham Region and a major trip attractor. The westbound stop is great. The eastbound stop requires people to cross the	On 2021-12-30, S. Cardenas responds: Thank you for your submission. The planned new traffic signal at Waverly will provide a queue jump opportunity for eastbound buses so that the buses can make the transition from the median lane to the curb lane ahead of general eastbound traffic. Access to the Oshawa Centre was reviewed in placing the stops on both King Street and Bond Street. The one-way pair of King and Bond introduces some issues throughout downtown Oshawa.	Submitted via Metrolinx Engage. Added to project mailing list.

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		road three times to reach the mall. This is undesirable. Some options that would address this problem: * Eastbound services turn south on Gibbons, use the internal roadway on the north side of the Oshawa Centre (with a stop there), turn right/north via a new bus-only exit onto Stevenson, then rejoin Bond St. * Eastbound services use a contraflow bus-only lane on the north side of King St between Gibbons and Stevenson or Waverly, with a stop on the east side of Stevenson. * The eastbound stop is moved to the other side of the intersection, only two crossings would be required.	The team assessed the option of diverting the westbound bus down at through the Oshawa Centre but that was found to inconvenience the higher volume of through riders for the benefit of a smaller number of passengers trying to access the mall.	
2021-10-31	[REDACTED]	Hello, I viewed the proposed bus stops here in Whitby and the bus stop for the BRT should be in White Oaks instead of Mcquay Boulevard because there are no residential community near by the area and White Oaks is the best option since there are 4 apartment buildings in the area with a large number of commuters. The bus stop is also the existing bus stop for the DRR Pulse and Go bus. Hoping for your kind consideration. Many thanks.	On 2021-12-29, S. Cardenas responds: Thank you for your email. During the design development this issue was raised. To serve the neighbourhood and minimize the property impacts the decision was taken to locate the westbound stop on the west side of McQuay and the eastbound stop on the east side of White Oaks Court. This also works	Submitted via Metrolinx Engage. Added to project mailing list.

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			with the left turn lanes to serve the two streets.	
2021-11-01	[REDACTED]	On 2021-11-01, K. Bruno responds to the correspondence from 2021-10-29: Thank you for getting back to me. As a small business, this parking issue is of huge concern for us. We are always looking forward in our business plans. Can you give me an indication when the revised drawings will be available to view? I need to plan for the future. We are at this location for the next 7 to 10 years. Can you provide at timeline for the construction to commence at this location? I would appreciate any details you could provide.	On 2021-12-13, S. Cardenas responds: There is no commitment to funding for construction at this point. The environmental assessment and preliminary design business case work will be completed by Spring 2022. I have forwarded your timeline question to our project team and will respond with more information when I receive.	
2021-11-01	[REDACTED]	I'm a [REDACTED], one who believes in expanding and improving public transit (even though I've never taken a bus in the 38 years we've lived in Whitby) and a dedicated cyclist. I'm concerned about the lack of cycling facilities in the plan between Garden and Coronation. I frequently - two to four times a week - cycle from home (Rossland and Thickson) to the Waterfront Trail. There is no direct route. My usual route involves riding south on Garden (where there is a multi-use path)	On 2021-12-31, S. Cardenas responds: Thank you for your email. In developing the plan, the cycling facilities are provided immediately adjacent to the corridor except in areas where there are major constraints, such as downtown Whitby. In lieu of a facility along Dundas the project the team reviewed local cycling plans and will use the	

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		to Mary and west along Mary (where there is an 'urban shoulder' that functions as a bike lane from Garden almost to Brock Street. From there, I continue to Euclid/Henry and south along Henry to the WFT (where there is again an urban shoulder). I return home by the same route in reverse. Traffic is usually not too heavy and I generally feel reasonably safe. This is a common route for cyclists - I'm not alone. Under the Metrolinx plan, as I understand it, traffic will be diverted from Dundas and along side streets including Mary. Traffic will be much heavier and as a result cyclists will be facing much greater risk. I want to know that my safety will not be put at risk to save a few minutes for buses. Frankly, this is quite scary! I want to know what you are proposing to accommodate cyclists through downtown Whitby.	plans adopted by the local municipalities. For Whitby that solution involves the Raglan/Mary/Garden facility planned by the Town. The project team are working with the Town to implement this facility in parallel with the BRT. The 3-lane solution and the improved transit service in the corridor indicates that the future traffic volumes along local streets, like Mary, will be lower than if BRT is not implemented. The BRT will allow more people to use transit for more of their trips, taking pressure off the roads for car travel.	
2021-11-01		On 2021-11-01, F. Weeks emails: why not put the bus way on hwy 401 where it belongs.	On 2021-12-13, S. Cardenas responds: Thank you for your feedback. With rapid growth in the past decade - and an expectation that travel demand will continue to increase - better transit will be needed to link	Added to project mailing list.

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			communities and employment on both sides of the Toronto-Durham boundary. Bus Rapid Transit (BRT) was identified as the preferred transit option to link Durham Region and Scarborough through the 2041 Regional Transportation Plan (RTP) and the Durham Scarborough Bus Rapid Transit (DSBRT) Initial Business Case (IBC). Metrolinx worked with GTHA municipalities to review and assess the transportation needs of various corridors in the GTHA, including Ellesmere Road/Highway 2 and Sheppard Avenue. Ellesmere Road was selected as the preferred route for several reasons: -It provides the most direct connection between Downtown Oshawa and Scarborough Centre. Ridership is highest between Pickering and Scarborough. The corridor also directly connects the Region's Urban Growth Centres (UGC's) in both municipalities as well as University of Toronto Scarborough Campus (UTSC) and the future subway.	

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			-It maximizes use of the existing network - TTC can increase feeder routes to service the busway which significantly increases transit access to Scarborough residents. Residents in Scarborough will have substantially more transit service available to them as both TTC and DRT will serve the corridor. -Travel time increases substantially using Sheppard Avenue as it isn't a direct connection to the major trip generators between Durham and Toronto. It also does not service UTSC or the future subway as effectively. -The DSBRT and the proposed Eglinton East LRT (EELRT) along Ellesmere Road have been planned in conjunction with the UTSC master plan which would see realignment of Military Trail further east. There is no way to effectively serve UTSC via Sheppard Avenue without creating additional congestion and conflicts with the EELRT, and general traffic along Ellesmere Road	

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			-It connects to future service planning initiatives including the EELRT which are important components of the Frequent Rapid Transit Network (FRTN). -Sheppard Avenue is already planned for an LRT. Metrolinx will continue to incorporate feedback from the public, stakeholders and elected officials to ensure that our final design is reflective of and balances the needs to the broader community and GTHA.	
2021-11-02	[REDACTED]	For the public record Metrolinx sent out a postcard notifying the residents of Highland Creek of the Transit Project Assessment Process meetings on October 21, 26 and 28 2021. This postcard was delivered on October 27 2021 to [REDACTED], other neighbours received their notification on October 29 2021. Therefore, residents were unable to join in on any of the zoom meetings because they were not informed in a timely manner. This should become part of the Public Record.	On 2022-01-07, J. Stenner responds: Understanding there have been a few different threads – we wanted to close the loop with this comment form. The dates for the live meetings have passed however the recordings of the sessions are available on-line at www.metrolinxengage.com/dsbrrt.	

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2021-11-03	[REDACTED]	Hello, I received a card listing three live sessions in the month of Oct. Unfortunately, these session dates have passed. Could you please tell me what dates remain? The card identified the live sessions ending as of Nov. 11th, 2021.	On 2021-12-29, S. Cardenas responds: Thank you for your email. The dates for the live meetings have now passed however the recordings of the sessions are available on-line at www.metrolinxengage.com/dsbrt. If you have additional questions that are not answered by the recordings or the posted questions and responses, please forward you questions to us at dsbrt@metrolinx.com	Submitted via Metrolinx Engage. Added to project mailing list.
2021-11-03	[REDACTED]	When is the construction going to start in Ajax?	On 2021-12-29, S. Cardenas responds: Thank you for your email. Some work on implementing curb lanes has already been completed in Ajax. These lanes were designed to be easily converted to median BRT lanes as the DSBRT is implemented.	Submitted via Metrolinx Engage. Added to project mailing list.
2021-11-06	[REDACTED]	Hopefully these buses will be all electric.	On 2021-12-29, S. Cardenas responds: Thank you for your question. DRT and TTC are testing electric vehicles and are looking to expand	Submitted via Metrolinx Engage. Added to project mailing list.

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			their electric fleets. While there will continue to be some diesel vehicles operated in the corridor the long-term objective is to upgrade the fleet.	
2021-11-07	[REDACTED]	On 2021-11-07, [REDACTED] responds to the correspondence from 2021-10-27: Hi again Stephen - further to my quick email last week, I'm now back in town...and want to thank you again for responding to my inquiry about consultation opportunities. I'm writing on behalf of myself and some of my fellow residents of the downtown Whitby neighbourhood. We are not against the BRT project - in fact, we welcome improved transit! - but have questions and concerns about the current proposal through the downtown Whitby core. In terms of consultation, we have two requests: We read in the newsletter about the upcoming pop-up consultation in Pickering Village. Do you have plans to host one in our area? Are the sessions booked based on level of interest - ie, do you only host sessions if many people request one - there are many of us who would be interested! (As an aside, there are a number of holiday-related outdoor events coming up in downtown Whitby (holiday markets, etc). So, if you are trying to reach a broad	On 2021-11-09, S. Linton responds: Welcome back. We are currently looking at some dates and locations to engage in pop-up style events to bring more information about the project to the community. We are also open to identifying community groups to connect with to address any questions and provide insight about the proposed project. As a request, can you provide information regarding; • How many people may be interested in attending • Questions that may be asked We request this to identify a potential forum to meet (online or in-person) and, to ensure that we invite additional Metrolinx staff to attend the conversation for any questions the engagement team is unable to answer.	

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		audience, that may be a good opportunity for you.) However, more importantly to us, we would really appreciate the opportunity for our small group to meet in person with you and/or your team members and do a "walk-about" in the immediate area of the downtown core. We can exchange Q&As in writing and review documents and diagrams...but nothing replaces the "real thing." With a quick walk around the immediate neighbourhood, it would be so much easier and more meaningful to be able to "show" you our questions - and I'm sure for you and your staff to be able to then respond and facilitate easier dialogue. We would ensure all Covid requirements are followed. Please let me know how we may be able to move forward with this opportunity.	Thanks again for reaching out, we look forward to hearing from you soon.	
2021-11-08	[REDACTED]	Does the project include upgrading the fencing on the south side of Dundas between Powell and Thornton? This fence is 40 years old, reached its life expectancy and in certain sections, is only 4' high. Widening the road and increased bus traffic will increase noise on the two residual courts that are south of this fence.	On 2021-12-29, S. Cardenas responds: Thank you for your question. Dundas Street at Powell will be widened to accommodate two lanes for general traffic (two lanes in each direction) plus two centre-running transit lanes. If there the existing fence has to be removed for the	Submitted via Metrolinx Engage. Added to project mailing list.

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			construction of the project, it would be replaced. A noise and vibration study has been completed, and identifies areas where noise barriers are recommended, including some properties on the south side of Dundas between Powell and Thornton. As the project proceeds to detail design, Metrolinx and Durham Region will consult with property owners.	
2021-11-08	[REDACTED]	We have registered for online engagement. However, we are sending our comments and input to you Kristin since the online form doesn't seem to allow for attachments. [REDACTED] and I own the commercial office building located at [REDACTED]. We constructed and occupied this building in 2010 for our architectural practice. We have only recently been made aware of the project by a public interest group, but have never been contacted directly by Metrolinx, in spite of the significant impact that the road widening will have on our property both developmentally and operationally. Metrolinx is proposing to widen Ellesmere Road, (which is currently 4 lanes wide), from Kingston Road to Military Trail and	On 2021-12-29, S. Cardenas responds: Thank you for your email, In reviewing the consultation record, we have a comment sheet on file from you from PIC #2. We also had a discussion about the project with you or someone from your firm as part of either PIC #1 or PIC #2 during a live in-person event. Your address is also on our property owner list so you should have received notices in the mail for all four rounds of public consultation. In response to the four issues you raised:	Added to project mailing list.

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		introduce a central exclusive bus lane. The reason for the Ellesmere Road section of the Durham Scarborough Bus Rapid transit seems be to connect the Durham PULSE Bus with passenger service to Scarborough College. We believe that the project also may include an exclusive central bus lane on Kingston Road. The TTC already provides service to Scarborough College along this section of Ellesmere and the Durham PULSE bus already also provides service along the same section of Ellesmere. This section of Ellesmere is residential along both sides with the exception of our building. The number of passengers on each PULSE bus running back and forth along this section of Ellesmere varies between 0-6 passengers and has not changed since we occupied our building. The traffic volume along this residential section of Ellesmere since we have occupied our building does not support a road widening nor an independent bus lane. Perhaps the need for the Metrolinx project within Durham can be supported by current and projected passenger numbers, but the ridership along the Toronto small residential section of Ellesmere does not.	1. Ridership: Ellesmere Road provides the most direct connection between Downtown Oshawa and Scarborough Centre. Ridership is highest between Pickering and Scarborough. The corridor also directly connects the Region's Urban Growth Centres (UGCs) in both municipalities as well as University of Toronto Scarborough Campus (UTSC) and the future subway. 2. Duplication of Service: The Durham PULSE 900 route will be extended west to the Scarborough Centre bus terminal, and the intent of this project is to allow both TTC and DRT buses to pick up and drop off passengers along Ellesmere Rd. Residents in Scarborough could get on either bus to travel to Scarborough Centre and other destinations along the corridor, such as the university, college, hospital, employment and retail areas. Bus networks are always being refined and the TTC and DRT will continually develop network plans that can best meet the needs of the community in the future. 3. Transfer station at the border: Making transit an effective and	

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		The facts below attempt to concisely show that logically the need for this expansion does not exist. The Metrolinx project called DSBRT Bus Rapid Transit along Ellesmere Road is very problematic on many levels. 1. Ridership. For many years, we have observed the Durham PULSE bus that passes in front of our building on a frequent and regular schedule traveling east and west on Ellesmere Road and remarked, long before the public was made aware of the DSBRT project, on how few passengers are on the buses. During the many years that we have observed the PULSE bus, we have noticed the number of people on the buses, often 0 passengers and sometimes 2-6 passengers. The number of people on the PULSE buses passing in front of our building has not changed over the years. What has changed is that the bus size was increased to a double length articulating bus in spite of the fact that the single bus was never full, in fact sometimes empty. Is there a ridership study to support the necessity for this part of the project? It seems to be a reasonable and simple expectation before so much time and energy and money are spent and so many properties both residential and commercial are disrupted.	attractive alternative to the personal vehicle includes providing transit infrastructure and frequent convenient service. Metrolinx is committed to working with municipalities across the GTHA to reduce boundary transfers and improve transit service. Requiring transit users to transfer at a municipal boundary is not an efficient use of time or infrastructure. 4. Reuse existing TTC stops: Frequent bus service is currently provided by TTC and DRT along this corridor today. DRT will operate the BRT service once the infrastructure is implemented and TTC local service will continue to meet accessibility requirements for stop spacing and coverage. Proposed BRT stops are located at signalized intersections to improve safety for all road users. You can review the proposed BRT stop locations at https://www.dsbrtmap.ca/. A detailed traffic analysis was completed, and findings used to inform the preliminary design process. The detailed report will be shared with the public in Winter 2022 as part of the Environmental Project Report.	

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		2. Duplication of Service. We have noticed that the TTC also operates a bus running in both directions along Ellesmere with service to Scarborough College. Durham passengers also currently use the Go Train and transfer to a TTC bus at Rouge Hill station which takes them directly to the U of T Scarborough campus. The Go Bus also travels Kingston Road between Durham and Scarborough. Considering that very few passengers ride the PULSE bus in this section of the route between Durham and Scarborough College, it seems reasonable that the following would be taken in to consideration as a suitable and more appropriate solution... 1. A transfer station be used at the Pickering Scarborough border so that only one bus is travelling the route, which would be environmentally and economically sensible. An existing public parking lot is indicated on the attached drawing as a possible location for a transfer station. 2. Make use of the existing TTC service and stop shelters along the Ellesmere route to and from Scarborough College to avoid duplication of service. The main point that should be driving the decision whether to continue the Ellesmere	Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. We have confirmed your email is on the project mailing list. Watch your inbox for project updates.	

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		Road section of the project is...How many people are on the bus? We fully support good access to public transportation when there is a need. In this case the very low PULSE ridership along Ellesmere and the duplication of public transportation between Metrolinx PULSE, Go Bus, and Go train, does not warrant the dollar cost, environmental cost and private property disruption caused by road widening and an exclusive bus lane. There simply has been no ridership or traffic volume evidence of need for a road widening or an exclusive bus lane on Ellesmere from Kingston Road to Scarborough College nor on Kingston Road from Port Union Road to Ellesmere. When we constructed our small building, part of the permit process was a traffic impact study. It seems to us that there must have been a traffic impact study and a ridership study conducted during the years that the DSBRT project has been contemplated. Please send us this information or let us know whether you will make it available on the public information/engagement web site. Thank you for considering our comments and the unnecessary impact that the		

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		Ellesmere Road section of the project may have should this part of the project proceed.		
2021-11-08		I have registered for online engagement prior to the 11 November 2021 deadline. My engagement comments and information include maps and other information which are not possible to upload to this form, therefore I have provided my input as a property owner located in the affected area 8 November 2021 to Kristin Demasi Project Manager for Metrolinx DSBRT@metrolinx.com	On 2022-01-07, J. Stenner responds: Thank you for your comment. In reviewing the consultation record, we're pleased you've been engaged with the project team during previous Public Information Centres. We have confirmed your address is on our property owner list, you should have received notices in the mail for all four rounds of public consultation. In response to the four concerns you raised: 1. Ridership: Ellesmere Road provides the most direct connection between Downtown Oshawa and Scarborough Centre. Ridership is highest between Pickering and Scarborough. The corridor also directly connects the Region's Urban Growth Centres (UGCs) in both municipalities as well as University of Toronto Scarborough Campus (UTSC) and the future subway.	

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			2. Duplication of Service: The Durham PULSE 900 route will be extended west to the Scarborough Centre bus terminal, and the intent of this project is to allow both TTC and DRT buses to pick up and drop off passengers along Ellesmere Road. Residents in Scarborough could get on either bus to travel to Scarborough Centre and other destinations along the corridor, such as the university, college, hospital(s), employment, and retail area(s). Bus networks are consistently being refined and the TTC and DRT will continually develop network plans that can best meet the needs of the community in the future. 3. Transfer station at the border: Making transit an effective and attractive alternative to personal vehicles includes providing transit infrastructure and frequent convenient service. Metrolinx is committed to working with municipalities across the Greater Toronto and Hamilton Area to reduce boundary transfers and improve transit service. Requiring transit users to transfer at a municipal boundary is not a sustainable long-term option for this growing Region.	

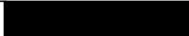
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			4. Reuse existing TTC stops: Frequent bus service is currently provided by TTC and DRT along this corridor today. DRT will operate the BRT service once the infrastructure is implemented and TTC local service will continue to meet accessibility requirements for stop spacing and coverage. Proposed BRT stops are located at signalized intersections to improve safety for all road users. You can review the proposed BRT stop locations at https://www.dsbrrmap.ca/. A detailed traffic analysis was completed, and findings were used to inform the preliminary design process. The detailed report will be shared with the public in Winter 2022 as part of the Environmental Project Report. Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. If you would like to keep up to date with the projects in Durham Region, please subscribe to our e-newsletter here.	
2021-11-08		On 2021-11-08, responds to the correspondence from 2021-11-01:	On 2021-11-11, J. Stenner responds:	

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		I hope all is well. I wanted to inform you that I have not heard any response from the team regarding my below request.	Please see information below on the next steps for the DSBRT project: ➤ The preliminary design plans for the DSBRT project are currently being finalized in consultation with communities on the corridor. ➤ The draft Environmental Project Report (EPR) is being prepared and the Transit Project Assessment Process (TPAP), which includes a formal public consultation period commenced October 14, 2021. ➤ As part of the TPAP, Metrolinx hosted a round of virtual public information centres in Fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR. ➤ The Environmental Project Report (EPR) will be available on Metrolinx engage in Winter 2022 as part of the thirty (30) day public review period per the Transit Project Assessment Process (TPAP).	

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			➤ Beyond the TPAP, the Preliminary Design Business Case (PDBC) will be finalized in early 2022. ➤ Preliminary design plans can be found here ➤ Further implementation of the project would be subject to government prioritization, budgeting and approval processes. For further details on the project, we encourage your to visit www.metrolinxengage.com/dsbrt and subscribe to our Durham and Toronto East regional e-newsletter(s) at metrolinx.com/subscribe.	
2021-11-09		On 2021-11-09,  emails: Please sign me up if I'm not already on your list. Thank you.	On 2021-11-23, J. Stenner responds: Firstly, apologies for the delayed response. You are currently subscribed to our Durham Region e-newsletter and will ensure you're on the DSBRT project mailing list as well.	Added to project mailing list.
2021-11-09		On 2021-11-09,  emails: Good morning! I am very concerned about this proposal. I am a supporter of better	On 2021-11-23, J. Stenner responds: Thank you for your inquiry.	Added to project mailing list. Photo attached

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		transit but not sure it is a victory if it increases general traffic gridlock. Am I correct in stating that the plan involves one general traffic westbound lane along Highway 2 between Garden St. and Raglan St. with this lane being shared with buses between Brock St. and Byron St.? I think this represents a reduction in general traffic lanes for portions of this route. Could you also clarify what the words “with potential for further refinements” means as it pertains to the Byron to Brock portion? When does construction for the Whitby portion start and conclude? I find it contradictory that our premier is advocating for reduced gridlock by creating a new highway while we seem to be creating gridlock with this proposal. Thank you in advance for your help in improving my understanding of this project.	Through downtown Whitby, there is not enough space for dedicated cycling facilities as buildings are set close to the road. Due to this, alternate cycling routes are proposed on nearby east/west streets to provide connections. These routes are coordinated with the local municipal cycling plan. Between Raglan and Garden, the Town of Whitby is planning to improve the cycling facilities on Mary Street, which will improve the quality of the existing cycling connection. The traffic analysis completed indicates that there are a limited number of traffic diversions through downtown Whitby that would increase local traffic on Mary Street. The traffic analysis found that without the BRT, the increase in general traffic, as a result of fewer people choosing public transit and choosing to drive, would have a larger impact on local street traffic, that is, the BRT will reduce pressure on local streets and see fewer cars diverted onto local streets than carrying forward the status quo. Please let us know if you have any further questions or comments.	

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2021-11-09	[REDACTED]	On 2021-11-09, [REDACTED] responds to the correspondence from 2021-11-09: Hi Stephen - that is great news. I'm sure a pop-up event would be welcome in Whitby. In the meantime, I will ask around my immediate neighbours to see how many may be interested in a meeting and their specific questions and areas of interest.	On 2021-11-15, S. Linton responds: Looping you in with Jocelyn from our engagement team who will continue to support this exciting engagement opportunity. If possible we can connect to discuss the needs to ensure we plan something conducive to answering comments or questions	
2021-11-09	[REDACTED]	I just read about wealthy homeowners in Scarborough complaining about this project in the Star - please disregard them. This proposal would make a big difference in these areas. I work along Kingston Rd in Pickering and stay with family in Etobicoke on weeknights. I am thinking of moving to somewhere in Scarborough or Durham to make my commute shorter, but I've been taken aback by how expensive rentals are in Scarborough and western Durham. There are apartments in Oshawa and Whitby that are in my price range, but I don't think the time savings are worth it, owing to congestion on the 401 in Ajax. If this project existed, then it might be doable to live there.	On 2022-01-07, J. Stenner responds: Thank you for your comment. The Durham-Scarborough Bus Rapid Transit (DSBRT) project team consider input from everyone who lives and works along the corridor to create a balanced solution that provides transit priority but does so with minimal impact to adjacent lands. If you would like to keep up to date with the projects in Durham Region, please subscribe to our e-newsletter here	Submitted via Metrolinx Engage. Added to project mailing list.
2021-11-10	[REDACTED]	Having reviewed preliminary design plans for DSBRT in Ajax, we have the following comments. Preliminary design does not take into consideration proposed development at our site at [REDACTED]	On 2022-01-07, J. Stenner responds: Thank you for your comment. The design will match existing grade at the right-of-way limit.	Submitted via Metrolinx Engage. Added to project mailing list.

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		[REDACTED]). The proposed development is in the works for the last few years, and is now in the final stages of approvals. There are elevation/topography challenges in front of [REDACTED], which will require the new municipal sidewalk (part of DSBRT) to match proposed altered elevations/topography to allow for proper pedestrian access and connectivity. Further, a small retaining wall is required at the east corner of 310 Kingston Rd E, to address current frontage and topography irregularities between 310 Kingston, Municipal property, and Picov lands. This retaining wal is similar to the one currently show on DSBRT plans along the frontage of Picov Lands, and it has to be extended further west toward 310 Kingston. Please let us know how we can forward you our grading plans for 310 Kingston, so you can properly coordinate and integrate it into the final design of DSBRT.	If the site plan includes changing grades at the right-of-way limit, this will be reviewed as the project proceeds to detail design. If you would like to keep up to date with the projects in Durham Region, please subscribe to our e-newsletter here.	
2021-11-10	[REDACTED]	Modify plans to allow for left turns in and out of Spall Court (M1C 0B2) onto Ellesmere Rd (This no-exit, ----de-sac street is located midway between Morningside Ave and Meadowvale Rd, north side of Ellesmere Rd, adjacent (east side) of Highland Creek Community Park.	On 2021-12-30, S. Cardenas responds: Thank you for your email. Breaks in the center median will be reviewed as part of the detailed design. Suggestions have been	Submitted via Metrolinx Engage. Added to project mailing list.

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		Rationale: Spall Court ONLY connects to Ellesmere Rd. It is a dead-end, no exit street. Current plans, only allow access to this street from westbound traffic on Ellesmere Rd. With no other connections to this street it will leave the home owners (myself included) very limited (50%) for daily in/out traffic as, we all will only be able to go westbound. This reduces the mobility, desirability and in turn value of the homes on this street. I believe this current negative impact can be easily avoided by modifying the current plans to allow for both Eastbound and Westbound turns in and out of Spall Court. thank you for your consideration.	made to add one of two more signalized intersections in Highland Creek to improve access. Note that while Spall Court will be limited to right-in, right-out access, U-turns will be permitted at Conlins and Morrish to allow residents to travel east and return from the west.	
2021-11-15	[REDACTED]	On 2021-11-15, J. Stenner responds to the correspondence from 2021-11-15: I'm hoping you have some availability to connect this week to discuss some engagement opportunities. Are you able to provide a few different date(s) and time slot(s)? Looking forward to speaking with you about engagement opportunities in Whitby.	On 2021-11-15, [REDACTED] responds: Hi Jocelyn - thank you so much for reaching out. There are a few of my immediate neighbours who have indicated interest in a discussion with your staff. I've asked them for their availability and also to provide some details on their area of interest/concern, which I believe will be helpful in our discussion. Once I get that information, I will send it to you and set up a time to give you a call - targeting for later this week.	

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2021-11-16	[REDACTED]	On 2021-11-16, [REDACTED] responds to the correspondence from 2021-11-15: That sounds great. Send me a note when you have that information and we can get aligned on a date/time to chat. Have a lovely week!	On 2021-11-18, [REDACTED] responds: Thank you again for reaching out. I had a quick conversation with some of my neighbours and wanted to provide you with a little bit of background before we talk. Just a little bit about us... we are a group of about 8-10 local residents who live in the immediate vicinity of downtown Whitby. We are not against the BRT project overall - in fact, we welcome improved transit! For many of us, the reason we have chosen to live close to downtown is so we can easily walk and/or take transit to services within the community and leave the car at home. However, we are concerned about safety in the community and the potential impact to traffic volume and flow, specifically in our immediate area, which is why we would appreciate the opportunity to ask your team some specific questions and highlight potential issues that concern us. I believe some in our group have participated in the info sessions held by Metrolinx and/or the Town of Whitby in the past but would appreciate the opportunity to ask	

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			questions about our specific area/concerns. Nothing is better than being able to see/explain things in person! So ultimately, we would love to be able to do a short walk around a couple of blocks of the immediate neighbourhood with you. Do you think that would be possible? We recognize we would likely need to find somewhere to sit down afterwards to facilitate a discussion (our local library? coffee shop? depending on the number of people). And as I mentioned previously to Stephen, our group was also requesting Metrolinx host a community pop-up event, similar to what was held in Pickering Village, as we know there are quite a few local residents (beyond our small group) who may appreciate that. I hope helps to provide a little background. I am pretty flexible for a call with you today or tomorrow (Thursday/Friday) or early next week, depending on your schedule.	
2021-11-22		On 2021-11-22, J. Stenner responds to the correspondence from 2021-11-18:		

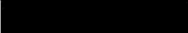
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		Firstly, apologies for the delayed response and thank you for the information and context. We certainly can arrange a 'walk about' in person for a small group. I will note that with current day light hours, we'd like to keep the start time of the walking session no later then 4:00 p.m. just to ensure it's light out for the walk. As for date and time, we will accommodate what works well for your group but might want to target the next couple of weeks as it will continue to get more brisk outside and folks might start to go on holidays as we approach December. I have a connection point with the Whitby Public Library this week to talk about larger engagement opportunities there. I will also make a note to see if there's a room or semi-private space we might be able to use after the walkabout to chat. As well, we will be discussing community events with the Town's comms staff on Wednesday. I have open availability tomorrow so please let me know if you have time to walk through any of the above.		
2021-11-22		On 2021-11-22, emails: Good afternoon Margaret and Kristin	Metrolinx responded directly to requesting any additional information as to our knowledge no meeting was held, we have provided	

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		I was just informed that a meeting was held on November 15th in regards to the Durham-Scarborough BRT. Can you please explain to me why myself or anyone from the business community was not invited to the meeting? It behooves me that the first part of the discussion started off with the concerns of the Ellesmere business community, but why was no one invited from the business community? It has come to my attention that Metrolinx always invites certain segments of the community who are not always vital to the discussions, Why is that? Part of the items discussed states that, the Project Team is working with the City of Toronto and received traffic impact studies for adjacent developments. To date, haven't come across anything that indicates substantial negative impact. We have been asking for all kinds studies for months and have never seen any. Now that you have a traffic impact study when can we see it, today, tomorrow or by the end of the week? Margaret and Kristin, looking forward to your response.	the contact information for myself and Leona should there be any further concerns, and committed to working with the City of Toronto regarding his request. (Email dated 2021-11-26 from S. Linton)	

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2021-11-23		On 2021-11-23,  responds to the correspondence from 2021-11-23: I'm pretty sure I asked a question that should have been answered long ago, considering it was a very simple question and shouldn't have required any research on Metrolinx' part. I was just looking for assurance that the DSBRT project will not require any road widening through the Pickering Village portion of Ajax, i.e. from Elizabeth St. on the west to Rotherglen/Ravenscroft Rd. on the east, in order to protect the heritage qualities of the village. If Metrolinx can't answer in the affirmative, I'm very concerned.	On 2021-12-23, S. Cardenas responds: Thanks for your question about Pickering Village. Kingston Road from Elizabeth Street to Rotherglen Road was identified in the Initial Business Case (2018) as a "pinch point" for the Durham-Scarborough Bus Rapid Transit project. We realized early on that widening Kingston Road to 6-lanes through this area would result in significant impacts to the unique Pickering Village area, including the Heritage Conservation District, cemetery, and buildings set close to the road. In Fall 2020, the project team recommended keeping Kingston Road as a 4-lane cross-section, with 2 lanes transit lanes and 2 general traffic lanes. Following Public Information Centre #2, we heard from the community and Town that this design would create traffic concerns, and not provide space for accessible sidewalks. We conducted additional public consultation, traffic analysis, and cultural heritage evaluations of	

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			the buildings on the south side of Kingston Road. We wanted to understand how to develop a context sensitive design that balances transit, traffic and cultural heritage while improving the sidewalks. The resulting preferred design from Elizabeth Street to Rotherglen Road is a 5-lane roadway. Two eastbound and one westbound traffic lane will be maintained, and two centre-median dedicated transit lanes will be added. This proposed design is sensitive to the heritage conservation district, buildings set close to the road, and the cemetery at Randall Drive. Providing one lane for westbound traffic and two lanes for eastbound traffic will maintain traffic capacity where it is most needed. Existing eastbound traffic demand during rush hour is greater than westbound traffic, and we expect this trend to continue. The design also includes wider fully accessible sidewalks through Pickering Village, connecting west and east along Kingston Road.	

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			The preferred design will impact the 5 buildings on the south-east corner of the intersection of Kingston Road & Church Street. Draft CHERs have been completed for these buildings, and Heritage Impact Assessments will be completed during detail design for those properties found to have Cultural Heritage Value or Interest. Metrolinx will continue to work with the Town and Ajax Heritage Advisory Committee as the project moves into detail design to develop appropriate mitigation measures. A schematic of the proposed design is available here: https://www.metrolinxengage.com/sites/default/files/8_ajax.pdf An artist's rendering of the concept here: https://www.metrolinxengage.com/sites/default/files/ajax_renderings_2020-11-20_page_1.jpg	
2021-11-23	[REDACTED]	On 2021-11-23, [REDACTED] responds to the correspondence from 2021-11-23: Thanks for your response. I am wondering if this response was intended for someone else given the opening paragraph about cycling (biking?). I didn't mention cycling.	On 2022-01-10, J. Stenner responds: Our apologies - please see information below related to your initial query.	

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		Could you advise. Just don't want to respond yet as I am not sure this is the intended response.	As part of the development of the preferred design for downtown Whitby, the team has worked to achieve a balance between providing improved transit, maintaining or improving the pedestrian realm for the downtown, and maintaining adequate traffic capacity. The proposed plan will not create gridlock, but will implement better transit priority, which will encourage greater transit ridership, reducing the need for increased car travel as the Region continues to grow. The project has undertaken extensive traffic analysis, based on pre-pandemic traffic volumes, and have found that a single westbound lane is able to carry the majority of the westbound traffic. There will be some diversion of traffic onto other routes including local streets in downtown, major collector streets such as Burns, Manning and Bonacord, and regional roads and highways such as Rossland, Taunton and Highway 401. Longer distance trips are more likely to choose more remote alternatives, and local trips are more likely to choose local alternatives.	

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			The traffic analysis also found that the additional transit ridership takes pressure off the rate of growth of general traffic and with the BRT in place, the projected volumes of traffic on local streets will be lower than without having the BRT in place, even with the expected diversions. You are correct that the plan will repurpose two of the general traffic lanes between Raglan and Garden for dedicated transit lanes. In the block between Perry and Brock, westbound cars and buses will merge into a single westbound lane and west of Byron will split back into two lanes. This will provide an opportunity to improve the pedestrian realm in the downtown. As the project moves into the next stage of design refinements could include shifting the lanes to balance the sidewalk widening between the north and south sidewalks, introduce improved accessibility by adding ramps to remove the step at the front door of businesses, review the placement of the westbound stop to see whether the current spot west of Brock could be moved east of Brock,	

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			and look at how to maintain bus priority as the westbound BRT and general travel lane merge just west of Perry. The project will be delivered in a phased approach. Exact timing will be refined over the next year when the TPAP concludes and we move into the detailed design stage. In each segment, construction will be completed over one to three construction seasons. Work will begin in areas where there are fewer space and congestion constraints. The exact sequence of construction has not yet been determined. It will also be determined by funding availability, property acquisition, design development, other road works in the corridor and on adjacent streets and potentially utility upgrades such as sewer upgrades or hydro works. I hope the aforementioned information is helpful, but do let us know if you have any other questions or comments. I'd also encourage you to check our FAQ page on Metrolinx Engage for more information on the project -	

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			https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Fdurham-scarborough-bus-rapid-transit-faq-ask-question&data=04%7C01%7Cya.sh.kulshreshtha%40ibigroup.com%7C0c3cd94110b642af703a08d9d4637f0c%7C9093f1a387714fb78596d51eeef18cda%7C0%7C0%7C637774346086631205%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&data=etkuh3KXzPaofLKwkouKdIKaOU%2FtuofkSaHVP1ffhQo%3D&reserveid=0	
2021-11-23	[REDACTED]	I am the owner of property located at [REDACTED]. What sort of impact/delays should I and my family be expecting due to this infrastructure upgrade. Feel free to call me if needed	On 2022-01-10, J. Stenner responds: Firstly, apologies for the delayed response. The preliminary design for the Durham-Scarborough Bus Rapid Transit (DSBRT) project will widen King Street to 6-lanes wide in front of your property at [REDACTED]. That means 2 lanes for transit only (one lane in each direction) and 4 lanes for general traffic (two lanes in each direction). The project proposes a new traffic light at the intersection of King Street	Added to project mailing list.

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			& Waverly Street, with left-turn lanes and crosswalks. For safety reasons, a raised island is proposed along King Street with the introduction of dedicated transit lanes. This raised island will change how drivers access unsignalized driveways and side streets. A driver wanting to turn left at an unsignalized side street or driveway could continue to the next signalized intersection and make a U-turn. Left-turns and U-turns will occur at signalized intersections during a protected phase. York Region saw 51%-74% fewer collisions along vivaNext rapidways, likely due to eliminating midblock left turns across traffic (YRRTC Annual Report, 2019). As a result, the overall width of King Street will increase. The new sidewalk will be about 4 metres (12 feet) from where it is today. We understand that this represents a change to your property. At this stage in the planning process, we are starting to work with individual property owners. This section of King Street is not scheduled for construction until 2025 or later. So, we have time to work with	

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			you to review the design and discuss construction plans. I hope the aforementioned information has been helpful, please let me know if you have any other questions or comments.	
2021-12-08	[REDACTED] [REDACTED]	On 2021-12-08, S. Linton emails: We appreciate the clarification and the meeting minutes. Though the notes are dated November 15th, I believe they are actually taken from a meeting with our Stakeholder Advisory Group held just before our series of Open Houses launched on October 21. The Stakeholder Advisory Group is comprised of: Representatives from local associations (including Resident/Ratepayer Associations, Business Improvement Areas); Representatives of local institutions and organizations, including hospitals and school boards; and Other organized professional or community groups We appreciate the feedback so far and want to assure you that it has all been captured as part of the official record of the project. As you know, we've also already adjusted the plans through Ellesmere which included delaying the TPAP to provide additional opportunities for feedback from members of the community. We are	On 2021-12-10, [REDACTED] responds: Thanks for your reply. What about the community meeting? Any word on that?	

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		committed to exploring further potential updates as we work through design. The next steps of the project involve preliminary design and a Preliminary Design Business Case (PDBC) will be completed in early 2022. All comments received to date, through public meetings and stakeholder meetings, via email and through Metrolinx Engage, will be captured as part of the Environmental Project Report (EPR) to be posted online for review in January 2022, and considered as part of next steps. Metrolinx is committed to continuing the conversation and will reach out to you as well as other stakeholders as the project moves forward, subject to funding and approvals, Thank you again for the clarification. Wishing you and your team happy holidays and all the best for the new year.		
2021-12-10	[REDACTED] [REDACTED]	On 2021-12-10, S. Linton responds to the correspondence from 2021-12-10: Not at this time. We will circle back with you in the new year.	On 2021-12-13, [REDACTED] responds: Hope you had a nice weekend. My understanding is that you are the Community Engagement Senior Manager for the Scarborough BRT.	

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			My colleague, [REDACTED] had notified you at the end of November, that we had found a location that can hold a large amount of people with proper social distancing. The purpose was to invite residents and local businesses from the Scarborough/Guildwood area to meet with Metrolinx , your affiliates and local politicians, to discuss the Metrolinx plan. We were looking forward to having this meeting sometime in the middle of January. Stephen, your answer " Not at this time" and that you will circle back to us next year is very disappointing. You being the Senior Community Engagement Manager should have jumped at the fact that we were able to arrange a location for a meeting for the community to participate in, all you would have to do is confirm some dates and show up. Your answer just confirms that Metrolinx wants to have full control of all meetings and does not want to engage with the residents and business in a meaningful way.	

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			It would have been nice to give the people of Scarborough/Guildwood an early heads up to a meeting that is going to have so much impact on them now and in the future. Your suggestion to have Pop-up meetings are not the way to have a meaningful discussion, as most people either don't hear about them or have the time to plan their schedules around them because of the short notice, that is why we wanted to have a meeting with a month lead time so the community could be engaged. I believe community engagement is what your job title indicates. Stephen please respond, as the citizens and businesses of Scarborough/Guildwood deserve an answer to why they are not being considered.	
2021-12-13	[REDACTED] [REDACTED]	On 2021-12-13, S. Linton responds to the correspondence from 2021-12-13: Thank you for your response. For clarity and to reiterate previous conversations, Metrolinx is committed to community engagement and listening to all the questions, comments and concerns brought forward by those against and in favour of	On 2021-12-14, [REDACTED] responds: Thank you for getting back to me and sending me the CP24 clip, it was very informative. What I got out of the clip was that as long as proto calls are maintained, all	

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		our projects. Over the last few months we have continued to engage communities along the proposed route, a best practice identified is to ensure that our meetings have representation from various departments within Metrolinx to provide wholesome responses to questions brought forward. Please note, our proposed engagement strategy is inclusive of events such as: engaging DRT and TTC riders, community pop-ups, community information sessions and community meetings. Our goal would be to reach those impacted by the proposed project including educational establishments, business owners, residents, cyclists, faith based groups and other key stakeholders. Based on the safety of participants and Metrolinx staff, we feel that a large meeting at this point would not be safe given the rise in COVID-19 numbers and the advice given by the Chief Medical Officer to try and limit movement where possible https://www.cp24.com/news/ontario-asks-people-to-work-from-home-amid-rising-covid-19-cases-1.5703178). As such revisiting these conversations in the new year provides options to have meetings that are informed based on public health	is the same when it comes to gatherings in large numbers, Proof of vaccinations and having a mask. (no call for lockdowns) The sports facilities are all open and they hold twenty thousand, and they sit side by side. All organized sports is still continuing and they are not closing schools or delaying the return after the holidays. So I'm wondering why we can't with proper proto calls have a meeting with maybe 200 people at a facility that holds over 1,000 people and we can keep our distance from each other? What I didn't hear was that Metrolinx was closing all their offices and mandating all their employees not to come to work, or that all of the Metrolinx construction sites are closed down as of Dec.10th because of the announcement on the CP 24 Clip. Has Metrolinx told all their employees not to go to Hockey and Basketball games and to stay home for the holidays? As you would agree that would be worse then a meeting at the facility that I secured.	

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		recommendations, it also allows more time to gather questions ensuring that we have the right representatives from Metrolinx present. Let me know if you would like to connect further to discuss our engagement strategy. Also please encourage others to connect with me or visit our DSBRT engage page should there be any questions about the project.	I believe all virtual meetings should be put on hold as they are not accomplishing anything and are totally controlled by Metrolinx and pushes your one sided narrative. Also all TPAP proceedings should be put on hold until we are able to gather all the information that would be discussed at these open and fair meetings. We asked for this meeting back in November before this clip was out, so as far as I'm convinced this is just once again one of your stalling tactics. I propose we set a date in January and if need be, postpone it if we have to. Looking forward to your reply.	
2021-12-14		On 2021-12-14, DS BRT responds to the correspondence from 2021-12-13: Matt Darling from Durham Region can assist you with your specific property related questions. His signature contact information is below: Matthew Darling, P.Eng. Project Man The Regional Municipality of Durham Matthew.Darling@durham.ca 905-668- My pronouns are He/Him		

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2021-12-14	[REDACTED]	On 2021-12-14, [REDACTED] emails: Jocelyn - I am shocked to see in the newsletter below the Metrolinx engagement team held pop-up sessions at the Whitby Library on December 1st and 3rd. Along with exchanging numerous emails, you and I had a Zoom meeting November 24th to discuss our group of neighbours who are very interested in an opportunity to meet with the engagement team. We discussed not only a possible meeting/neighbourhood walk-about with our group, but you also mentioned other consultation activities under consideration - for example, at the Whitby library, Iroquois Park, and/or with the Whitby Chamber. I asked that we be kept updated on consultation activities as they were finalized. During the week of November 29th, you and I exchanged a number of emails - including ON December 1st AND 3rd - but there was no mention of any pop-up sessions.	On 2021-12-16, J. Stenner responds: Firstly I do apologize for the slower than normal response times – I’ve had some days off recently and our team has been part of an intensive 5 day (all day) training. I know we had chatted about the potential for a pop-up style engagement at the Whitby Public Library during our phone conversation and November 25th e-mail, but I do apologize for not closing the loop directly once we received affirmation from the Library that we could proceed with the engagements. For pop-ups, typically, we do not advertise them to the same extent as a virtual open house for example as they are often held in locations we would expect to see a high volume of local foot traffic. We are looking forward to pencilling in the walkabout in the new year when the holiday season has passed and is safe to do-so in light of the new COVID-19 variant. We are currently	

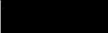
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		I have asked some fellow community members and no one I spoke to knew of these sessions. Please provide details of how the sessions were advertised and how many residents participated.	following public health directives closely and what this means for in-person opportunities as we look ahead into early 2022. In the interim, I know you had provided some themes of discussion – I'd be happy to work with the project team to get you some information on those points via e-mail before the holidays begin if that would be helpful? <i>N. Lundquist responds on 2021-12-16</i>	
2021-12-14		On 2021-12-14, S. Linton emails: Thank you for your email. Metrolinx continues to seek opportunities to connect with the community and receive feedback regarding the proposed project. Over the next few days Stephanie Cardenas will be reaching out to faith based organizations to introduce herself with the goal of identifying engagement opportunities when it is safe to do so. We do have an extensive list of faith based organizations and will cross check this list with the information you have provided to ensure that we are having wholesome conversations right across the corridor.	On 2021-12-14, L. Ross responds: Dear Sir: [REDACTED] copied me on your email of December 13th regarding Metrolinx community engagement efforts. You advise [REDACTED] that: "Our goal would be to reach those impacted by the proposed project including educational establishments, business owners, residents, cyclists, faith based groups and other key stakeholders." Wonderful.	

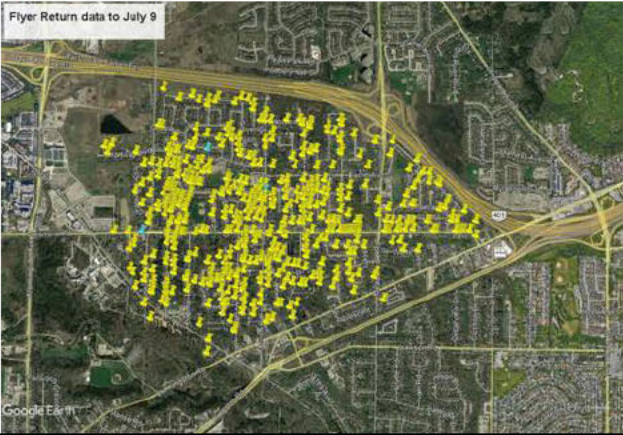
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		We look forward to connecting with you soon and planning for safe and productive engagement opportunities.	I am attaching a synopsis of the four places of worship on Ellesmere from Grangeway to Scarborough Gold Club Road. Three of them will have the left turns into and out of their properties cut off by your centre lane busway. Can you advise what contact you have made with these three and what their response has been. Thanks very much. ██████████ responds on 2021-12-21.	
2021-12-16	██████████ ██████████	On 2021-12-16, ██████████ responds to the correspondence from 2021-12-16: This is an entirely unacceptable response. Apologies are not owed for the delay. They are, in fact, owed for ignoring the community's request to be engaged. This seems too frequent to be accidental and it is exactly why communities are suspicious and apprehensive about everything that Metrolinx does. I would expect that this email would be shared with your managers because it is a complaint about a lack of transparent behavior by an agency funded by taxpayer dollars.	On 2021-12-21, J. Stenner responds: Thank you for your e-mail. Stephen Linton, Sr. Manager, Community Engagement for Durham Region is copied on this correspondence and will be responding to you directly under separate cover.	

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2021-12-18		On 2021-12-18,  emails: Stephen: Thank you for your prompt response. A couple of observations: Metrolinx has been at this thing since well before the Initial Business Case was released in the Spring of 2018. i.e. 3 ½ years...+~42 months. We are constantly advised by your office that you are interested in 'connecting with the community'. I wrote to Ms Parkhill and Demasi WAY BACK on September 11, 2019...26 months ago... asking if Metrolinx had made direct contact with places of worship and local businesses along the route. My letter is attached. One month later Ms Demasi wrote me advising as follows: We will continue to try to generate interest in the project through newspaper advertisements, local Councillor offices, posters at transit stations, social media and the project website. That was 25 months ago. As I read your response you are only now thinking about making direct contact...i.e.		

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		picking up the phone...with the people directly affected by your plan. Amazing. I have no idea who Metrolinx is talking/listening to but it certainly isn't the people who live and work and worship along Ellesmere. It certainly isn't any of the 1,800 people who have signed the Highland Creek Community Association's on-line petition. It certainly isn't any of the people who have put signs on the lawns, hung banners on their fences and filled in a ballot saying "NO WAY BRT" in Highland Creek. If any of that is news to you, here's an air photo of Highland Creek. Each yellow pin representing a household that took the time and trouble to fill in and return a "NO WAY BRT" ballot. 		

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		It certainly isn't any of the people who have signed the Ellesmere Business people's petition. It certainly isn't any of the people whose property you know you will have to expropriate to build your busway. - Below is just one example from the detailed design drawings you released 9 months ago. - You know you are going to have to expropriate homeowners' back yards and commercial properties parking lots to fit in your horrendous 8 lane road/busway plus centre lane passenger platforms, plus the cycle lobby's favourite double bike lanes and sidewalks. - Same impacts at every one of your proposed BRT stops.		

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		I ended my September 2019 letter to Metrolinx as follows: If you chose not to test what you're selling against the HOV alternative...if you chose not to consider any impacts of cutting off left hand turn access... then it's pretty clear you're selling something and this whole process is designed to reach a foregone conclusion. Everything Metrolinx has done/not done since then leads me to believe this whole thing is not about a busway at all. What Metrolinx really wants, in case the big bosses haven't told you, is an LRT down the middle of Ellesmere. • Your intransigent insistence on a centre lane BRT is just a way to pre-condition all the residents and businesses and worshippers to the impact. • There's no way on God's Green Earth why you would insist on running a centre lane BRT on Ellesmere anywhere east of Orton Park unless the real goal is an LRT. • There's no way on God's Green Earth why you would insist on running a centre lane BRT on Ellesmere through the Highland Creek Community where there are ZERO destinations and practically ZERO riders...unless your true goal is an LRT.		

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		Tell me what Metrolinx has done in the last 26 months which says my conclusion from September 2019 is not correct.		
2021-12-21	[REDACTED]	On 2021-12-21, [REDACTED] responds to the correspondence from 2021-12-14: Please read email correspondence between Metrolinx community organizer Stephen Linton and [REDACTED] resident of Scarborough. Metrolinx continues to make little effort to reach out to the community, unless we push them. We have been trying for over two years and they are going to start now, oh give me a break. In the last email Lorne asked "No matter how long it may take you to respond to this email, please confirm receipt. ." Receipt has not been confirmed. Typical. Please also read attached email that was sent Sept. 11 2019	On 2021-12-21, L. Ross responds: Larry and friends: I just read your email now and have to give credit where credit is due. Stephen Linton of Metrolinx did reply almost immediately to my email, as per below: <i>Good afternoon [REDACTED].</i> <i>Unfortunately some of this information pre-dates me as I started with Metrolinx in August this year.</i> <i>Based on the concerns that we were aware of, we have pivoted our engagement to ensure that we are connecting with the community and responding to as many emails as we can, this included having the Durham team lead engagement in Scarborough to support our Toronto East team.</i> <i>With this direction we have:</i> • spoken to numerous residents and engaged with stakeholders across the corridor including walkabouts, pop-	Sep. 11, 2019 email attached.

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			<i>ups, business walk-ins, virtual open houses, cold calls and community meetings</i> • <i>Updated the DSBRT engage webpage ensuring all information is up to date</i> • <i>Hosted a community information session</i> • <i>Attended a town hall hosted by elected officials for the area</i> <i>We recognize there is still much to-do as some of our engagement plans have been hampered by Covid-19. Metrolinx is committed to the safety and well-being of our staff and the community, as such it has been necessary to pivot to online efforts and working from home versus being able to engage in person and working from the office.</i> <i>Through these efforts we have heard a lot of concerns but also a lot of support from those who rely on transit as a main source of transportation. It is important that we continue to hear from the community online and in-person when it is safe to do so. As such the next steps in our strategy is to:</i> • <i>continue to reach out to the faith based organizations, educational</i>	

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			<i>establishments, transit users, businesses, community groups and community agencies</i> <i>• Respond in a timely manner to questions posed on the website or via email</i> <i>• Work with elected officials to ensure we hear all voices from the community including the many who have concerns and the many who are extremely excited for this proposed project to move forward</i> <i>Stephanie Cardenas is leading our initiatives for the Woburn and Mornelle Court community and will be in touch soon.</i> <i>As per the recent Provincial restrictions we are limited to the amount of in-person engagement we can do, however we hope the conversation will identify some other initiatives that may assist to hear the voice of the community during these challenging times.</i> <i>Thank you again for the information. We look forward to connecting with you soon.</i> <i>S. Cardenas responds on 2021-12-22</i>	

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2021-12-22	[REDACTED] [REDACTED]	On 2021-12-22, S. Cardenas responds to the correspondence from 2021-12-21: I had an opportunity today to speak with members of two faith based organizations in the Ellesmere community, East Scarborough Church of God and Saint Thomas More Parish. I provided my direct contact information and advised I can be reached at anytime with questions or concerns regarding the proposed DSBRT project. I was not successful in reaching the other Ellesmere community faith based organizations. I did, however, leave voice messages and will follow up with an email to each organization so they have my contact details readily available. Our team is committed to engaging with the community as we work to move this important transit project forward. We look forward to planning in person meetings and information sessions when it is safe to do so. Please let me know if you would like to schedule some time for a phone call to connect further.		
2021-12-30	[REDACTED]	On 2021-12-30, [REDACTED] responds to the correspondence from 2021-12-30:		

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		Thank-you for the reply. It is good to learn the team saw the issue with the transition east of Waverly, and included a suitable solution. For the westbound Stevenson Road stop: is there some reason why the stop can't be on the east side of the intersection, to facilitate pedestrian access to the mall?		
2022-01-11	[REDACTED]	On 2022-01-11, S. Cardenas emails: Thank you for your phone call today; It was great speaking with you. For information on the Metrolinx DSBRT project, please visit our Engage website at Metrolinxengage.com If you have any questions or would like to discuss how the project may impact Masjid Al Jannah, please feel free to call me at any time 416 268-7697.		
2022-01-01	[REDACTED]	On 2022-01-01, [REDACTED] responds to the correspondence from 2021-12-30: Re: #1, I was more curious if the median lanes would be installed in Pickering as part of phase 1 timelines, or if they would be kept curbside until other phases were complete - In the presentation, it sounded like they were may be kept curbside until other phases were built.	On 2022-02-02, S. Cardenas responds: In August 2021, joint funding for the construction of dedicated Bus Rapid Transit (BRT) infrastructure in the City of Pickering was announced. This project will construct 7.5 km of dedicated median bus lanes in the City of Pickering. Construction is	

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		Can one expect median lanes by the completion of phase 1 in Pickering? Matt	planned to occur in phases over the next 5 or 6 years. https://www.newswire.ca/news-releases/canada-and-ontario-invest-over-114-5-million-in-public-transit-infrastructure-for-residents-of-durham-873692996.html	
2022-01-19	██████████	[On 2022-01-19, S. Linton spoke with ██████████ • Bus drivers and transit riders are knocking his door and asking to use the washroom • Concerns about safety with strangers using a private washroom in the house Not against the project however believes there should be facilities for drivers and transit riders on the vehicle so they no longer need to request the use of washroom facilities at his residence]		
2022-01-20	██████████	On 2022-01-20, ██████████ left over the voicemail. The transcribed voicemail is as follows: Good day, Steven. ██████████ How are you? I just got the email on the Durham Scarborough Bus Rapid Transit update, so I was going to send me an email, but it's easier for me to talk and I just wanted to very quick. Executive summary. It looks		

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Public Correspondence Summary Table**

Date	Contact	Comment Summary	Date / Response	Actions / Commitments
		great. I understand you going along Ellesmere Kingston Road and then end up in Oshawa. Uhm, also, uhm. Whereabouts in Elsmore do you pick it up? I couldn't determine that in the attachment. Is it going to be from the Scarborough Town Center or somewhere that it's easy for connections and eventually in the long term, will Metrolinx consider this a route if they ever decide to use the subway up connection following along the same route? I'm just wondering if that's an envision as far as planning, just like they did when they plan the Blur Viaduct for the underpass under the Blue Viaduct Bridge for the subway in the early 1900s. So thank you very much for this venue to give you my brief comments, and I think it's a great idea and good luck. Thank you bye bye		

Danielle Punit

From: Margaret Parkhill
Sent: Tuesday, October 19, 2021 10:57 AM
To: Yash Kulshreshtha
Cc: Marianne Alden
Subject: FW: DSBRT phone call follow up

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Yash,
Please record notes from phone call below on the public record.
Thanks,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: Kristin Demasi <Kristin.Demasi@metrolinx.com>
Sent: Tuesday, October 19, 2021 10:23 AM
To: Margaret Parkhill <margaret.parkhill@ibigroup.com>; Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: DSBRT phone call follow up

Hi Margaret
Hi Jocelyn

I spoke to [REDACTED] yesterday and she expressed concerns with virtual public meetings for the DSBRT - she suggested in person meetings now that we are all vaccinated to ensure we capture a range of opinions on the project . Especially those people who have trouble accessing online materials

Jocelyn - [REDACTED] also asked to confirm she was registered for the event on the 21st to speak . I said I would confirm and let her know..can we confirm?

She also sent comments via engage and mpp office - I believe we received those

Thanks
Kristin

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 21, 2021 4:27 PM
To: Margaret Parkhill; Marianne Alden; Yash Kulshreshtha
Subject: FW: update for the project

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: DSBRT
Sent: October 21, 2021 4:27 PM
To: [REDACTED]
Subject: RE: update for the project

Good afternoon,

To keep informed on upcoming public engagement opportunities, please subscribe to our Durham and Toronto East regional e-newsletter(s) at metrolinx.com/subscribe.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: [REDACTED]
Sent: October 21, 2021 9:43 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: update for the project

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Sent from [Mail](#) for Windows

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 21, 2021 5:18 PM
To: [REDACTED]
Subject: RE: Pubic Info Sessions - Whitby

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi [REDACTED],

Apologies for the delayed response.

The first of three (3) virtual open house events as part of Public Information Centre #4 is this evening – registration is closed but you can still view the event and submit written questions on the event page here at 6:30 p.m. <https://www.metrolinxengage.com/en/DSBRTOct21>

You are able to pre-register for the October 26th and 28th live events [here](#).

Public information centre #4 (PIC #4) will be open until **November 11, 2021**. We encourage you to review and share your feedback on the PIC #4 materials, and most recent preliminary design plans for [each municipality](#). We also encourage you to use our [interactive map](#).

We hope you can join us!

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: October 14, 2021 5:21 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Pubic Info Sessions - Whitby

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Hi there,

I would like to attend the virtual events, on the transit for Whitby.
I am living at [REDACTED].

How can I get registered for them?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 21, 2021 5:04 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi [REDACTED],

Apologies for the delayed response.

Confirming you are registered for this evenings event, and should have received a day-of reminder with information on how to join our Zoom or (live) room. If not, please visit the event page at the event time (6:30 p.m.) and select 'Join Zoom'

<https://www.metrolinxengage.com/en/DSBRTOct21>

Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a call-in option for tonight's event. To ask your question by voice, join the Zoom meeting [here](#). We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

NOTE: please ensure you have the latest version of Zoom installed.

[Join Zoom](#)

Looking forward to the event.

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 17, 2021 10:36 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Sunday, October 17, 2021 - 10:35

Submitted by user:

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

Durham-Scarborough Bus Rapid Transit Project

Message

I wish to be an active participant during the Oct 21 virtual meeting.

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/28234>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 21, 2021 5:29 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi [REDACTED],

Just following up to confirm that the presentation material for this evening – which will be the same for the events on October 26th & 28th is available on Metrolinx Engage [here](#). (Presentation Material)

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: October 8, 2021 1:22 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: FW: Form submission from: Contact

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx



From: Peter Bailey <Peter.Bailey@metrolinx.com>
Sent: October 8, 2021 12:28 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: FW: Form submission from: Contact

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: October-07-21 2:12 PM

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Submitted on Thursday, October 7, 2021 - 14:11

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Durham-Scarborough Bus Rapid Transit Project

Message:

Please send hard copies of the consultation materials.

I also want to register for and attend all of the virtual events on Metrolinx Engage:

Thursday October 21, Tuesday October 26 and Thursday October 28 with the right to speak and ask questions during these events.

Thank you

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/27608>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, October 22, 2021 3:20 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [REDACTED],

Confirming you have been added to the Durham region e-newsletter.

Thanks for joining us last night!

Best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 21, 2021 7:13 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Thursday, October 21, 2021 - 19:12

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: D BRT

Message:

Please add me to the mailing list for the Durham BRT, with specific interest in elements related to historic pickering village

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/28821>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, November 1, 2021 9:30 AM
To: Yash Kulshreshtha
Cc: Marianne Alden
Subject: FW: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

JOCELYN STENNER

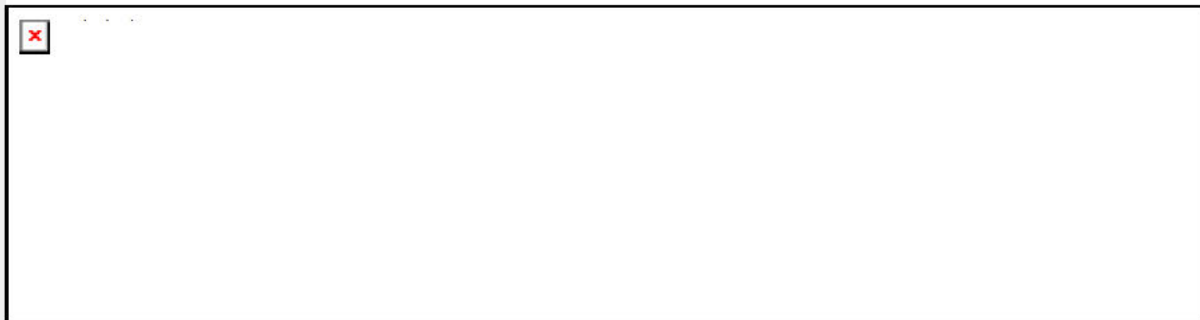
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 22, 2021 10:05 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Submitted on Friday, October 22, 2021 - 10:04

Submitted by user:

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

Message for Stephen Linton - Re: Community Engagement
Message

Hello Stephen - thank you for the session last evening. I believe you mentioned that Metrolinx is moving back to in-person community consultation, in particular in support of the current TPAP 120 day consultation period.

I know there are community members in Whitby that would be very interested in a meeting with you and/or team members. Are there limits to the size/capacity of in-person meetings? Do you have a proposed schedule of when meetings could take place? How do we request a meeting?

Thank you in advance for any info you can provide.

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/28859>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 28, 2021 4:49 PM
To: Margaret Parkhill; Marianne Alden; Yash Kulshreshtha
Cc: Kristin Demasi
Subject: FW: Public Information Centre #4 - Durham Scarborough Bus Rapid Transit
Attachments: DSBRT - Public Information Centre #4.pdf

Follow Up Flag: Follow up
Flag Status: Completed

FYI below from Stephen in response to the attached for your records.

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: Stephen Linton <Stephen.Linton@metrolinx.com>
Sent: October 28, 2021 12:14 PM
To: [REDACTED]
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: Public Information Centre #4 - Durham Scarborough Bus Rapid Transit

Hello [REDACTED],

My name is Stephen Linton, Senior Manager, Community Engagement for the Durham-Scarborough Bus Rapid Transit (DSBRT) project.

Firstly, I want to thank you for taking the time to write to the community engagement team and to apologize that you received the post card after the first virtual engagement opportunity had passed. In addition to the post card, the engagement opportunity was shared via Metrolinx's [Twitter](#) account, in the Scarborough Mirror (Sept 16th), on [Metrolinx News](#), through our Toronto East e-newsletter and to our DSBRT project mailing list.

The community engagement team for the DSBRT project has resumed smaller in-person events, such as community walkabouts and pop-ups, and are looking forward to the time when we can have larger in-person sessions such as open houses and town halls – when it is safe to do so. To be kept up to date on all upcoming engagement opportunities, please subscribe to the Toronto East regional e-newsletter at metrolinx.com/subscribe.

As part of the Transit Project Assessment Process, **Public Information Centre #4 (PIC #4)** is open online until **November 11, 2021**. The materials are available online for review and comment on Metrolinx Engage at www.metrolinxengage.com/DSBRT. There is a virtual open house happening this evening (October 28th) from 6:30-8:00 p.m. You can register for this session [here](#).

I'd be pleased to connect on the phone to discuss future engagement opportunities for the DSBRT project in more detail, should you have an interest.

Kind regards,

Stephen Linton(He/Him)

Senior Manager, Community Engagement, Durham
Metrolinx

(Office): 416.202.7423

(Cell): 437.243.4396

stephen.linton@metrolinx.com

Get the latest news on what's happening in your community, [subscribe!](#)

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Danielle Punit

From: Margaret Parkhill
Sent: Friday, October 29, 2021 2:30 PM
To: Yash Kulshreshtha
Subject: FW: DSBRT Environmental Studies PIC #4 - Comments, 28-Oct-2021
Attachments: Photo #1 - Typical DRT Bus Stop Shelter, Rear Panel View.jpg; Photo #2 - DRT Bus Stop Shelter Decal, Enlarged View.jpg

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Please track and file.

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: [REDACTED]
Sent: Thursday, October 28, 2021 2:36 PM
To: DSBRT@metrolinx.com; Kristin.Demasi@metrolinx.com; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: DSBRT Environmental Studies PIC #4 - Comments, 28-Oct-2021

I have reviewed the DSBRT Environmental Studies PIC #4 documents on the Metrolinx website. My comments are as follows.

I previously submitted comments for DSBRT PIC #3, in which I raised concerns regarding the bird collision hazard posed by DSBRT structures. I do appreciate that I received a response from a DSBRT team member who tried to address this concern.

However, I was disappointed to learn that PIC #4 documents (specifically Natural Environment Studies and BRT Bus Stop Design) make no mention of the bird collision hazard and propose no effective mitigation measures.

In contrast to Metrolinx, Durham Region Transit (DRT) is aware of the hazard posed to birds by its bus stop shelters and has attempted to mitigate the hazard by affixing decals to the glazing on its shelters. I have taken photos of a typical DRT bus stop shelter. The attached photo #1 is a view of the rear panel of the shelter near the southeast corner of Whites Road and Kingston Road in Pickering. Note the 3-hawk-silhouette decal near the upper right corner of the exterior surface of the rear glazed panel. Photo #2 is a zoomed-in shot of the decal.

According to organizations with the relevant expertise (Environment and Climate Change Canada, FLAP Canada, Canadian Standards Association, American Bird Conservancy, among others), decals or any other markers must meet certain rules in order to be effective. The Environment and Climate Change Canada website states "One or two decals or silhouettes on a large window won't work... Birds may avoid the decal, but will fly into the unmarked area if they think the gap is large enough to fly through". The website provides the rules for effective bird collision deterrence:

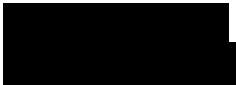
"But all patterns should follow these rules:

- the pattern must be applied across the entire glass surface
- there are no spaces greater than 5 cm between each component of the pattern (both horizontally and vertically)
- the pattern is applied to the outside surface of the window
- each component of the pattern is at least 5 mm wide
- the colour of the pattern contrasts well with the reflected vegetation, and is easily seen"

Although Durham Region Transit's intentions are good, its attempt to mitigate the bird strike problem with a few decals on the exterior of the glazed panels of its bus stop shelters is ineffective and is not a deterrent.

I can speak from personal experience about bird strike deterrence. Very soon after energy-efficient windows were installed in my house, large numbers of bird strikes began to occur on the windows on the north side of the house. Hawk silhouette decals (both black and UV coated) and other measures proved to be ineffective. Hundreds of birds died (not an exaggeration) before I learned of an effective solution. I installed bird collision deterrent markers made by 3M (<https://www.conveniencegroup.com/featherfriendly/feather-friendly>) as per the rules mentioned above. Visibility through my windows is good and bird strikes no longer occur. Note that Cadillac-Fairview's TD Centre in downtown Toronto is also implementing this solution to effectively address the bird strike problem. (<https://flap.org/td-centre-retrofits/>).

To ensure a thorough Transit Project Assessment Process, I strongly encourage Metrolinx to recognize the bird collision hazard posed by its proposed DSBRT bus stop shelters and to implement effective bird collision deterrent measures. Compliance with Canadian Standards Association CSA A460:19 Bird Friendly Building Design would be evidence of a good-faith effort on the part of Metrolinx to meet this objective. I recommend that Metrolinx post information detailing its efforts regarding this matter on the DSBRT website.



DECAL





Danielle Punit

From: Margaret Parkhill
Sent: Thursday, October 28, 2021 9:07 AM
To: Yash Kulshreshtha
Subject: FW: Metrolinx mail.

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Yash,
Please also update the property owner mailing list.
Keep the address [REDACTED] but remove the persons name.
Thanks,
Margaret

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 28, 2021 8:23 AM
To: [REDACTED]
Subject: RE: Metrolinx mail.

Hello [REDACTED] good morning,

Thank you for your e-mail.

Confirming you are not subscribed to the Durham e-newsletter and will be removed from the DSBRT project mailing list.

All the best,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: October 26, 2021 1:18 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Metrolinx mail.

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To whom it may concern,

Could you please remove me from your mailing list.

I sold and left [REDACTED]

Thank you.

Regards, [REDACTED]

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 28, 2021 8:18 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good morning,

Thank you very much for taking the time to join us for our live meeting in the Zoom room.

During the live Q&A, only audio is heard by the panel and the general audience viewing the presentation online. In the Zoom room, the camera is auto disabled for that reason.

Please let us know if you have any further questions.

Thank you again for participating!

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 26, 2021 6:34 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 26, 2021 - 18:33

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Oct26 mtg

Message:

I wanted to join but did not have the option to be in without video. VERY annoying.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29111>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, October 28, 2021 8:27 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello [REDACTED],

Thank you for your inquiry and apologies for the delayed response.

We hope you were able to view the October 26th Live Event on Metrolinx Engage. For reference, you do not need to register to view any of our virtual engagements; however, those that register will receive updates and reminders about the event, as well as a link to the post-event survey.

Registration for this evenings session is available [online here](#) and will be open until *approximately* 2:00 p.m. today.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October 26, 2021 11:05 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 26, 2021 - 11:05

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: Anonymous

Your e-mail address: [REDACTED]

Subject: registering for virtual meeting on Thurs Oct 28 6:30-8:00 DSBRT

Message:

Please forward me the appropriate link to register. Could not find it online

Thanks

[REDACTED]

The results of this submission may be viewed at:

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, October 29, 2021 12:04 PM
To: [REDACTED]
Subject: RE: [REDACTED]

Good morning [REDACTED],

Thank you for your email.

Metrolinx along with the Region of Durham will continue to look at refinements to the plans to help minimize the impacts to properties. We will also work with the property owner along with the City of Pickering to ensure that site plan and parking requirements are met.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: [REDACTED]
Sent: October 27, 2021 8:18 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [REDACTED]
Subject: Impact on [REDACTED]
Importance: High

Good morning,

I have submitted this concern several times over the past few months on the metrolinks engage website but have yet to receive a response or acknowledgement of receiving my concern.

We are a tenant in the [REDACTED] located on the [REDACTED]. In reviewing your preliminary drawings the proposed bus lanes with side walk and bike lanes are severely interfering our parking lot. A total of 24 parking spots representing 1/3 of our total parking will be lost should this plan be approved. This [REDACTED] is already short on parking for its patrons. Losing these spots would drastically affect our business and the other tenants. I represent [REDACTED] employing just under 50 individuals. We have been a tenant for [REDACTED] with a significant investment in our space.

Please get back to me to discuss a solution to the problem.

Thank you and look forward to a response and acknowledgement of receiving this email.



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Danielle Punit

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Tuesday, November 9, 2021 12:14 PM
To: DSBRT; Margaret Parkhill; Marianne Alden; Yash Kulshreshtha
Subject: FW: Metrolinx Community Engagement Whittby

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

JOCELYN STENNER

Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx



From: Stephen Linton <Stephen.Linton@metrolinx.com>
Sent: November 9, 2021 8:02 AM
To: [REDACTED]
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Metrolinx Community Engagement Whittby

Good morning [REDACTED].

Welcome back. We are currently looking at some dates and locations to engage in pop-up style events to bring more information about the project to the community. We are also open to identifying community groups to connect with to address any questions and provide insight about the proposed project.

As a request, can you provide information regarding;

- How many people may be interested in attending
- Questions that may be asked

We request this to identify a potential forum to meet (online or in-person) and, to ensure that we invite additional Metrolinx staff to attend the conversation for any questions the engagement team is unable to answer.

Thanks again for reaching out, we look forward to hearing from you soon.

Sincerely,

Stephen Linton

From: [REDACTED]
Sent: November 7, 2021 8:12 AM

To: Stephen Linton <Stephen.Linton@metrolinx.com>
Subject: Re: Metrolinx Community Engagement Whitby

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Hi again Stephen - further to my quick email last week, I'm now back in town...and want to thank you again for responding to my inquiry about consultation opportunities.

I'm writing on behalf of myself and some of my fellow residents of the downtown Whitby neighbourhood. We are not against the BRT project - in fact, we welcome improved transit! - but have questions and concerns about the current proposal through the downtown Whitby core.

In terms of consultation, we have two requests:

We read in the newsletter about the upcoming pop-up consultation in Pickering Village. Do you have plans to host one in our area? Are the sessions booked based on level of interest - ie, do you only host sessions if many people request one - there are many of us who would be interested! (As an aside, there are a number of holiday-related outdoor events coming up in downtown Whitby (holiday markets, etc). So, if you are trying to reach a broad audience, that may be a good opportunity for you.)

However, more importantly to us, we would really appreciate the opportunity for our small group to meet in person with you and/or your team members and do a "walk-about" in the immediate area of the downtown core. We can exchange Q&As in writing and review documents and diagrams...but nothing replaces the "real thing." With a quick walk around the immediate neighbourhood, it would be so much easier and more meaningful to be able to "show" you our questions - and I'm sure for you and your staff to be able to then respond and facilitate easier dialogue. We would ensure all Covid requirements are followed.

Please let me know how we may be able to move forward with this opportunity.

Thank you,

From: Stephen Linton <Stephen.Linton@metrolinx.com>
Sent: October 27, 2021 2:02 PM
To: [REDACTED]
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: Metrolinx Community Engagement Durham

Hello [REDACTED],

Thank you for your inquiry regarding upcoming community engagement opportunities in Whitby.

The community engagement team for the Durham-Scarborough Bus Rapid Transit (DSBRT) project has resumed smaller in-person events, such as community walkabouts and pop-ups, and are looking forward to the time when we can have larger in-person sessions such as open houses and town halls – these types of events will be organized when it is safe to do so. Next week, the team will be hosting a pop-up in Pickering Village on Tuesday, November 2nd from 11:00 a.m.-3:00 p.m. and are currently working to refine details for additional engagement opportunities in Oshawa and Whitby, which we will communicate in our e-newsletter.

The community engagement and DSBRT project team met with several local residents, resident groups, business owners and associations in Whitby throughout the first half of 2021, including three virtual open houses. Thanks to the valuable feedback from the community, the design evolved to three lanes of traffic, which will provide eastbound cars and buses with a dedicated lane, and westbound cars and buses with a shared lane between Perry Street and Byron Street.

As part of the Transit Project Assessment Process, **Public Information Centre #4 (PIC #4)** will be held virtually until **November 11, 2021**. The materials are available online for review and comment on Metrolinx Engage at www.metrolinxengage.com/DSBRT. There is a virtual open house happening tomorrow evening (October 28th), from 6:30-8:00 p.m. You can register for these sessions [here](#).

I'd be pleased to connect on the phone to discuss what in-person meeting options would be feasible with yourself and other interested resident(s) at this time. Please let me know when you have some availability to chat.

Kind regards,

Stephen Linton(He/Him)

Senior Manager, Community Engagement, Durham

Metrolinx

(Office): 416.202.7423

(Cell): 437.243.4396

stephen.linton@metrolinx.com

Get the latest news on what's happening in your community, [subscribe!](#)

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Danielle Punit

From: Durham Region <DurhamRegion@metrolinx.com>
Sent: Thursday, November 11, 2021 1:51 PM
To: [REDACTED]
Cc: DSBRT
Subject: RE: Durham LRT Expansion

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [REDACTED],

Please see information below on the next steps for the DSBRT project:

- The preliminary design plans for the DSBRT project are currently being finalized in consultation with communities on the corridor.
- The draft Environmental Project Report (EPR) is being prepared and the Transit Project Assessment Process (TPAP), which includes a formal public consultation period commenced October 14, 2021.
- As part of the TPAP, Metrolinx hosted a round of virtual public information centres in Fall 2021 to present the environmental impacts and proposed mitigation measures for the project and gather feedback that can be incorporated into the EPR.
- The Environmental Project Report (EPR) will be available on Metrolinx engage in Winter 2022 as part of the thirty (30) day public review period per the Transit Project Assessment Process (TPAP).
- Beyond the TPAP, the Preliminary Design Business Case (PDBC) will be finalized in early 2022.
- Preliminary design plans can be found [here](#)
- Further implementation of the project would be subject to government prioritization, budgeting and approval processes.

For further details on the project, we encourage your to visit www.metrolinxengage.com/dsbrt and subscribe to our Durham and Toronto East regional e-newsletter(s) at metrolinx.com/subscribe.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: November 8, 2021 6:36 AM

To: Durham Region <DurhamRegion@metrolinx.com>

Subject: Re: Durham LRT Expansion

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Good morning Jocelyn,

I hope all is well. I wanted to inform you that I have not heard any response from the team regarding my below request.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Durham Region <DurhamRegion@metrolinx.com>

Sent: Monday, November 1, 2021 2:16 PM

To: [REDACTED]

Subject: RE: Durham LRT Expansion

Hi [REDACTED],

Thank you for your e-mail.

I've forwarded it to the DSBRT project team at DSBRT@metrolinx.com

Best,

JS

JOCELYN STENNER

Community Engagement Specialist

Durham Region

Metrolinx



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From: [REDACTED]
Sent: October 25, 2021 6:55 AM
To: Durham Region <DurhamRegion@metrolinx.com>
Subject: Durham LRT Expansion

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Good morning,

I am not sure if this is the correct contact for my query. However, I was hoping to find out which landscape architecture firm will handle the Durham project?

If this is the incorrect contact would you please forward.

Thanks

[REDACTED]

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, November 16, 2021 2:15 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [REDACTED],

Thank you for your email.

Emergency services vehicles will be able to use the BRT lanes to bypass traffic during busy periods to respond to emergencies. Depending on the scale of the emergency, the road will be closed, or police will direct traffic to use the BRT lane to bypass the emergency.

All of the bridges on the corridor have been designed to carry buses and heavy trucks. The types of traffic using the bridges will not change from the mix of traffic using the corridor today.

STEPHANIE CARDENAS

Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 21, 2021 4:57 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Thursday, October 21, 2021 - 16:57

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Emergency Vehicles in Pickering Village

Message:

With only one lane going westbound what happens when you have to clear the lane for emergency vehicles or if there is fire in the Village. What are we supposed to do drive up on someone's front lawn. In the winter this will be impossible. Are the bridges going over the Rouge River and Duffins Creek going to be reinforced so that they can accommodate the heavier traffic? What about the connection that you would have to do in order to get to Ontario Shores. Most direct route here would be to have bus service that goes up and down Henry Street. What are we to do in our residential area with the heavy traffic and children. Can you answer these questions?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/28813>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, November 16, 2021 1:54 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

Hi [REDACTED],

Thank you for your email.

At 36 km the corridor is already quite long. The eastern limit was selected to document a solution at Simcoe and Center Streets where the future north-south corridor will intersect the King and Bond facility.

The bus service will continue further east in mixed traffic. A future study will look at connecting the dedicated lanes to the proposed GO Station on Ritson Road. Extensions further east can also be reviewed as part of that study.

Additional bus services from the east can also use the dedicated lanes. These services will be planned by DRT when warranted based on ridership and the overall bus route structure in Oshawa.

STEPHANIE CARDENAS

Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 22, 2021 8:13 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, October 22, 2021 - 08:12

Submitted by user: [REDACTED]

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

DSBRT

Message

Why does your DSBRT end at Simcoe Street? - Your DSBRT should extend beyond this busy part of Oshawa so that those travelling from less densely populated areas don't have to drive into the more densely populated area to catch their bus; this is poor planning on your part - The logic of doing away with parking garages to encourage people to use transit makes no sense; if you want to encourage people to take transit, you need to make it as easy and quick for them as possible

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/28848>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, November 16, 2021 2:39 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [REDACTED],

Thank you for your comment.

We will share your comment and concern with the TTC.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October 20, 2021 1:09 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Wednesday, October 20, 2021 - 13:08

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: Anonymous [REDACTED]

Your e-mail address: [REDACTED]

Subject: Transportation - CTB

Message:

Absence of TTC bus services along Port union up tp Kingston rd . A complaint has already been sent to Municipal Ward member Janiffer and to TTC

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/28694>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Monday, November 22, 2021 3:49 PM
To: Yash Kulshreshtha; Margaret Parkhill
Cc: Stephen Linton; Kristin Demasi
Subject: FW: Metrolinx Community Engagement Whittby

Follow Up Flag: Follow up
Flag Status: Flagged

For the project record.

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: November 22, 2021 3:49 PM
To: [REDACTED]
Cc: DSBRT <DSBRT@metrolinx.com>
Subject: RE: Metrolinx Community Engagement Whittby

Hi [REDACTED] good afternoon,

Firstly, apologies for the delayed response and thank you for the information and context.

We certainly can arrange a 'walk about' in person for a small group. I will note that with current day light hours, we'd like to keep the start time of the walking session no later than 4:00 p.m. just to ensure it's light out for the walk. As for date and time, we will accommodate what works well for your group but might want to target the next couple of weeks as it will continue to get more brisk outside and folks might start to go on holidays as we approach December.

I have a connection point with the Whittby Public Library this week to talk about larger engagement opportunities there. I will also make a note to see if there's a room or semi-private space we might be able to use after the walkabout to chat.

As well, we will be discussing community events with the Town's comms staff on Wednesday.

I have open availability tomorrow so please let me know if you have time to walk through any of the above.

Best,

JS

JOCELYN STENNER

Community Engagement Specialist



From: [REDACTED]
Sent: November 18, 2021 10:52 AM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: Re: Metrolinx Community Engagement Whittby

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Hi Jocelyn,

Thank you again for reaching out. I had a quick conversation with some of my neighbours and wanted to provide you with a little bit of background before we talk.

Just a little bit about us... we are a group of about 8-10 local residents who live in the immediate vicinity of downtown Whitby. We are not against the BRT project overall - in fact, we welcome improved transit! For many of us, the reason we have chosen to live close to downtown is so we can easily walk and/or take transit to services within the community and leave the car at home.

However, we are concerned about safety in the community and the potential impact to traffic volume and flow, specifically in our immediate area, which is why we would appreciate the opportunity to ask your team some specific questions and highlight potential issues that concern us. I believe some in our group have participated in the info sessions held by Metrolinx and/or the Town of Whitby in the past but would appreciate the opportunity to ask questions about our specific area/concerns.

Nothing is better than being able to see/explain things in person! So ultimately, we would love to be able to do a short walk around a couple of blocks of the immediate neighbourhood with you. Do you think that would be possible? We recognize we would likely need to find somewhere to sit down afterwards to facilitate a discussion (our local library? coffee shop? depending on the number of people).

And as I mentioned previously to Stephen, our group was also requesting Metrolinx host a community pop-up event, similar to what was held in Pickering Village, as we know there are quite a few local residents (beyond our small group) who may appreciate that.

I hope helps to provide a little background. I am pretty flexible for a call with you today or tomorrow (Thursday/Friday) or early next week, depending on your schedule.

thank you,
[REDACTED]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: November 16, 2021 9:15 AM

To: [REDACTED]
Cc: Stephen Linton <Stephen.Linton@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Metrolinx Community Engagement Whittby

Good morning [REDACTED],

That sounds great. Send me a note when you have that information and we can get aligned on a date/time to chat.

Have a lovely week!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx



From: [REDACTED]
Sent: November 15, 2021 10:25 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Subject: Re: Metrolinx Community Engagement Whittby

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Hi Jocelyn - thank you so much for reaching out. There are a few of my immediate neighbours who have indicated interest in a discussion with your staff. I've asked them for their availability and also to provide some details on their area of interest/concern, which I believe will be helpful in our discussion. Once I get that information, I will send it to you and set up a time to give you a call - targeting for later this week.

Thanks again
[REDACTED]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: November 15, 2021 12:53 PM
To: [REDACTED]
Cc: DSBRT <DSBRT@metrolinx.com>; Stephen Linton <Stephen.Linton@metrolinx.com>
Subject: RE: Metrolinx Community Engagement Whittby

Hello [REDACTED],

I'm hoping you have some availability to connect this week to discuss some engagement opportunities. Are you able to provide a few different date(s) and time slot(s)?

Looking forward to speaking with you about engagement opportunities in Whittby.

Best,

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx



From: Stephen Linton <Stephen.Linton@metrolinx.com>
Sent: November 15, 2021 10:54 AM
To: [REDACTED]
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; DSBRT <DSBRT@metrolinx.com>
Subject: RE: Metrolinx Community Engagement Whittby

Good morning [REDACTED].

Looping you in with Jocelyn from our engagement team who will continue to support this exciting engagement opportunity. If possible we can connect to discuss the needs to ensure we plan something conducive to answering comments or questions.

Thanks again.

Stephen Linton

From: [REDACTED]
Sent: November 9, 2021 9:52 AM
To: Stephen Linton <Stephen.Linton@metrolinx.com>
Subject: Re: Metrolinx Community Engagement Whittby

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Hi Stephen - that is great news. I'm sure a pop-up event would be welcome in Whittby. In the meantime, I will ask around my immediate neighbours to see how many may be interested in a meeting and their specific questions and areas of interest.

thank you!

[REDACTED]

From: Stephen Linton <Stephen.Linton@metrolinx.com>
Sent: November 9, 2021 8:01 AM
To: [REDACTED]
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Metrolinx Community Engagement Whittby

Good morning [REDACTED].

Welcome back. We are currently looking at some dates and locations to engage in pop-up style events to bring more information about the project to the community. We are also open to identifying community groups to connect with to address any questions and provide insight about the proposed project.

As a request, can you provide information regarding;

- How many people may be interested in attending
- Questions that may be asked

We request this to identify a potential forum to meet (online or in-person) and, to ensure that we invite additional Metrolinx staff to attend the conversation for any questions the engagement team is unable to answer.

Thanks again for reaching out, we look forward to hearing from you soon.

Sincerely,

Stephen Linton

From: [REDACTED]
Sent: November 7, 2021 8:12 AM
To: Stephen Linton <Stephen.Linton@metrolinx.com>
Subject: Re: Metrolinx Community Engagement Whitby

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Hi again Stephen - further to my quick email last week, I'm now back in town...and want to thank you again for responding to my inquiry about consultation opportunities.

I'm writing on behalf of myself and some of my fellow residents of the downtown Whitby neighbourhood. We are not against the BRT project - in fact, we welcome improved transit! - but have questions and concerns about the current proposal through the downtown Whitby core.

In terms of consultation, we have two requests:

We read in the newsletter about the upcoming pop-up consultation in Pickering Village. Do you have plans to host one in our area? Are the sessions booked based on level of interest - ie, do you only host sessions if many people request one - there are many of us who would be interested! (As an aside, there are a number of holiday-related outdoor events coming up in downtown Whitby (holiday markets, etc). So, if you are trying to reach a broad audience, that may be a good opportunity for you.)

However, more importantly to us, we would really appreciate the opportunity for our small group to meet in person with you and/or your team members and do a "walk-about" in the immediate area of the downtown core. We can exchange Q&As in writing and review documents and diagrams...but nothing replaces the "real thing." With a quick walk around the immediate neighbourhood, it would be so much easier and more meaningful to be able to "show" you our questions - and I'm sure for you and your staff to be able to then respond and facilitate easier dialogue. We would ensure all Covid requirements are followed.

Please let me know how we may be able to move forward with this opportunity.

Thank you,

From: Stephen Linton <Stephen.Linton@metrolinx.com>

Sent: October 27, 2021 2:02 PM Our

To: [REDACTED]

Cc: DSBRT <DSBRT@metrolinx.com>

Subject: Metrolinx Community Engagement Durham

Hello [REDACTED],

Thank you for your inquiry regarding upcoming community engagement opportunities in Whitby.

The community engagement team for the Durham-Scarborough Bus Rapid Transit (DSBRT) project has resumed smaller in-person events, such as community walkabouts and pop-ups, and are looking forward to the time when we can have larger in-person sessions such as open houses and town halls – these types of events will be organized when it is safe to do so. Next week, the team will be hosting a pop-up in Pickering Village on Tuesday, November 2nd from 11:00 a.m.-3:00 p.m. and are currently working to refine details for additional engagement opportunities in Oshawa and Whitby, which we will communicate in our e-newsletter.

The community engagement and DSBRT project team met with several local residents, resident groups, business owners and associations in Whitby throughout the first half of 2021, including three virtual open houses. Thanks to the valuable feedback from the community, the design evolved to three lanes of traffic, which will provide eastbound cars and buses with a dedicated lane, and westbound cars and buses with a shared lane between Perry Street and Byron Street.

As part of the Transit Project Assessment Process, **Public Information Centre #4 (PIC #4)** will be held virtually until **November 11, 2021**. The materials are available online for review and comment on Metrolinx Engage at www.metrolinxengage.com/DSBRT. There is a virtual open house happening tomorrow evening (October 28th), from 6:30-8:00 p.m. You can register for these sessions [here](#).

I'd be pleased to connect on the phone to discuss what in-person meeting options would be feasible with yourself and other interested resident(s) at this time. Please let me know when you have some availability to chat.

Kind regards,

Stephen Linton(He/Him)

Senior Manager, Community Engagement, Durham

Metrolinx

(Office): 416.202.7423

(Cell): 437.243.4396

stephen.linton@metrolinx.com

Get the latest news on what's happening in your community, [subscribe!](#)

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, November 23, 2021 11:41 AM
To: Margaret Parkhill; Yash Kulshreshtha
Subject: FW: Durham-Scarborough Bus Rapid Transit Project

Follow Up Flag: Follow up
Flag Status: Flagged

For the project record.

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: DSBRT
Sent: November 23, 2021 11:26 AM
To: [REDACTED]
Subject: RE: Durham-Scarborough Bus Rapid Transit Project

Hello [REDACTED] good morning,

Firstly, apologies for the delayed response.

You are currently subscribed to our Durham Region e-newsletter and will ensure you're on the DSBRT project mailing list as well.

Best,

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: [REDACTED]
Sent: November 9, 2021 11:22 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Durham-Scarborough Bus Rapid Transit Project

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Sent from [Mail](#) for Windows

Please sign me up if I'm not already on your list. Thank you.



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, November 23, 2021 1:14 PM
To: Margaret Parkhill; Yash Kulshreshtha
Subject: FW: Whitby brt portion of Durham-Scarborough Bus Rapid Transit
Attachments: Cycling DSBRT Alignment.png

Follow Up Flag: Follow up
Flag Status: Flagged

For the project record.

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

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-----Original Message-----

From: DSBRT
Sent: November 23, 2021 1:13 PM
To: [REDACTED]
Subject: RE: Whitby brt portion of Durham-Scarborough Bus Rapid Transit

Hello [REDACTED] good afternoon,

Thank you for your inquiry.

Through downtown Whitby, there is not enough space for dedicated cycling facilities as buildings are set close to the road. Due to this, alternate cycling routes are proposed on nearby east/west streets to provide connections. These routes are coordinated with the local municipal cycling plan. Between Raglan and Garden, the Town of Whitby is planning to improve the cycling facilities on Mary Street, which will improve the quality of the existing cycling connection.

The traffic analysis completed indicates that there are a limited number of traffic diversions through downtown Whitby that would increase local traffic on Mary Street. The traffic analysis found that without the BRT, the increase in general traffic, as a result of fewer people choosing public transit and choosing to drive, would have a larger impact on local street traffic, that is, the BRT will reduce pressure on local streets and see fewer cars diverted onto local streets than carrying forward the status quo.

Please let us know if you have any further questions or comments.

Thanks!

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx

If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter here.

-----Original Message-----

From: [REDACTED]
Sent: November 9, 2021 10:50 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Whitby brt portion of Durham-Scarborough Bus Rapid Transit

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Good morning! I am very concerned about this proposal. I am a supporter of better transit but not sure it is a victory if it increases general traffic gridlock.

Am I correct in stating that the plan involves one general traffic westbound lane along Highway 2 between Garden St. and Raglan St. with this lane being shared with buses between Brock St. and Byron St.? I think this represents a reduction in general traffic lanes for portions of this route.

Could you also clarify what the words "with potential for further refinements" means as it pertains to the Byron to Brock portion?

When does construction for the Whitby portion start and conclude?

I find it contradictory that our premier is advocating for reduced gridlock by creating a new highway while we seem to be creating gridlock with this proposal.

Thank you in advance for your help in improving my understanding of this project.

[REDACTED]

Sent from my iPad

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 8, 2021 10:02 PM
To: Margaret Parkhill; Hopper, David; Yash Kulshreshtha
Subject: FW: [REDACTED]

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Sorry-forgot to copy you

-----Original Message-----

From: DSBRT
Sent: December 8, 2021 10:00 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED]

Hi [REDACTED],

With the introduction of the BRT and the center median, there will be no permitted left turns into or out of [REDACTED].

To travel eastbound, residents will need to turn right, and make a U-turn, on a dedicated signal phase, at the existing signal at Bainbridge Drive.

To return from eastbound Kingston Road, residents will need to travel past the driveway to the signal at Notion Road and make a U-turn, on a dedicated signal phase, at the existing signal at Notion Road, and then return westbound to turn right into [REDACTED].

The road will be widened, but the preliminary design does not indicate that any land is required from [REDACTED].

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
416 268-7697
Metrolinx

-----Original Message-----

From: [REDACTED]
Sent: October 22, 2021 11:44 AM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [REDACTED]
Subject: Fwd: [REDACTED]

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>
> Hello,
> I am a resident at the [REDACTED] at [REDACTED]. Looking at the plans I have a few questions in regards to the BRT.
>
> 1. Will there a left turn access into the [REDACTED] from the east bound lane on Kingston road?
> 2. Will there be left turn access out of the [REDACTED] to go east on Kingston Road.
> 3. Will the road be widened and will the frontage from the [REDACTED] be used for the widening?
>
> Regards, [REDACTED]
>
> Sent from my iPhone

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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 8, 2021 10:31 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello [REDACTED],

Thank you for your email.

The DSBRT project will examine fare prices at future phases of the project in consultation with Durham Region and the City of Toronto.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
416 268-7697
Metrolinx



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 18, 2021 8:23 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Monday, October 18, 2021 - 20:22

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ttc & metrolinx

Message:

[REDACTED] asked a question for free transit! Considering they mostly are the main source of ridership the cost should not be free to them! Students receive interest free grants to cover housing, transportation, books and other living expenses! There are many vulnerable people including senior & the reduction in rate should be the only discount thank you

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/28356>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 8, 2021 10:26 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: METROLINX ENGAGE

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello [REDACTED],

Thank you for your email.

As detailed design progresses local changes such as the development of [REDACTED] will be considered in finalizing the size and placement of the stops.

If there is a conceptual plan for the site, we would be glad to look at how it will work with the proposed transit stop.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
416 268-7697
Metrolinx



From: [REDACTED]
Sent: October 14, 2021 2:05 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [REDACTED]
Subject: RE: METROLINX ENGAGE

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Hello Metrolinx

We have property in [REDACTED] on the [REDACTED]
known municipally as [REDACTED] There is an existing commercial office at [REDACTED]
[REDACTED] and [REDACTED] is vacant. Your interactive map

shows a possible stop platform in this location. You should be aware that we are in the process of developing the east portion of the site [REDACTED] for a [REDACTED] use. The existing driveway access will remain as the only entrance for the site on [REDACTED] and is likely this access will be quite active due to the use. For safety reasons, consideration should be given to relocate the stop platform away from the entrance to [REDACTED]

Kind regards,
[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>

Sent: October 6, 2021 10:13 PM

To: [REDACTED]
Subject: Project Mailing List

Hello [REDACTED],

Thank you for your inquiry via Metrolinx Engage.

You have been added to the DSBRT project mailing list, as well as the Durham Region e-newsletter.

Should you wish to stay informed on Scarborough specific community engagement opportunities please subscribe to our Toronto East e-newsletter at metrolinx.com/subscribe.

Kind regards,

JS

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 8, 2021 10:13 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi [REDACTED],

Thank you for your suggestion to use the Nextdoor platform to discuss community impacts and communicate projects with the community

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October-15-21 1:05 PM
Subject: Form submission from: Contact

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Submitted on Friday, October 15, 2021 - 13:04

Submitted by user: Bubbles

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Durham BRT community engagement

Message: I'd recommend metrolinx get on the Nextdoor platform to discuss community impacts and communicate projects with the community. There are often questions about transit projects that are asked with only local residents trying their best, answering questions and sometimes not quite providing accurate information. The platform already is built for this very purpose. The red cross/vaccine hunters for example has/had already a good presence.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/28132>



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Danielle Punit

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 8, 2021 9:48 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello,

The disruption that would be caused by the construction of underground stations would be significantly higher than the proposed at-grade solution. The costs of this solution would also be significantly higher than what is proposed.

Requiring passengers to travel up and down to underground platforms would require street level entrances, which would have to be in existing buildings or would require replacing existing buildings.

Typically for underground bus stations we would need two lanes in each direction to allow buses to pass each other in an emergency. This creates a large station. How the portals would fit into the existing road is also challenging.

STEPHANIE CARDENAS

Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 20, 2021 8:51 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 4:48 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello,

Thank you for your email.

Some work on implementing curb lanes has already been completed in Ajax. These lanes were designed to be easily converted to median BRT lanes as the DSBRT is implemented.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 3, 2021 11:12 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Wednesday, November 3, 2021 - 11:11
Submitted by anonymous user: 2607:fea8:5bc0:9f00:5563:a137:dbce:9745
Submitted values are:

Your name: Anonymous

Your e-mail address: [REDACTED]

Subject: Ajax construction

Message:

When is the construction going to start in Ajax?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29389>



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From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 5:07 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED],

Thank you for your email.

The project documentation is now under review by the municipal, provincial and federal agencies. The materials will be posted for public review in early 2022.

All of the public materials developed through project, including evaluation criteria, options and options analysis are available at www.metrolinxengage.com/dsbrt

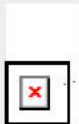
STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 29, 2021 6:45 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, October 29, 2021 - 18:44

Submitted by user:

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

Written Project Documentation

Message

Where can I find the written project documentation on traffic studies, previous meeting minutes, option evaluation criteria, option analysis and option selection for Whitby ? thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29274>



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Yash Kulshreshtha

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 5:04 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your email.

During the design development this issue was raised. To serve the neighbourhood and minimize the property impacts the decision was taken to locate the westbound stop on the west side of McQuay and the eastbound stop on the east side of White Oaks Court. This also works with the left turn lanes to serve the two streets.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 31, 2021 6:57 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Sunday, October 31, 2021 - 18:57

Submitted by user:

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

Bus stop in White Oaks

Message

Hello, I viewed the proposed bus stops here in Whitby and the bus stop for the BRT should be in White Oaks instead of Mcquay Boulevard because there are no residential community near by the area and White Oaks is the best option since there are 4 apartment buildings in the area with a large number of commuters. The bus stop is also the existing bus stop for the DRR Pulse and Go bus. Hoping for your kind consideration.

Many thanks.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29322>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 5:13 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your questions.

The introduction of BRT lanes will reduce the need for car travel. The increased use of transit will also reduce pollution. In most areas of the corridor the number of general traffic lanes are maintained to allow traffic to flow and to provide some capacity to handle future traffic growth.

In the pinch point areas, where the road cannot be widened, the design team has balanced the needs of car drivers with transit users. The traffic analysis completed for the project does indicate while there is some increase in delay for general traffic, the BRT reduces the overall need car travel and results in lower levels of congestion across the network.

The GO Train service and the DSBRT are designed to serve different and complimentary market segments. While there a strong GO Train connection to downtown Toronto, which is well served, travel along the corridor has not been as well served. Analysis of the land use and travel along the corridor indicates that 40% of the trips made along Highway 2 both start and end within the corridor. This includes a significant number of peak hour trips as well as midday trips.

The DSBRT is designed to improve the speed and reliability of transit for trips in the corridor to encourage more travel by transit. While some people will be able to improve their GO Train connection it may not benefit all.

The curbside lanes that have been installed in Pickering and Ajax will be transitioned to median lanes when the other segments of the project are completed. There are significant benefits to median running BRT including reduced side friction from turning vehicles and improved enforcement of the transit lanes as they are distinctly different to the general traffic lanes and there is not need for cars to ever use the lanes.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 29, 2021 11:47 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, October 29, 2021 - 11:46

Submitted by user:

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

Concerns regarding pollution and climate change

Message

To whom it may concern:

Having come late to receiving an idea of the new bus/transit plan for across Durham Region, I watched last night's open session with some trepidation. I did get the notion that the plans are a good design for bus transit through the region and should improve that service.

However, I found that the plans fail to address what should be a primary concern and that is pollution from motor vehicle engines and the contribution of that pollution to climate change. The plans, rather than reducing, will greatly increase such pollution. The three traffic lane constrictions will cause delays and backups that will have many vehicles idling for longer periods of time. Many drivers will seek alternate routes on residential side streets. Those bypasses are longer requiring more engine running time. Further, there will be many stop signs encountered.

The idea of the bus lanes being in the centre of the roadway restricts left turns into homes, businesses and side streets, again requiring motorists to take longer and more polluting routes.

I watched the explanation of the choice of three traffic lanes through central Whitby

in some disbelief of the rationale. It appeared to be based on the premise that people drive in one direction to get to the highway, but there was no indication of how those people would return. The highway notion also seemed to indicate that rush hour is the only time of heavy use of the roadway in the pinch points, and that simply isn't true. They are busy all day long. Further, it is not clear what will happen to the left turn lanes at Church Street, Elizabeth Street and Rotherglen Road. The removal of those lanes will add to the congestion.

It seems to me that the designers of this plan do not have an understanding of suburban life and created a plan that might work well in a large downtown area, but ignores the needs and uses of a suburban population.

As an example: my wife works in a downtown office building. Despite the high cost, she takes the GO train back and forth. I drive her to the bridge across the highway at Pickering Town Centre. That drive takes about 8 minutes. Were she to take buses to get there, her trip would start with a 15 minute walk to get to the bus stop at Elizabeth Street (which maps suggest might disappear?). That would be followed by the bus trip to Glenanna or Liverpool, a change in buses etc. Do you really think that is a reasonable alternative for her or the many others who are driven to or drive to and park at GO stations?

Most of the trips across Kingston Road are not rush hour commuting trips, but daily errands of all sorts. Restricting that travel as your plan seems to do, must have a great impact on motor vehicle air pollution. People will do the detours, do the idling because there is no alternative. Errands by bus? Might work for a single person, but not for someone with children or a weeks worth of grocery shopping for a family of four.

I would suggest two major changes to your plan. The first is to not reduce traffic in Pickering Village or Whitby (or anywhere else) to a single lane when there are currently two lanes. In Pickering Village the distance concerned is less than 2 km, a short distance with only a couple of bus stops.

The second would be to keep the bus lanes at the side of the road as they are now in widened areas of Pickering and Ajax. This would allow left turn access everywhere it is now and would have no impact on pollution levels. It would save a good deal of money, too.

In closing, a great deal of money is to be spent on this project. I suggest that

money would be better spent in making electric vehicles less expensive so that more people could acquire them. I realize, of course, that the money is in the wrong pocket for that purpose, and moving it would be a provincial government task, but it should be suggested to the powers that be.

Thanks for listening. I hope you will reconsider your plan with more thought given to pollution and climate change.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29231>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 4:19 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: DSBRT

Hello [REDACTED],

Thank you for your email,

In reviewing the consultation record, we have a comment sheet on file from you from PIC #2. We also had a discussion about the project with you or someone from your firm as part of either PIC #1 or PIC #2 during a live in-person event. Your address is also on our property owner list so you should have received notices in the mail for all four rounds of public consultation.

In response to the four issues you raised:

1. Ridership: Ellesmere Road provides the most direct connection between Downtown Oshawa and Scarborough Centre. Ridership is highest between Pickering and Scarborough. The corridor also directly connects the Region's Urban Growth Centres (UGC's) in both municipalities as well as University of Toronto Scarborough Campus (UTSC) and the future subway.

2. Duplication of Service: The Durham PULSE 900 route will be extended west to the Scarborough Centre bus terminal, and the intent of this project is to allow both TTC and DRT buses to pick up and drop off passengers along Ellesmere Rd. Residents in Scarborough could get on either bus to travel to Scarborough Centre and other destinations along the corridor, such as the university, college, hospital, employment and retail areas. Bus networks are always being refined and the TTC and DRT will continually develop network plans that can best meet the needs of the community in the future.

3. Transfer station at the border: Making transit an effective and attractive alternative to the personal vehicle includes providing transit infrastructure and frequent convenient service. Metrolinx is committed to working with municipalities across the GTHA to reduce boundary transfers and improve transit service. Requiring transit users to transfer at a municipal boundary is not an efficient use of time or infrastructure.

4. Reuse existing TTC stops: Frequent bus service is currently provided by TTC and DRT along this corridor today. DRT will operate the BRT service once the infrastructure is implemented and TTC local service will continue to meet accessibility requirements for stop spacing and coverage. Proposed BRT stops are located at signalized intersections to improve safety for all road users. You can review the proposed BRT stop locations at <https://www.dsbrtmap.ca/>.

-

A detailed traffic analysis was completed, and findings used to inform the preliminary design process. The detailed report will be shared with the public in Winter 2022 as part of the Environmental Project Report.

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project. We have confirmed your email is on the project mailing list. Watch your inbox for project updates.

STEPHANIE CARDENAS



From: [REDACTED]
Sent: November 8, 2021 6:12 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: [REDACTED]
Subject: DSBRT

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Hello Kristin

We have registered for online engagement. However, we are sending our comments and input to you Kristin since the online form doesn't seem to allow for attachments.

[REDACTED] and I own the commercial office building located at [REDACTED]. We constructed and occupied this building in 2010 for our architectural practice. We have only recently been made aware of the project by a public interest group, but have never been contacted directly by Metrolinx, in spite of the significant impact that the road widening will have on our property both developmentally and operationally.

Metrolinx is proposing to widen Ellesmere Road, (which is currently 4 lanes wide), from Kingston Road to Military Trail and introduce a central exclusive bus lane. The reason for the Ellesmere Road section of the Durham Scarborough Bus Rapid transit seems be to connect the Durham PULSE Bus with passenger service to Scarborough College. We believe that the project also may include an exclusive central bus lane on Kingston Road. The TTC already provides service to Scarborough College along this section of Ellesmere and the Durham PULSE bus already also provides service along the same section of Ellesmere. This section of Ellesmere is residential along both sides with the exception of our building. The number of passengers on each PULSE bus running back and forth along this section of Ellesmere varies between 0-6 passengers and has not changed since we occupied our building. The traffic volume along this residential section of Ellesmere since we have occupied our building does not support a road widening nor an independent bus lane. Perhaps the need for the Metrolinx project within Durham can be supported by current and projected passenger numbers, but the ridership along the Toronto small residential section of Ellesmere does not.

The facts below attempt to concisely show that logically the need for this expansion does not exist. The Metrolinx project called DSBRT Bus Rapid Transit along Ellesmere Road is very problematic on many levels.

1. Ridership. For many years, we have observed the Durham PULSE bus that passes in front of our building on a frequent and regular schedule traveling east and west on Ellesmere Road and remarked, long before the public was made aware of the DSBRT project, on how few

passengers are on the buses. During the many years that we have observed the PULSE bus, we have noticed the number of people on the buses, often 0 passengers and sometimes 2-6 passengers. The number of people on the PULSE buses passing in front of our building has not changed over the years. What has changed is that the bus size was increased to a double length articulating bus in spite of the fact that the single bus was never full, in fact sometimes empty. **Is there a ridership study to support the necessity for this part of the project?** It seems to be a reasonable and simple expectation before so much time and energy and money are spent and so many properties both residential and commercial are disrupted.

2. Duplication of Service. We have noticed that the TTC also operates a bus running in both directions along Ellesmere with service to Scarborough College. Durham passengers also currently use the Go Train and transfer to a TTC bus at Rouge Hill station which takes them directly to the U of T Scarborough campus. The Go Bus also travels Kingston Road between Durham and Scarborough.

Considering that very few passengers ride the PULSE bus in this section of the route between Durham and Scarborough College, it seems reasonable that the following would be taken in to consideration as a suitable and more appropriate solution...

1. A transfer station be used at the Pickering Scarborough border so that only one bus is travelling the route, which would be environmentally and economically sensible. An existing public parking lot is indicated on the attached drawing as a possible location for a transfer station.
2. Make use of the existing TTC service and stop shelters along the Ellesmere route to and from Scarborough College to avoid duplication of service.

The main point that should be driving the decision whether to continue the Ellesmere Road section of the project is...**How many people are on the bus?**

We fully support good access to public transportation when there is a need. In this case the very low PULSE ridership along Ellesmere and the duplication of public transportation between Metrolinx PULSE, Go Bus, and Go train, does not warrant the dollar cost, environmental cost and private property disruption caused by road widening and an exclusive bus lane. There simply has been no ridership or traffic volume evidence of need for a road widening or an exclusive bus lane on Ellesmere from Kingston Road to Scarborough College nor on Kingston Road from Port Union Road to Ellesmere.

When we constructed our small building, part of the permit process was a traffic impact study. It seems to us that there must have been a traffic impact study and a ridership study conducted during the years that the DSBRT project has been contemplated. Please send us this information or let us know whether you will make it available on the public information/engagement web site.

Thank you for considering our comments and the unnecessary impact that the Ellesmere Road section of the project may have should this part of the project proceed.

[REDACTED]

[REDACTED]



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 4:14 PM
To: [REDACTED]
Subject: RE: concerns

Hello [REDACTED],

Thank you for your email.

The Provincial Growth Plan, called “A Place to Grow” plans for growth and development in a way that supports economic prosperity, protects the environment, and provides a framework to manage growth. Along the DSBRT corridor, Pickering and Oshawa are identified as Urban Growth Centres. Durham Region is planning for growth along the former Highway 2 alignment to connect existing and future people and jobs.

The introduction of BRT lanes will reduce the need for car travel in the future. The increased use of transit will also reduce pollution. In most areas of the corridor the number of general traffic lanes are maintained to allow traffic to flow and to provide some capacity to handle future traffic growth.

Both BRT and LRT were evaluated in the earlier stages of the project, and the Initial Business Case completed in 2018 confirmed BRT is the right investment at this time for this corridor. BRT provides added flexibility to route buses into and out of the dedicated centre-running bus lanes to improve connectivity. Both TTC and DRT local routes can use the dedicated lanes on Kingston Road, and turn off the corridor to connect directly to other routes.

You have probably heard that DRT and TTC are testing electric vehicles and are looking to expand their electric fleets. While there will continue to be some diesel vehicles operated in the corridor the long term objective is to upgrade the fleet.

The preliminary design through Pickering Village was developed in consultation with Town of Ajax staff and we believe has found the balance between transit priority, traffic capacity and protecting the Heritage Conservation District. The DSBRT will also provide wider more accessible sidewalks to improve the pedestrian experience along Kingston Road on either side of Church Street.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: October 29, 2021 10:58 AM

To: DSBRT <DSBRT@metrolinx.com>

Subject: concerns

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Dear Metrolinx, I have a few concerns about the dsbrt plans as outlined in your flyer.

- 1) Buses on a road with traffic lights is not rapid transit. The lights are the biggest obstacle.
 - 2) As shown on Hwy. 2 in Ajax, the widening is a nightmare for pedestrians. A person must cross 10 lanes of traffic. The trees were all cut down and not replaced. The curved merge lanes for cars around corners are a danger despite the new signs. Drivers just whip around them.
 - 3) Virtually no bicycles have been seen on Hwy 2 on the bike lanes; maybe 2 in 5 years. Who would cycle on those bike lanes with traffic on both sides?, and what about winter cycling?
 - 4) Don't even think about widening the road in Pickering Village from Duffin's creek to Westney. That area is historical.
 - 5) What about reducing the numbers of private vehicles on the road? I would say that 80% + have only one person in them. Most vehicles such as pickups are simply too large. If you want drivers to switch to transit they make it harder for the drivers. Don't give them more lanes
 - 6) Population growth is not inevitable. It is a choice. Reducing the car population and the number of trips is also a choice. What has been done to encourage fewer vehicles?
 - 7) Wider roads mean more pavement and less green space. We need more green space., What is the point of ruining neighbourhoods for a slightly faster trip? Why should local people suffer because others just want to drive through?
- If you want to provide transit it needs to be light rail of which Durham has none.

Thank you . [REDACTED]

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From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 4:28 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your question.

DRT and TTC are testing electric vehicles and are looking to expand their electric fleets. While there will continue to be some diesel vehicles operated in the corridor the long-term objective is to upgrade the fleet.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 6, 2021 10:52 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Saturday, November 6, 2021 - 10:52

Submitted by user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Bus

Message:

Hopefully these buses will be all electric.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29462>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 4:25 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your question.

Dundas Street at Powell will be widened to accommodate two lanes for general traffic (two lanes in each direction) plus two centre-running transit lanes. If there the existing fence has to be removed for the construction of the project, it would be replaced.

A noise and vibration study has been completed, and identifies areas where noise barriers are recommended, including some properties on the south side of Dundas between Powell and Thornton. As the project proceeds to detail design, Metrolinx and Durham Region will consult with property owners.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 8, 2021 9:57 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Monday, November 8, 2021 - 09:56

Submitted by anonymous user: 99.232.42.93

Submitted values are:

Your name: Jeremy

Your e-mail address: [REDACTED]

Subject: Segment 5 - Fencing Upgrades

Message:

Hello,

Does the project include upgrading the fencing on the south side of Dundas between Powell and Thornton? This fence is 40 years old, reached its life expectancy and in certain sections, is only 4' high. Widening the road and increased bus traffic will increase noise on the two residual courts that are south of this fence.

Thank you

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 29, 2021 4:45 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your email.

The dates for the live meetings have now passed however the recordings of the sessions are available on-line at www.metrolinxengage.com/dsbrt.

If you have additional questions that are not answered by the recordings or the posted questions and responses, please forward you questions to us at dsbrt@metrolinx.com

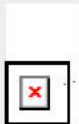
STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 3, 2021 4:50 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Wednesday, November 3, 2021 - 16:50

Submitted by anonymous user: 76.64.38.185

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Public Live Sessions

Message:

Hello, I received a card listing three live sessions in the month of Oct.

Unfortunately, these session dates have passed.

Could you please tell me what dates remain? The card identified the live sessions ending as of Nov. 11th, 2021.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29396>



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From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 9:51 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello,

Thank you for your submission.

We apologize for any inconvenience you experienced when trying to log on to our live meeting. Recordings of the sessions are available on-line at www.metrolinxengage.com/dsbrt.

If you have additional questions that are not answered by the recordings or the posted questions and responses, please forward your questions to us at dsbirt@metrolinx.com

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 28, 2021 7:11 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Thursday, October 28, 2021 - 19:10

Submitted by anonymous user: 2607:fea8:3420:1030:8c61:9262:55f7:3c3b

Submitted values are:

Your name: Anonymous

Your e-mail address: [REDACTED]

Subject: Trying to join

Message:

Meeting is asking for password

The results of this submission may be viewed at:

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 9:34 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your submission.

The DSBRT project will improve both the speed and reliability of transit by providing dedicated lanes to reduce friction and competition with general traffic. Along the 36-km route we are planning 49 stops. These are spaced approximately 730m apart, which is typical of rapid transit services and is generally wider than the typical spacing of stops for a local bus service, which is typically closer to 300m.

In most segments of the corridor the number of general traffic lanes will be maintained, and when the buses are moved into the new lanes, they will perform better than they do today. The reliable transit service will encourage more people to choose transit for more of their trips, taking pressure off the road network as growth continues. The planned new traffic signal at Waverly will provide a queue jump opportunity for eastbound buses so that the buses can make the transition from the median lane to the curb lane ahead of general eastbound traffic.

Access to the Oshawa Centre was reviewed in placing the stops on both King Street and Bond Street. The one-way pair of King and Bond introduces some issues throughout downtown Oshawa.

The team assessed the option of diverting the westbound bus down at through the Oshawa Centre but that was found to inconvenience the higher volume of through riders for the benefit of a smaller number of passengers trying to access the mall.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 29, 2021 10:48 AM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, October 29, 2021 - 10:47

Submitted by anonymous user: 45.61.102.167

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: DSBRT

Message:

I looked at the map.

You call DSBRT a Rapid Transit !!!!???

Buses will supposed to make a stop at every single intersection. What so rapid about it????

I would rather call it a Turtle transit just like the rest of it!!!!

Think about it. Would it be really Rapid????

The only thing that Rapid Transit will create is a chaos all along the route!!!!

We experience terrible daily roads congestion. DSBRT will change it to worth!!!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29228>



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From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 11:32 AM
To: [REDACTED]
Subject: RE: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

Hello [REDACTED],

Thank you for your submission.

There has been significant consultation as the project has advanced. There is a noise and vibration study that has been completed which indicates that the 2041 with BRT option is very similar to the 2041 with no BRT option and that the increase in noise levels over existing is negligible to minimal in most areas. Where future noise levels are predicted to exceed regulated levels noise barriers will be installed.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October 26, 2021 6:40 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

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Submitted on Tuesday, October 26, 2021 - 18:39
Submitted by anonymous user: 67.71.129.36
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: noise

Message:

why did people not have say in this? It is already extremely loud by my house. my windows rattle every time the bus goes by. I can't even have a conversation in my back yard without having to stop talking when they go by.

The results of this submission may be viewed at:

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 10:12 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED],

Thank you for your submission.

Ellesmere is a significant arterial road in Scarborough and provides a direct and logical connection between Scarborough Center, UTSC and the urban growth centers along Highway 2. This route has been part of the network planning for many years as it connects a large number of origins and destinations.

The center median, and the restrictions on local left turns, has been carefully reviewed and will be reviewed again in the next stage of design. The team has added a traffic light at Muirbank t Boulevard to provide additional opportunities for U-turns to offset some of the local impacts.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 26, 2021 8:06 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 26, 2021 - 20:05

Submitted by anonymous user: 174.88.74.244

Submitted values are:

Your name:

Your e-mail address:

Subject: Please reconsider this project...

Message:

As a resident [REDACTED], I am completely appalled and disheartened to hear the plans for the Durham-Scarborough Bus Rapid Transit project. One thing this project has not taken into consideration is all of the residents that live in this community. There will be no left turns on Ellesmere ever again, just because people need yet another way to get to Durham? This is a completely unnecessary project, there are several ways to get to Durham, without destroying the major road that goes through Scarborough. Nobody in the community wanted or asked for this. I implore you to reconsider this project as it greatly serves to negatively impact the residents living and working in the community.

The results of this submission may be viewed at:

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 11:27 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your submission.

The solution that is being proposed for downtown Whitby as evolved significantly over the last year, primarily as a result of increased consultation. The approach is tailored to the local conditions, as are the solutions at the other pinch points along the corridor.

The traffic analysis indicates that future volumes with BRT in place are lower than future volumes without BRT as more people will need to rely on private cars for travel. Providing a more reliable alternative to the private car is necessary to control future traffic growth as the region continues to grow.

Noted. The recordings of the meetings and the presentation materials are available at www.metrolinxengage.com/dsbirt for review and comment.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 25, 2021 1:41 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Monday, October 25, 2021 - 13:40

Submitted by anonymous user: 64.229.121.87

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Proposed Durham Rapid Transit line

Message:

I am opposed to the suggested line as it goes right through the downtown center of Whitby, cutting Hwy 2 in half, making it even more difficult for downtown businesses to attract customers.

There is also no doubt in my mind that it will increase traffic on a number of North-south side roads with locals trying to avoid resulting slowdowns on Hwy 2.

Whitby is primarily a residential town with hardly any high density high rises.

Why have you not properly consulted with locals and looked at the actual population of Whitby

Once again an example of the one size fits all approach being used-what may make sense in downtown Toronto does not work everywhere

The results of this submission may be viewed at:

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 10:17 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED],

Thank you for your submission.

As the eastern part of Toronto and Durham region continue to grow, we will need to improve the options that people have for travel.

In the Toronto segment the BRT lanes will carry more people per hour than the adjacent traffic lane. Allocating road space to higher order transit will encourage more people to choose transit for more of their trips. We have seen significant ridership growth on similar corridors, and along Highway 2 with the introduction of the PULSE 900 service. Extending the route to Scarborough Center will increase service levels for this section of Scarborough.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 26, 2021 5:26 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 26, 2021 - 17:26

Submitted by user:

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

disproval

Message

I do not see any advantage for the proposed project in Ellesmere Durham-Scarborough. The area is not a congested area to benefit a few in expense of the hardship that many residents in the area will experience.

With the project you will kill the lanes for most of the time thereby creating chaos for the general populace of the are like what is happening now in Kingston road from Morningside to Eglinton Ave.

The reserved lane for bikes and TTC ate much of the lanes thereby causing congestions because that lane is not being used most of the time. Those lanes are more usefull especially in the rush hour. You can not force people to take the public transit all the time most especially now that we are being limited by the pandemic. It gives me pain everytime I travel the area and for most of my travel seeing those red colored lanes empty and not being used, meanwhile the general public are crammed up in the traffic and at times having to wait for the second change in the traffic lights to be able to proceed. Cars waiting almost idling most of the time also are big contribution to pollution.

The results of this submission may be viewed at:

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From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 12:29 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact

Hello [REDACTED]

Thank you for your email.

Breaks in the center median will be reviewed as part of the detailed design. Suggestions have been made to add one of two more signalized intersections in Highland Creek to improve access.

Note that while Spall Court will be limited to right-in, right-out access, U-turns will be permitted at Conlins and Morrish to allow residents to travel east and return from the west.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: November-10-21 4:19 PM
To: [REDACTED]
Subject: Form submission from: Contact

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Submitted on Wednesday, November 10, 2021 - 16:18

Submitted by anonymous user: 99.227.227.223

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Planning modification request for Durham-Scarborough BRT

Message:

Requested modification:

Modify plans to allow for left turns in and out of Spall Court (M1C 0B2) onto Ellesmere Rd (This no-exit, ---de-sac street is located midway between Morningside Ave and Meadowvale Rd, north side of Ellesmere Rd, adjacent (east side) of Highland Creek Community Park.

Rationale:

Spall Court ONLY connects to Ellesmere Rd. It is a dead-end, no exit street. Current plans, only allow access to this street from westbound traffic on Ellesmere Rd. With no other connections to this street it will leave the home owners (myself included) very limited (50%) for daily in/out traffic as, we all will only be able to go westbound. This reduces the mobility, desirability and in turn value of the homes on this street. I believe this current negative impact can be easily avoided by modifying the current plans to allow for both Eastbound and Westbound turns in and out of Spall Court.

thank you for your consideration.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/29594>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 10:04 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your submission.

- 1) Some portions of the Pickering segment already have curbside BRT lanes installed. These will be converted to median lanes, as planned, as part of this project.
- 2) All of the infrastructure in any given segment will be installed as the BRT lanes are installed. Sidewalks and cycling facilities will be completed at the same time as the BRT lanes.
- 3) The intention is to install median lanes for the majority of the corridor. BRT and LRT geometry and space requirements are very similar, so future conversion, if required, can be done relatively easily. As this conversion is not expected for several decades the focus has been on providing the optimal BRT geometry.
- 4) Thank you for the suggestion. We have provided successful examples from a number of other cities and have used them both to discuss the project and inform the design we are proposing.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 26, 2021 9:13 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 26, 2021 - 21:13

Submitted by anonymous user: 99.232.83.151

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Questions posy community meeting

Message:

Hi, after listening to the most recent presentation, I had a few questions:

1) In the presentation, I thought I heard that phase 1 (Pickering) of the BRT project would have busses at curbside then moved to the centre median once other phases are complete, is this an accurate understanding?

2) Will the cycling infrastructure and landscaping be installed with each phase?

That is, could one expect barrier separated (with trees) cycle lanes in Pickering at the end of phase 1 construction? I hope I don't have to wait a decade for safe bike lanes.

3) Metrolinx claimed in 2019 that the BRT could (long term) be easily converted to LRT. Does this still hold true if we are alternating between curb and median lanes? If not, did this factor into the decision to move curbside?

Lastly, I understand there is quite a bit of pushback from the community in the east Scarborough residential areas. I wonder if the team considered sharing successes from the York region (or other) BRT projects (were there any)? Having not familiarized myself with these other projects, I wonder if they held any positives for the community. Perhaps inviting residents from (former) impacted areas who may shed light on the projects benefits.

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From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 11:03 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hi Ray,

Thank you for your submission.

If you have any additional information to share, please feel free to forward it to us at dsbrt@metrolinx.com

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 25, 2021 10:13 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Monday, October 25, 2021 - 22:13
Submitted by anonymous user: 70.24.90.237
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Hwy 2 Environmental

Message:

Like to present a different viewpoint. I'm an environmental energy expert plus marketing.



The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29066>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, December 31, 2021 1:54 PM
To: Margaret Parkhill; Hopper, David
Cc: [REDACTED]
Subject: FW: Form submission from: Contact the DSBRT Team

Follow Up Flag: Flag for follow up
Flag Status: Completed

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: December 30, 2021 9:40 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Form submission from: Contact the DSBRT Team

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Dear Stephanie,

Thank-you for the reply. It is good to learn the team saw the issue with the transition east of Waverly, and included a suitable solution.

For the westbound Stevenson Road stop: is there some reason why the stop can't be on the east side of the intersection, to facilitate pedestrian access to the mall?

With thanks,

[REDACTED]

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From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 9:45:56 AM
To: tompw@hotmail.com <tompw@hotmail.com>
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED],

Thank you for your submission.

The planned new traffic signal at Waverly will provide a queue jump opportunity for eastbound buses so that the buses can make the transition from the median lane to the curb lane ahead of general eastbound traffic.

Access to the Oshawa Centre was reviewed in placing the stops on both King Street and Bond Street. The one-way pair of King and Bond introduces some issues throughout downtown Oshawa.

The team assessed the option of diverting the westbound bus down at through the Oshawa Centre but that was found to inconvenience the higher volume of through riders for the benefit of a smaller number of passengers trying to access the mall.

STEPHANIE CARDENAS

Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: October 29, 2021 10:48 AM

To: DSBRT <DSBRT@metrolinx.com>

Subject: Form submission from: Contact the DSBRT Team

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Submitted on Friday, October 29, 2021 - 10:47

Submitted by anonymous user: 2607:fea8:7ae0:fdf:488b:ca22:97d9:4ebc

Submitted values are:

Your name: Tom

Your e-mail address:

Subject: Oshawa alignment

Message:

I have two comments about the alignment in Oshawa:

Firstly, the transition from centre-running (west of Waverly) to curbside-running (east of Stevenson) for eastbound services currently requires buses to move across lanes in mixed traffic between Waverly and Stevenson.

A better design would be to start the curbside running at Waverly, and use the signals to allow buses to get ahead of other traffic so it can move across unimpeded.

Secondly, the Stevenson Road stops serve the Oshawa Centre, the largest mall in Durham Region and a major trip attractor. The westbound stop is great. The eastbound stop requires people to cross the road three times to reach the mall.

This is undesirable. Some options that would address this problem:

- * Eastbound services turn south on Gibbons, use the internal roadway on the north side of the Oshawa Centre (with a stop there), turn right/north via a new bus-only exit onto Stevenson, then rejoin Bond St.

- * Eastbound services use a contraflow bus-only lane on the north side of King St between Gibbons and Stevenson or Waverly, with a stop on the east side of Stevenson.

- * The eastbound stop is moved to the other side of the intersection, only two crossings would be required.

The results of this submission may be viewed at:

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, December 31, 2021 2:04 PM
To: [REDACTED]
Subject: RE: Whitby section of DSBRT

Hello [REDACTED]

Thank you for your email.

In developing the plan, the cycling facilities are provided immediately adjacent to the corridor except in areas where there are major constraints, such as downtown Whitby. In lieu of a facility along Dundas the project the team reviewed local cycling plans and will use the plans adopted by the local municipalities.

For Whitby that solution involves the Raglan/Mary/Garden facility planned by the Town. The project team are working with the Town to implement this facility in parallel with the BRT.

The 3-lane solution and the improved transit service in the corridor indicates that the future traffic volumes along local streets, like Mary, will be lower than if BRT is not implemented. The BRT will allow more people to use transit for more of their trips, taking pressure off the roads for car travel.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx

-----Original Message-----

From: [REDACTED]
Sent: November 1, 2021 7:03 PM
To: DSBRT <DSBRT@metrolinx.com>
Cc: Mitchell Don <mitchelld@whitby.ca>; Roy Elizabeth <roy4region@gmail.com>; Rhonda Mulcahy <Rhonda@rhondamulcahy.com>
Subject: Whitby section of DSBRT

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I'm a [REDACTED], one who believes in expanding and improving public transit (even though I've never taken a bus in the 38 years we've lived in Whitby) and a dedicated cyclist.

I'm concerned about the lack of cycling facilities in the plan between Garden and Coronation.

I frequently - two to four times a week - cycle from home (Rossland and Thicksen) to the Waterfront Trail. There is no direct route. My usual route involves riding south on Garden (where there is a multi-use path) to Mary and west along Mary (where there is an 'urban shoulder' that functions as a bike lane from Garden almost to Brock Street. From there, I continue to Euclid/Henry and south along Henry to the WFT (where there is again an urban shoulder). I return home by the same route in reverse. Traffic is usually not too heavy and I generally feel reasonably safe.

This is a common route for cyclists - I'm not alone.

Under the Metrolinx plan, as I understand it, traffic will be diverted from Dundas and along side streets including Mary. Traffic will be much heavier and as a result cyclists will be facing much greater risk.

I want to know that my safety will not be put at risk to save a few minutes for buses. Frankly, this is quite scary! I want to know what you are proposing to accommodate cyclists through downtown Whitby.

Regards,

[REDACTED]

Sent from my iPhone

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 4, 2022 5:17 PM
To: [REDACTED]
Subject: RE: durham scarborough bus rapid transit

Hello [REDACTED]

Thank you for your email.

The first design concept proposed no widening of Highway 2 between Rotherglen Road and Elizabeth Street, to minimize impacts to private property and the Heritage Conservation District. In response to that concept, we heard concerns about traffic congestion from the public and Town of Ajax staff.

After detailed traffic analysis, the preliminary design concept was revised to maintain 2 lanes for eastbound traffic, accommodate 2 lanes for transit only, and provide 1 lane for westbound traffic from Rotherglen Road to Elizabeth Street. This configuration is a balanced approach and is shown in the preliminary design plans on the project website www.metrolinxengage.com/dsbtrt. You can also review the design at www.dsbtrtmap.ca.

The detailed traffic analysis will be available for public review in early 2022. We have added your email to the project list, so you will receive notification when the material is posted on the project website.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: October 25, 2021 4:49 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: durham scarborough bus rapid transit

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we had heard at one point, that part of this project would see a stretch of hwy 2 between Church street and (almost) Westney rd go from 2 lanes in each direction to 1 lane in each direction - is that still part of the plan?

if no, and the intent is to leave the 2 lane rd in each direction in tact, then no further action required - and thank you

if there is now intent to reduce the number of lanes in both directions through that stretch - please help me understand the "why" behind the decision? - keeping in mind, my concern is the already heavy regular traffic that uses all 4 lanes , during normal travel times, the traffic in the area gets much heavier during rush hour - and then even heavier again, should something unusual (accidents, long weekends etc) be happening on the 401 - and then recently, the Pickering casino just south of the area has been added, which has now, and will over time, add MUCH additional traffic to that particular section of roadway - further i can state that the bus usage in the area is NOT heavy , regardless of the time of day - from where i sit, (in the area) a plan to reduce the number of real traffic lanes in that area, make NO SENSE

now i dont really expect an answer to this query and if an answer does come , i expect it to be very much the "tow the line" answer which is really of no interest to me - please do respond with a REAL answer, not the one that you are told to write

looking forward to hearing from you

thank you

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 4, 2022 5:03 PM
To: [REDACTED]
Subject: RE: DSBRT Environmental Studies PIC #4 - Comments, 28-Oct-2021

Hello [REDACTED]

Thank you for your comments regarding bird collision hazards. We are not able to cover each and every mitigation measure or impact reduction strategy during the public meeting presentations.

As noted in the previous response from the project team, during a future detail design phase, the shelter design will be completed including:

- Materials, colours and finishes of the platform surface and/or wall panels
- Number of glazed panels. For curbside platforms, some panels can be removed so the platform can be accessed at multiple locations
- Art, maps, and cultural heritage elements
- Placement and amount of benches and seating
- Curbside platforms can be narrower or integrated with sidewalk

Bird friendly frit and colour contrasted distraction pattern will be applied to shelter glazing in accordance with municipal requirements, Metrolinx design standards, Accessibility for Ontarians with Disabilities Act (AODA), and Metrolinx Universal Design Guidelines.

Thank you for your continued interest in the DSBRT.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: October 28, 2021 2:36 PM
To: DSBRT <DSBRT@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Subject: DSBRT Environmental Studies PIC #4 - Comments, 28-Oct-2021

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I have reviewed the DSBRT Environmental Studies PIC #4 documents on the Metrolinx website. My comments are as follows.

I previously submitted comments for DSBRT PIC #3, in which I raised concerns regarding the bird collision hazard posed by DSBRT structures. I do appreciate that I received a response from a DSBRT team member who tried to address this concern.

However, I was disappointed to learn that PIC #4 documents (specifically Natural Environment Studies and BRT Bus Stop Design) make no mention of the bird collision hazard and propose no effective mitigation measures.

In contrast to Metrolinx, Durham Region Transit (DRT) is aware of the hazard posed to birds by its bus stop shelters and has attempted to mitigate the hazard by affixing decals to the glazing on its shelters. I have taken photos of a typical DRT bus stop shelter. The attached photo #1 is a view of the rear panel of the shelter near the southeast corner of Whites Road and Kingston Road in Pickering. Note the 3-hawk-silhouette decal near the upper right corner of the exterior surface of the rear glazed panel. Photo #2 is a zoomed-in shot of the decal.

According to organizations with the relevant expertise (Environment and Climate Change Canada, FLAP Canada, Canadian Standards Association, American Bird Conservancy, among others), decals or any other markers must meet certain rules in order to be effective. The Environment and Climate Change Canada website states "One or two decals or silhouettes on a large window won't work... Birds may avoid the decal, but will fly into the unmarked area if they think the gap is large enough to fly through". The website provides the rules for effective bird collision deterrence:

"But all patterns should follow these rules:

- the pattern must be applied across the entire glass surface
- there are no spaces greater than 5 cm between each component of the pattern (both horizontally and vertically)
- the pattern is applied to the outside surface of the window
- each component of the pattern is at least 5 mm wide
- the colour of the pattern contrasts well with the reflected vegetation, and is easily seen"

Although Durham Region Transit's intentions are good, its attempt to mitigate the bird strike problem with a few decals on the exterior of the glazed panels of its bus stop shelters is ineffective and is not a deterrent.

I can speak from personal experience about bird strike deterrence. Very soon after energy-efficient windows were installed in my house, large numbers of bird strikes began to occur on the windows on the north side of the house. Hawk silhouette decals (both black and UV coated) and other measures proved to be ineffective. Hundreds of birds died (not an exaggeration) before I learned of an effective solution. I installed bird collision deterrent markers made by 3M (<https://www.conveniencegroup.com/featherfriendly/feather-friendly>) as per the rules mentioned above. Visibility through my windows is good and bird strikes no longer occur. Note that Cadillac-Fairview's TD Centre in downtown Toronto is also implementing this solution to effectively address the bird strike problem. (<https://flap.org/td-centre-retrofits/>).

To ensure a thorough Transit Project Assessment Process, I strongly encourage Metrolinx to recognize the bird collision hazard posed by its proposed DSBRT bus stop shelters and to implement effective bird collision deterrent measures. Compliance with Canadian Standards Association CSA A460:19 Bird Friendly Building Design would be evidence of a good-faith effort on the part of Metrolinx to meet this objective. I recommend that Metrolinx post information detailing its efforts regarding this matter on the DSBRT website.

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 4, 2022 4:59 PM
To: [REDACTED]
Subject: RE: DSBRT - Personal comments

Hello [REDACTED]

Thank you for your detailed comments.

Metrolinx is continually reviewing GO Train and GO Bus services, and coordinate that service with municipal transit including Durham Region Transit and Toronto Transit Commission.

The DSBRT is not a new transit service. The infrastructure along Highway 2 will support the Durham PULSE 900 route. The intent of this project is to allow DRT buses to operate more frequently and reliably by removing buses from the general traffic lane. Bus networks are always being refined and the TTC and DRT will continually develop network plans that can best meet the needs of the community in the future.

Consultation on the DSBRT project began in Spring 2019. You can review previous rounds of consultation information on the project website at www.metrolinxengage.com/dsbtrt.

We understand that Durham Region already experiences traffic congestion. A primary goal of this project is to reduce the need for car travel in the future. The increased use of transit will also reduce pollution. In most areas of the corridor the number of general traffic lanes are maintained to allow traffic to flow and to provide some capacity to handle future traffic growth. The project also includes new sidewalks and bike lanes, to provide more mobility choices and improve accessibility along the project corridor.

We expect that the DSBRT service will attract both short and long distance trips. People who take the route for longer distances will benefit more with reduced travel times from the dedicated lanes.

Traffic patterns for left turns will change with the introduction of centre-median bus lanes. Each signalized intersection will have dedicated left-turn lanes and operate fully-protected "green arrow" left-turn phases which will support safe u-turn movements. This operation has demonstrated safety benefits for all road users, with York Region reporting a 50 to 70% reduction in crashes along roads with centre-running bus lanes. The traffic analysis considered the changes in driving pattern and the number of cars needing to make left turns or U-turns.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: October 25, 2021 10:06 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: DSBRT - Personal comments

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Good morning:

I registered at you live session on Tuesday, October 21 and also on one of your past presentation on the DSBRT project and have some pointed comments.

- 1) GO Train, GO Bus and Pulse 900 services, the latter even more, are all what Whitby and other location for public communication with Toronto need. Both GO Train and GO Bus service could though, be improve.
- 2) The DSBRT project has not been known to the public until the last spring, shortly after that the Whitby Council narrowly approve it. A political move that the Mayor Mitchell at the Whitby This Week newspaper justified as "the least-worst plan"; and I read it not as a 'yes' vote for your project, but as a resignation. None of the councillors, including the Mayor live downtown Whitby.
- 3) I have lived downtown Whitby on Dunlop Street West for 26 years and among other interests pay attention both to the individual and the public transportation. Traffic problem was cited as number one when I moved to Whitby 33 years ago (lived seven years at the town's north-west part).
- 4) Both Whitby portions of the highway 12 (Brock Street) and the highway 2 (Dundas Street) are during day extremely busy. Not to sound as a local patriot, I do believe that the same applies to Pickering Village part of your project.
- 5) In the last live meeting you admitted that the DSBRT will most serve travellers going from, e.g. from Oshawa to Whitby, from Whitby to Ajax, Pickering, etc. Very few passengers' will be the Scarborough Town Centre. If they go, they will most likely drive, or take, yes slower, GO Bus.
- 6) Referring to your last online meeting October 21, a local lady resident raise the question of the conversion of Ellesmere Rd. into a problematic street with this project and another resident asking about making of this street left turn was advised to drive farther and make a U Turn. This advice is not reflecting Metrolinx safety proclamations.
- 7) Your live online meetings are required in compliance with such project process regulation, the same applying to the environment assessment. You do know about mass public rejection of the DSBRT link, but for reason only known to you, you are going to proceed regardless. Metrolinx, according to some in other discussions is "famous" for it.
- 8) Your online live presentation is a well-prepared selling job! Much effort has been spent to prepare this fast bus link, and the pressure is to sell it. I occasionally receive a phone-call from Bell Canada (being a long-time customer I have nothing against Bell Canada as a corporation), offering me an upgrade of my TV programs (I do subscribe, but do not watch the TV), or higher Internet speed that I do not need. This is their job – to sell a product, convince a customer that he/she would benefit from the service. Only the customer can judge the offer and decide. Metrolinx is doing precisely the same with an exception...
- 9) Metrolinx present and potential customers' feeling that Metrolinx with its political connection cannot be challenged, similarly as Whitby Mayor's resignation comment that this is "the least-worst plan".

- 10) NOT ON BOARD signs that I earlier this year was asked my neighbourhood where are slowly disappearing from lawns. People feel that the DSBRT is “a fait accompli”, feeling disgusted, yet meek as a sheep.
- 11) This project should have been evaluated by an independent body of experts and decided on its recommendation with a public assessment years ago, not by the politicians, where in Whitby case the Mayor casted a decisive vote. Yes, for “the least-worst plan”...

Sincerely Yours,

A black rectangular redaction box covering the signature of the sender.

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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 7, 2022 3:00 PM
To: [REDACTED]
Subject: Public Information Centre #4 Inquiry

Hello [REDACTED]

Thank you for your comments received during Public Information Centre #4 for the Durham-Scarborough Bus Rapid Transit Project.

Metrolinx along with the Region of Durham will continue to look at refinements to the plans to help minimize the impacts to properties. We will also work with the property owner along with the Town of Whitby to ensure that site plan and parking requirements are met.

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Sincerely,

Original Comments:

Sent 12:15PM, 2021-10-25:

Your map shows that you will be taking away alot of if not all my front yard and parking I have for my Tennant's ([REDACTED]). How is this going to affect me and will you be taking land? (Sent 1:15PM, 2021-10-25)

Sent 3:49PM, 2021-10-25:

[REDACTED]

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 7, 2022 2:52 PM
To: [REDACTED]
Subject: RE: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

Hello [REDACTED],

Understanding there have been a few different threads – we wanted to close the loop with this comment form.

The dates for the live meetings have passed however the recordings of the sessions are available on-line at www.metrolinxengage.com/dsbrt.

Sincerely,

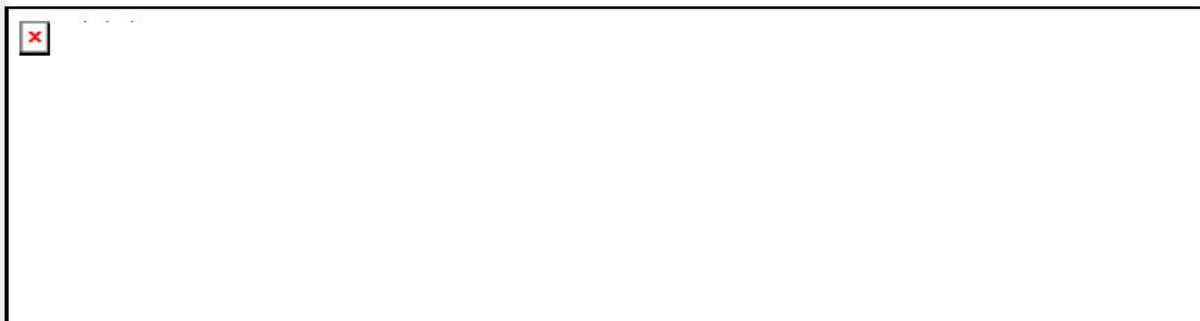
JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: November 2, 2021 2:56 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Durham-Scarborough Bus Rapid Transit - Contact the Project Team

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Submitted on Tuesday, November 2, 2021 - 14:56

Submitted by user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: TPAP Late Notice of Consultation

Message:

For the public record Metrolinx sent out a postcard notifying the residents of Highland Creek of the Transit Project Assessment Process meetings on October 21, 26 and 28 2021.

This postcard was delivered on October 27 2021 to [REDACTED], other neighbours received their notification on October 29 2021.

Therefore, residents were unable to join in on any of the zoom meetings because they were not informed in a timely manner.

This should become part of the Public Record.

[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/522/submission/29364>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 7, 2022 2:05 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your comment.

In reviewing the consultation record, we're pleased you've been engaged with the project team during previous Public Information Centres. We have confirmed your address is on our property owner list, you should have received notices in the mail for all four rounds of public consultation.

In response to the four concerns you raised:

1. **Ridership:** Ellesmere Road provides the most direct connection between Downtown Oshawa and Scarborough Centre. Ridership is highest between Pickering and Scarborough. The corridor also directly connects the Region's Urban Growth Centres (UGC's) in both municipalities as well as University of Toronto Scarborough Campus (UTSC) and the future subway.
2. **Duplication of Service:** The Durham PULSE 900 route will be extended west to the Scarborough Centre bus terminal, and the intent of this project is to allow both TTC and DRT buses to pick up and drop off passengers along Ellesmere Road. Residents in Scarborough could get on either bus to travel to Scarborough Centre and other destinations along the corridor, such as the university, college, hospital(s), employment, and retail area(s). Bus networks are consistently being refined and the TTC and DRT will continually develop network plans that can best meet the needs of the community in the future.
3. **Transfer station at the border:** Making transit an effective and attractive alternative to personal vehicles includes providing transit infrastructure and frequent convenient service. Metrolinx is committed to working with municipalities across the Greater Toronto and Hamilton Area to reduce boundary transfers and improve transit service. Requiring transit users to transfer at a municipal boundary is not a sustainable long-term option for this growing Region.
4. **Reuse existing TTC stops:** Frequent bus service is currently provided by TTC and DRT along this corridor today. DRT will operate the BRT service once the infrastructure is implemented and TTC local service will continue to meet accessibility requirements for stop spacing and coverage. Proposed BRT stops are located at signalized intersections to improve safety for all road users. You can review the proposed BRT stop locations at <https://www.dsbrtmap.ca/>.

A detailed traffic analysis was completed, and findings were used to inform the preliminary design process. The detailed report will be shared with the public in Winter 2022 as part of the Environmental Project Report.

Thank you for your interest in the Durham-Scarborough Bus Rapid Transit project.

If you would like to keep up to date with the projects in Durham Region, please subscribe to our e-newsletter [here](#).

Sincerely,

JOCELYN STENNER
Community Engagement Specialist
Durham Region



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: November 8, 2021 3:12 PM

To: DSBRT <DSBRT@metrolinx.com>

Subject: Form submission from: Contact the DSBRT Team

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Submitted on Monday, November 8, 2021 - 15:11

Submitted by user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Project Comments and Input

Message:

I have registered for online engagement prior to the 11 November 2021 deadline. My engagement comments and information include maps and other information which are not possible to upload to this form, therefore I have provided my input as a property owner located in the affected area 8 November 2021 to Kristin Demasi Project Manager for Metrolinx DSBRT@metrolinx.com

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29523>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 7, 2022 3:40 PM
To: Margaret Parkhill; Yash Kulshreshtha
Subject: FW: Form submission from: Contact the DSBRT Team

[REDACTED]

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



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From: DSBRT
Sent: January 7, 2022 2:42 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED],

Understanding there have been a few different threads and comment forms on this subject matter – we wanted to close the loop.

We have reviewed the impacts at [REDACTED]. Metrolinx along with the Region of Durham will continue to look at refinements to the plans to help minimize the impacts to properties. We will also work with the property owners along with the City of Pickering to ensure that site plan and parking requirements are met.

For more information on this, Matthew Darling, Project Manager, Rapid Transit Office at the Region of Durham can assist further Matthew.Darling@durham.ca | 905-668-7711 extension 2178

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Sincerely,

JOCELYN STENNER

Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October 26, 2021 8:50 AM

To: DSBRT <DSBRT@metrolinx.com>

Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 26, 2021 - 08:50

Submitted by anonymous user: 99.232.115.155

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: impact to [REDACTED]

Message:

This is the third time I have reached out to speak with someone on the team regarding the impact to [REDACTED]. It seems I being ignored. We are a small business and according to the preliminary drawings, we are set to lose 24 parking spots along Kingston road. This represents more than 1/3 of the plaza total parking. We have a significant investment in the location and lease for 10 more years of business. I need to get clarification on the plan.

Please get back to me today. I have chosen not to bring it up on the live meetings as a private conversation would be best.

[REDACTED]

[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/820/submission/29077>



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[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 7, 2022 1:41 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED],

Thank you for your comment.

The design will match existing grade at the right-of-way limit.

If the site plan includes changing grades at the right-of-way limit, this will be reviewed as the project proceeds to detail design.

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Sincerely,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 10, 2021 1:19 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Wednesday, November 10, 2021 - 13:19

Submitted by user:

Submitted values are:

Your name

[REDACTED]

Your e-mail address

[REDACTED]

Subject

Preliminary Design Comments for Ajax DSBRT - 310 Kingston Rd E, Ajax
Message

Hello,

Having reviewed preliminary design plans for DSBRT in Ajax, we have the following comments.

Preliminary design does not take into consideration proposed development at our site at 310 Kingston Road East, Ajax (Site Plan Application # SP8/17). The proposed development is in the works for the last few years, and is now in the final stages of approvals. There are elevation/topography challenges in front of 310 Kingston Rd E and neighbouring property to the east (Picov Lands), which will require the new municipal sidewalk (part of DSBRT) to match proposed altered elevations/topography to allow for proper pedestrian access and connectivity. Further, a small retaining wall is required at the east corner of 310 Kingston Rd E, to address current frontage and topography irregularities between 310 Kingston, Municipal property, and Picov lands. This retaining wall is similar to the one currently shown on DSBRT plans along the frontage of Picov Lands, and it has to be extended further west toward 310 Kingston.

Please let us know how we can forward you our grading plans for 310 Kingston, so you can properly coordinate and integrate it into the final design of DSBRT.

Sincerely,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29589>



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From: DSBRT <DSBRT@metrolinx.com>
Sent: Friday, January 7, 2022 1:50 PM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED],

Thank you for your comment.

The Durham-Scarborough Bus Rapid Transit (DSBRT) project team consider input from everyone who lives and works along the corridor to create a balanced solution that provides transit priority but does so with minimal impact to adjacent lands.

If you would like to keep up to date with the projects in Durham Region, please subscribe to our e-newsletter [here](#).

Sincerely,

JOCELYN STENNER
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 9, 2021 12:56 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, November 9, 2021 - 12:56

Submitted by anonymous user: 67.69.142.74

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Build this ASAP!

Message:

I just read about wealthy homeowners in Scarborough complaining about this project in the Star - please disregard them. This proposal would make a big difference in these areas. I work along Kingston Rd in Pickering and stay with family in Etobicoke on weeknights. I am thinking of moving to somewhere in Scarborough or Durham to make my commute shorter, but I've been taken aback by how expensive rentals are in Scarborough and western Durham. There are apartments in Oshawa and Whitby that are in my price range, but I don't think the time savings are worth it, owing to congestion on the 401 in Ajax. If this project existed, then it might be doable to live there.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29540>



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Submitted on Wednesday, October 20, 2021 - 20:50

Submitted by user:

Submitted values are:

Your name

Anonymous

Your e-mail address

[REDACTED]

Subject

Narrow road solution suggestion

Message

Similar to the Queen's Quay Streetcar that has 2 underground stations at the far eastern section of the line, why not move busses underground at narrow, historic parts of the line, like at Brock st in Whitby? Underground stations could be built at intersections like Brock st leaving the surface sections as they are or provide additional enhancements. The busses could come back up to street level at the wider parts to continue on their journey.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/28741>



Facebook



Twitter



Instagram

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[REDACTED]

From: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Sent: Tuesday, December 21, 2021 11:20 AM
To: [REDACTED]
Cc: [REDACTED] DSBRT
Subject: RE: Durham Region Newsletter - Pop-Up sessions at Whitby Library

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [REDACTED],

Thank you for your e-mail.

Stephen Linton, Sr. Manager, Community Engagement for Durham Region is copied on this correspondence and will be responding to you directly under separate cover.

Kind regards,

JS

JOCELYN STENNER
Community Engagement Specialist
Durham Region
C: 437.240.1559
Metrolinx



From: [REDACTED]
Sent: December 16, 2021 4:44 PM
To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>
Cc: [REDACTED]
[REDACTED]
Subject: Re: Durham Region Newsletter - Pop-Up sessions at Whitby Library

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Good Afternoon,

This is an entirely unacceptable response. Apologies are not owed for the delay. They are, in fact, owed for ignoring the community's request to be engaged.

This seems too frequent to be accidental and it is exactly why communities are suspicious and apprehensive about everything that Metrolinx does. I would expect that this email would be shared with your managers because it is a complaint about a lack of transparent behavior by an agency funded by taxpayer dollars.



On Thu., Dec. 16, 2021, 4:33 p.m. Jocelyn Stenner, <Jocelyn.Stenner@metrolinx.com> wrote:

Hi  good afternoon,

Firstly I do apologize for the slower than normal response times – I've had some days off recently and our team has been part of an intensive 5 day (all day) training.

I know we had chatted about the potential for a pop-up style engagement at the Whitby Public Library during our phone conversation and November 25th e-mail, but I do apologize for not closing the loop directly once we received affirmation from the Library that we could proceed with the engagements. For pop-ups, typically, we do not advertise them to the same extent as a virtual open house for example as they are often held in locations we would expect to see a high volume of local foot traffic.

We are looking forward to pencilling in the walkabout in the new year when the holiday season has passed and is safe to do-so in light of the new COVID-19 variant. We are currently following public health directives closely and what this means for in-person opportunities as we look ahead into early 2022.

In the interim, I know you had provided some themes of discussion – I'd be happy to work with the project team to get you some information on those points via e-mail before the holidays begin if that would be helpful?

Kind regards,

JS

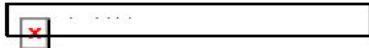
JOCELYN STENNER

Community Engagement Specialist

Durham Region

C: 437.240.1559

Metrolinx



From: [REDACTED] >

Sent: December 14, 2021 6:15 PM

To: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>

Cc: Stephen Linton <Stephen.Linton@metrolinx.com>; [REDACTED]

Subject: Re: Durham Region Newsletter - Pop-Up sessions at Whitby Library

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Jocelyn - I am shocked to see in the newsletter below the Metrolinx engagement team held pop-up sessions at the Whitby Library on December 1st and 3rd.

Along with exchanging numerous emails, you and I had a Zoom meeting November 24th to discuss our group of neighbours who are very interested in an opportunity to meet with the engagement team. We discussed not only a possible meeting/neighbourhood walk-about with our group, but you also mentioned other consultation activities under consideration - for example, at the Whitby library, Iroquois Park, and/or with the Whitby Chamber. I asked that we be kept updated on consultation activities as they were finalized.

During the week of November 29th, you and I exchanged a number of emails - including ON December 1st AND 3rd - but there was no mention of any pop-up sessions.

I have asked some fellow community members and no one I spoke to knew of these sessions.

Please provide details of how the sessions were advertised and how many residents participated.



From: Metrolinx <no-reply@community.metrolinx.com>
Sent: December 10, 2021 12:28 PM
To: hughesvan@hotmail.com <hughesvan@hotmail.com>
Subject: Durham Region Newsletter

AND

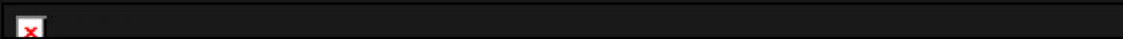
[View this email in your browser](#)



Durham Region



The Metrolinx network acts as a lifeline to the region and we are working to improve service for those who depend on it. An unprecedented transformation is underway as Metrolinx works towards two-way, all-day service from Union Station to Oshawa GO. We are building new and better ways to move you around the region. You can already see the difference, and there's more to come.



Lakeshore East Line: Service Changes

There will be a full suspension of Lakeshore East rail service starting Friday, December 10 to Sunday, December 12 - Guildwood to Oshawa GO.

Construction work along the Lakeshore East corridor will require the suspension of Lakeshore East train service between Guildwood GO and Oshawa GO beginning at 10:00 p.m. on Friday, December 10 until the end of service on Sunday, December 12.

Eastbound Service

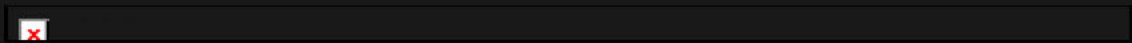
- Starting Friday, December 10 the 9:05 p.m. from Union Station to Oshawa GO will be the last train to run all stops to Oshawa GO.

- Bus replacements will run express from Guildwood GO to Pickering GO and then make all stops to Oshawa GO.

Westbound Service

- Starting Friday, December 10 the 9:20 p.m. from Oshawa GO to Union Station will be the last train to run all stops to Union Station.
- Bus replacements will make all stops from Oshawa GO to Pickering GO and then run express to Guildwood GO

To learn more please visit the [GO Transit](#) webpage.



Free Winter Colouring Pages For Kids



GO printable colouring page. Metrolinx Image.

Travelling on the GO this holiday season? printable colouring pages for kids are available online.

GO Transit is a great way to keep cozy and avoid the stress of slippery roads and snowy driving conditions while on your way to visit family or enjoy a day trip during the holidays.

How will your kids pass the time on the train ride? [download](#) fun winter colouring pages on [GOTransit.com](https://www.gotransit.com). These colouring pages are perfect for building excitement before the trip, and keeping kids entertained during the ride.

We're here to share important and new information regarding trip planning, new schedules, cashless payment, COVID-19 safety measures, and more to help you return to GO safely and easily. Learn more [here](#).



Rouge River Bridge Rehabilitation Project

Timber decking replacement ongoing from Friday, December 10 to Sunday, December 12.

This coming weekend, major work will continue on the Rouge River Bridge to replace the track ties and rail on the bridge. Work will be continuous (24 hours per day) from Friday evening until Monday morning. Access to and from Rouge Hill Station's north parking lot is closed and will be intermittently required to transport material to and from the Rouge River Bridge.

We thank you for your patience and understanding while we undertake this important infrastructure renewal work.

To learn more about the Rouge River Bridge Rehabilitation Project please view the [project backgrounder](#) on our website and follow @GOExpansion on Twitter for updates.



Work continues on the Rouge River Bridge (above). Metrolinx Image.



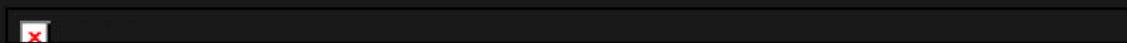
Spotlight: Community Engagement

The Community Engagement team was excited to be back in the community for two pop-ups at the Whitby Public Library

On Wednesday, December 1 and Friday, December 3 the Community Engagement team was at the Whitby Public Library (Central Branch) to talk to community members about the status of various transit projects planned for Durham Region.

The team looks forward to continued opportunities for in-person engagements in 2022.

Connect with the team at DurhamRegion@metrolinx.com.



What's happening on the Lakeshore East Line in Toronto? (416)

Please click the 'Register Now' button below to subscribe for updates to the Toronto East region.

[Register Now](#)



Metrolinx: News Posts

[Mandatory vaccination policy takes effect for GO train crews](#)

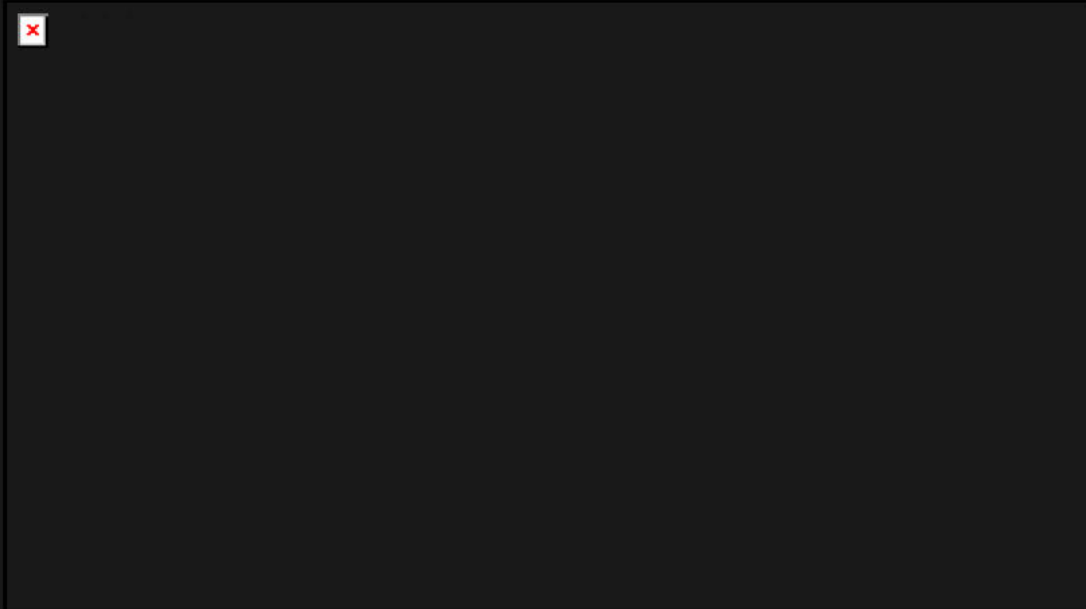
December 6, 2021

[Alstom Thunder Bay plant to refurbish 94 GO Transit bi-level train coaches](#)

November 30, 2021



Keeping Safe: Who to call?



Your safety is our top priority.

Need us? Call Transit Safety at 1-877-297-2642.

Visit gotransit.com/safety for safety tips.

Contact Us: Feedback

Please reach out to our community engagement team with questions, or comments anytime by e-mailing durhamregion@metrolinx.com.

Disponible en Français



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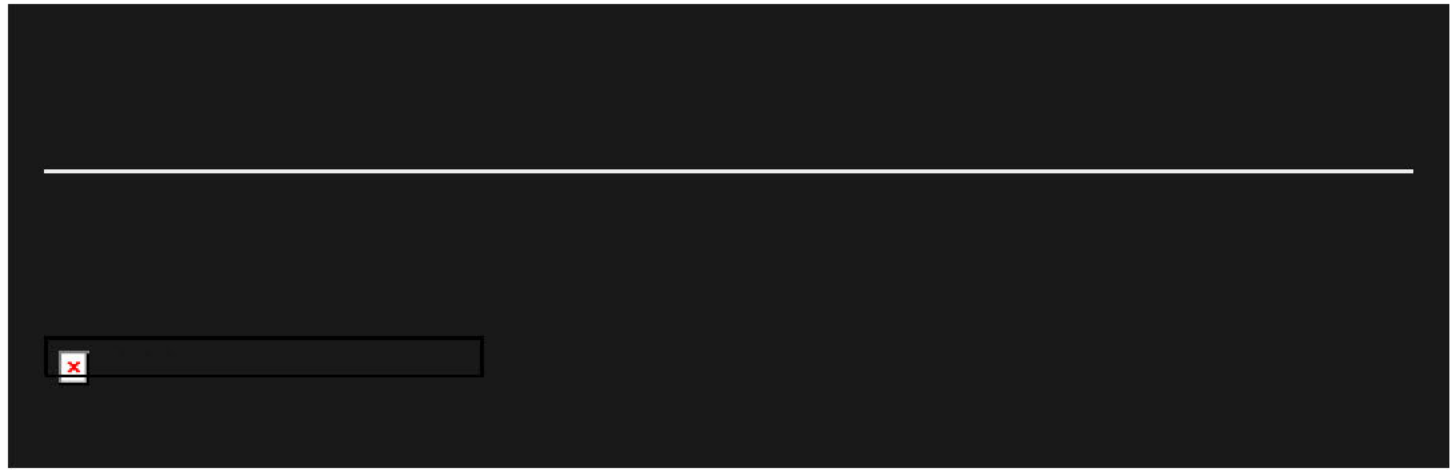
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[REDACTED]

From: Margaret Parkhill
Sent: Thursday, December 23, 2021 9:14 AM
To: Yash Kulshreshtha
Subject: FW: Important please read

Follow Up Flag: Follow up
Flag Status: Flagged

Track and file

Margaret Parkhill, P.Eng.
IBI Group
416 596 1930 ext 61578

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, December 22, 2021 6:25 PM
To: [REDACTED]
Cc: Stephen Linton <Stephen.Linton@metrolinx.com>
Subject: RE: Important please read

Hi [REDACTED],

I had an opportunity today to speak with members of two faith based organizations in the Ellesmere community, East Scarborough Church of God and Saint Thomas More Parish. I provided my direct contact information and advised I can be reached at anytime with questions or concerns regarding the proposed DSBRT project.

I was not successful in reaching the other Ellesmere community faith based organizations. I did, however, leave voice messages and will follow up with an email to each organization so they have my contact details readily available.

Our team is committed to engaging with the community as we work to move this important transit project forward. We look forward to planning in person meetings and information sessions when it is safe to do so. Please let me know if you would like to schedule some time for a phone call to connect further.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



If you would like to keep up to date with the projects in the Durham region, please subscribe to our e-newsletter [here](#).

From: [REDACTED]
Sent: December 21, 2021 6:26 PM
To: [REDACTED] Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>; 'Hunter, Mitzie'

<mhunter.mpp@liberal.ola.org>; votealicia@aliciavianga.com; 'Andrew Au' <Andrew.Au@toronto.ca>; 'Adler, Mike' <MAdler@toronto.com>; [REDACTED];
'Caroline Babakhanian' <Caroline@breadsource.com>; councillor_thompson@toronto.ca;
councillor_mckelvie@toronto.ca; councillor_ainslie@toronto.ca; caroline.mulroney@ontario.ca; 'Morgado, David (OPO)' <David.Morgado2@ontario.ca>; dchoquette@globeandmail.com; dhood@thestar.ca; dolive@thestar.ca; DSBRT <DSBRT@metrolinx.com>; 'Ian J. Brown' <Ian.Brown@toronto.ca>; john.mckay@parl.gc.ca; jlorinc@thestar.ca; kyakabuski@globeandmail.com; linda.leatherdale@canbriacanada.com; minister.mto@ontario.ca; mayor_tory@toronto.ca; Mathieu Goetzke <Mathieu.Goetzke@metrolinx.com>; 'Adler, Mike' <MAdler@toronto.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>; 'Margie M. Galarneau' <Margie.Galarneau@toronto.ca>; newschannel@ctv.ca; oped@thestar.ca; premier@ontario.ca; rsaba@thestar.ca; 'Sharif Sunderji' <Sharif@breadsource.com>; SandraMartin@globeandmail.com; sstewart@globeandmail.com; 'Susan Shahmurat' <sshahmurat@gmail.com>; 'Tasnia Khan' <Tasnia.Khan@toronto.ca>; tkeller@globeandmail.com; vijay.thanigasalamco@pc.ola.org; w5@ctv.ca; longsam1943@sympatico.ca; tyler.hughess@toronto.ca; David Phalp <David.Phalp@metrolinx.com>; 'Antonette DiNovo' <Antonette.DiNovo@toronto.ca>; Lee Caragiale <Lee.Caragiale@metrolinx.com>; keralafoods@rogers.com; Kanivanan.Chinniah@ontario.ca; Rob.Elliott@ontario.ca; corey.michaels@ontario.ca; Liza.Kanopatykaia@ontario.ca; rhiannon.lloyd@ontario.ca; maryjane.chung@ontario.ca; Michael.Beaton@ontario.ca; marcm@nrupublishing.com; jordanna.colwill@ontario.ca; ryan.amato@ontario.ca; Christina.Salituro2@ontario.ca; david.artemiw@ontario.ca; minister.mto@ontario.ca

Cc: [REDACTED]

Subject: RE: Important please read

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[REDACTED] and friends:

I just read your email now and have to give credit where credit is due.

Stephen Linton of Metrolinx did reply almost immediately to my email, as per below:

Good afternoon [REDACTED].

Unfortunately some of this information pre-dates me as I started with Metrolinx in August this year.

Based on the concerns that we were aware of, we have pivoted our engagement to ensure that we are connecting with the community and responding to as many emails as we can, this included having the Durham team lead engagement in Scarborough to support our Toronto East team.

With this direction we have:

- spoken to numerous residents and engaged with stakeholders across the corridor including walkabouts, pop-ups, business walk-ins, virtual open houses, cold calls and community meetings
- Updated the DSBRT engage webpage ensuring all information is up to date
- Hosted a community information session
- Attended a town hall hosted by elected officials for the area

We recognize there is still much to-do as some of our engagement plans have been hampered by Covid-19. Metrolinx is committed to the safety and well-being of our staff and the community, as such it has been necessary to pivot to online efforts and working from home versus being able to engage in person and working from the office.

Through these efforts we have heard a lot of concerns but also a lot of support from those who rely on transit as a main source of transportation. It is important that we continue to hear from the community online and in-person when it is safe to do so. As such the next steps in our strategy is to:

- continue to reach out to the faith based organizations, educational establishments, transit users, businesses, community groups and community agencies
- Respond in a timely manner to questions posed on the website or via email
- Work with elected officials to ensure we hear all voices from the community including the many who have concerns and the many who are extremely excited for this proposed project to move forward

Stephanie Cardenas is leading our initiatives for the Woburn and Mornelle Court community and will be in touch soon.

As per the recent Provincial restrictions we are limited to the amount of in-person engagement we can do, however we hope the conversation will identify some other initiatives that may assist to hear the voice of the community during these challenging times.

Thank you again for the information. We look forward to connecting with you soon.

Sincerely.

Stephen Linton

Thanks.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 21, 2021 11:53 AM
To: 'Leona Hollingsworth'; 'Hunter, Mitzie'; votealicia@aliciavianga.com; 'Andrew Au'; 'Adler, Mike'; 'Douglas Phillips'; bill.yarn@outlook.com; bspurr@thestar.ca; 'Caroline Babakhanian'; councillor_thompson@toronto.ca; councillor_mckelvie@toronto.ca; councillor_ainslie@toronto.ca; caroline.mulroney@ontario.ca; 'Morgado, David (OPO)'; dchoquette@globeandmail.com; dhood@thestar.ca; dolive@thestar.ca; 'DSBRT'; 'Ian J. Brown'; john.mckay@parl.gc.ca; jlorinc@thestar.ca; kyakabuski@globeandmail.com; 'Lorne Ross'; linda.leatherdale@canbriacanada.com; minister.mto@ontario.ca; mayor_tory@toronto.ca; Mathieu.goetzke@metrolinx.com; 'Adler, Mike'; 'Margaret Parkhill'; 'Margie M. Galarneau'; newschannel@ctv.ca; oped@thestar.ca; premier@ontario.ca; rsaba@thestar.ca; 'Sharif Sunderji'; SandraMartin@globeandmail.com; sstewart@globeandmail.com; 'Susan Shahmurat'; 'Tasnia Khan'; tkeller@globeandmail.com; vijay.thanigasalamco@pc.ola.org; w5@ctv.ca; longsam1943@sympatico.ca; tyler.hughess@toronto.ca; 'David Phalp'; 'Antonette DiNovo'; 'Lee Caragiale'; keralafoods@rogers.com; Kanivanan.Chinniah@ontario.ca; Rob.Elliott@ontario.ca; corey.michaels@ontario.ca; Liza.Kanopatykaia@ontario.ca; rhiannon.lloyd@ontario.ca; maryjane.chung@ontario.ca; Michael.Beaton@ontario.ca; marcm@nrupublishing.com; jordanna.colwill@ontario.ca; ryan.amato@ontario.ca; Christina.Salituro2@ontario.ca; david.artemiw@ontario.ca; minister.mto@ontario.ca
Cc: [REDACTED]; 'Stephen Linton'; [REDACTED]
Subject: Important please read
Importance: High

Please read email correspondence between Metrolinx community organizer Stephen Linton and [REDACTED] resident of Scarborough.

Metrolinx continues to make little effort to reach out to the community, unless we push them.

We have been trying for over two years and they are going to start now, oh give me a break.

In the last email Lorne asked "No matter how long it may take you to respond to this email, please confirm receipt. ." Receipt has not been confirmed. Typical.

Please also read attached email that was sent Sept. 11 2019

Thank you
[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 14, 2021 7:26:50 PM
To: Stephen Linton <Stephen.Linton@metrolinx.com>
Cc: [REDACTED] >
Subject:

Dear Sir:

[REDACTED] copied me on your email of December 13th regarding Metrolinx community engagement efforts.

You advise [REDACTED] that:

"Our goal would be to reach those impacted by the proposed project including educational establishments, business owners, residents, cyclists, faith based groups and other key stakeholders."

Wonderful.

I am attaching a synopsis of the four places of worship on Ellesmere from Grangeway to Scarborough Gold Club Road.

Three of them will have the left turns into and out of their properties cut off by your centre lane busway.

Can you advise what contact you have made with these three and what their response has been.

Thanks very much.

[REDACTED]

From: Stephen Linton [<mailto:Stephen.Linton@metrolinx.com>]
Sent: Tuesday, December 14, 2021 8:48 PM
To: [REDACTED]
Cc: [REDACTED]; Stephanie Cardenas
Subject: Re:

Good evening [REDACTED].

Thank you for your email. Metrolinx continues to seek opportunities to connect with the community and receive feedback regarding the proposed project. Over the next few days Stephanie Cardenas will be reaching out to faith based organizations to introduce herself with the goal of identifying engagement opportunities when it is safe to do so.

We do have an extensive list of faith based organizations and will cross check this list with the information you have provided to ensure that we are having wholesome conversations right across the corridor.

We look forward to connecting with you soon and planning for safe and productive engagement opportunities.

Sincerely.

Stephen Linton

From: [REDACTED]
Sent: December 18, 2021 11:57 AM
To: 'Stephen Linton' <Stephen.Linton@metrolinx.com>
Cc: [REDACTED] 'Stephanie Cardenas' <Stephanie.Cardenas@metrolinx.com>
Subject: RE: Ellesmere BRT - Consultation

Stephen:
Thank you for your prompt response.

A couple of observations:

Metrolinx has been at this thing since well before the Initial Business Case was released in the Spring of 2018. i.e. 3 ½ years...+/-42 months.

We are constantly advised by your office that you are interested in 'connecting with the community'.
I wrote to Ms Parkhill and Demasi WAY BACK on September 11, 2019...26 months ago... asking if Metrolinx had made direct contact with places of worship and local businesses along the route.
My letter is attached.

One month later Ms Demasi wrote me advising as follows:

We will continue to try to generate interest in the project through newspaper advertisements, local Councillor offices, posters at transit stations, social media and the project website.

That was 25 months ago.

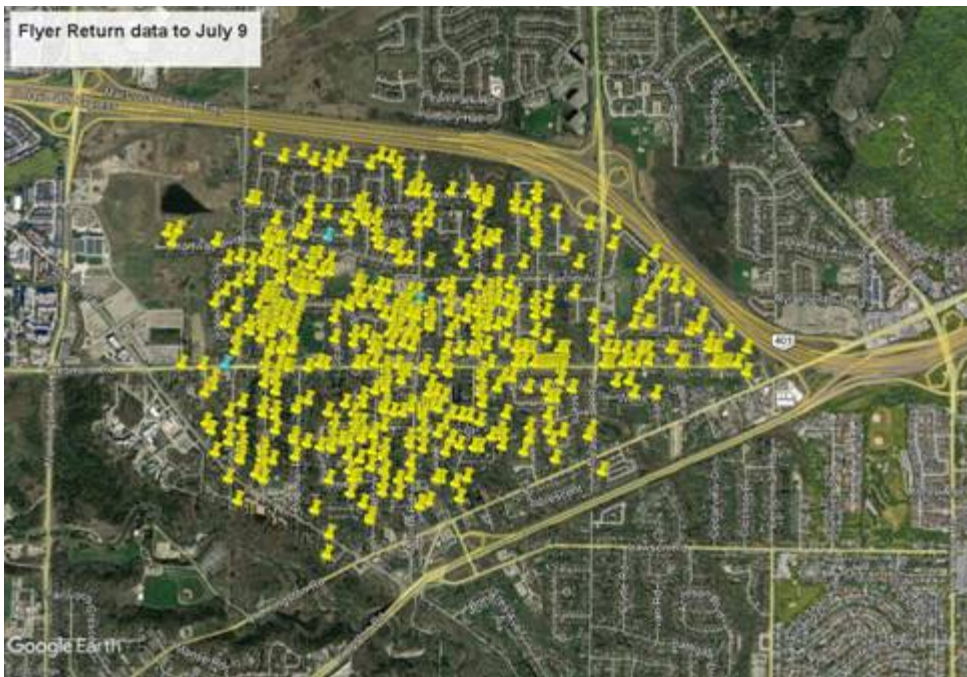
As I read your response you are only now thinking about making direct contact...i.e. picking up the phone...with the people directly affected by your plan. Amazing.

I have no idea who Metrolinx is talking/listening to but it certainly isn't the people who live and work and worship along Ellesmere.

It certainly isn't any of the 1,800 people who have signed the Highland Creek Community Association's on-line petition. It certainly isn't any of the people who have put signs on the lawns, hung banners on their fences and filled in a ballot saying "NO WAY BRT" in Highland Creek.



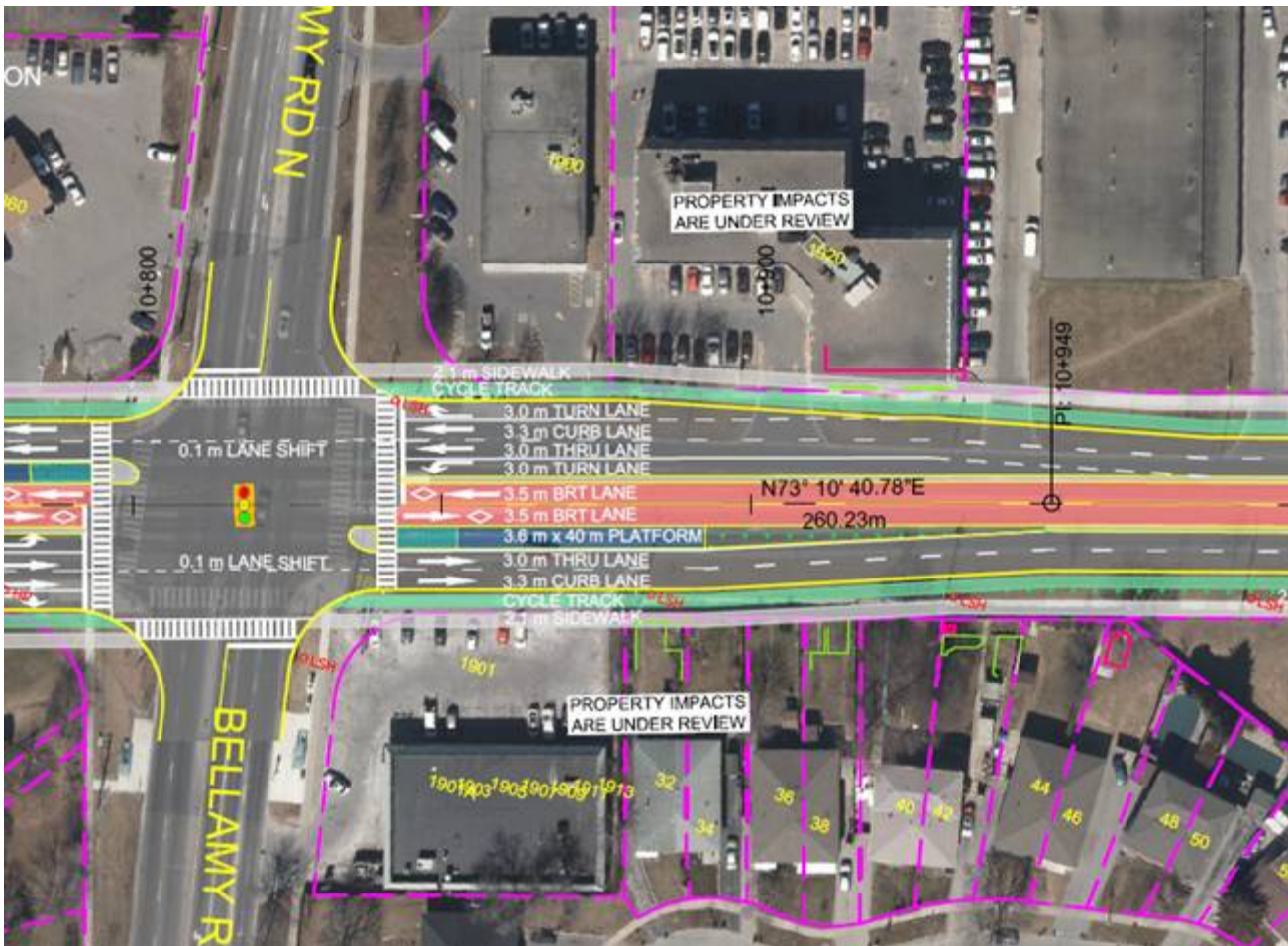
If any of that is news to you, here's an air photo of Highland Creek. Each yellow pin representing a household that took the time and trouble to fill in and return a "NO WAY BRT" ballot.



It certainly isn't any of the people who have signed the Ellesmere Business people's petition.

It certainly isn't any of the people whose property you know you will have to expropriate to build your busway.

- Below is just one example from the detailed design drawings you released 9 months ago.
- You know you are going to have to expropriate homeowners' back yards and commercial properties parking lots to fit in your horrendous 8 lane road/busway plus centre lane passenger platforms, plus the cycle lobby's favourite double bike lanes and sidewalks.
- Same impacts at every one of your proposed BRT stops.



I ended my September 2019 letter to Metrolinx as follows:

If you chose not to test what you're selling against the HOV alternative...if you chose not to consider any impacts of cutting off left hand turn access... then it's pretty clear you're selling something and this whole process is designed to reach a foregone conclusion.

Everything Metrolinx has done/not done since then leads me to believe this whole thing is not about a busway at all. What Metrolinx really wants, in case the big bosses haven't told you, is an LRT down the middle of Ellesmere.

- Your intransigent insistence on a centre lane BRT is just a way to pre-condition all the residents and businesses and worshippers to the impact.
- There's no way on God's Green Earth why you would insist on running a centre lane BRT on Ellesmere anywhere east of Orton Park unless the real goal is an LRT.
- There's no way on God's Green Earth why you would insist on running a centre lane BRT on Ellesmere through the Highland Creek Community where there are ZERO destinations and practically ZERO riders...unless your true goal is an LRT.

Tell me what Metrolinx has done in the last 26 months which says my conclusion from September 2019 is not correct.

Your truly,

[REDACTED]

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Margaret Parkhill, P. Eng.
Consultant Project Manager
IBI Group
Via email to margaret.parkhill@ibigroup.com

September 11th 2019.

Alan Filipuzzi
Senior Transportation Planner
East District Planning Office
Via email to alan.filipuzzi@toronto.ca

Kristin Demasi
Senior Planning Officer, Planning and Policy
Metrolinx
Via email to Kristin.Demasi@metrolinx.com

**RE: STAKEHOLDERS ADVISORY GROUP
DURHAM-SCARBROUGH BRT**

Dear Mesdames/Sir:

You had a Stakeholders Advisory Group meeting for your Durham Scarborough Bus Rapid Transit proposal on August 26th. The minutes show that 12 paid staff spent 2 hours with 6 citizens:

- 1 from Guildwood CA
- 1 from East Scarborough Boys and Girls Club
- 4 from Glen Andrew CA.

Wow! That's it? You've been at this for a couple of years and that's the extent of the 'stakeholders' you've built up? Not a single soul along the entire route from McCowan all the way to Military Trail? You haven't tried very hard. You haven't tried very effectively.

There are five places of worship along that stretch of Ellesmere:

- Grace New Covenant Pentecostal Church, 1800 Ellesmere;
- Sri Radha Krishna Temple, 1940 Ellesmere Rd;
- The Salvation Army, 2058 Ellesmere;
- Masjid Al-Jannah Mosque, 2201 Ellesmere Rd; and
- St Thomas More Church, corner of Ellesmere and Dormington.

They've all got driveway access to Ellesmere. St. Thomas More keeps left turn access through the Dormington signal. All the rest lose left turns in and out for their worshippers. What efforts have you made to contact them? Called them? Knocked on any doors?

Eleven Restaurants.

Pizza Nova, 2201 Ellesmere;

In the Aldgate Buildings:

- Coffee Culture

- La Sani Grill
- Hakka Legend
- Burrito Zone
- Burger Factory
- Popeyes

1900 Ellesmere:

- Terry's
- Federick's

Canbe Foods Inc. 1760 Ellesmere Rd

JC's Banquet & Grill House; 1686 Ellesmere.

Canbe would keep their present access through the signal at Parkington.

JC's would keep access through the approved signal at Grangeway [if/when the City ever gets around to funding it];

The six restaurants in the Aldgate development will experience tremendous congestion and customer frustration when a centre lane busway forces all left turns in/out of the Aldgate development through the Dolly Varden signal;

Terry's, Federicks, Pizza Nova...plain and simply cut off from left turns in and out.

Have you contacted any of these businesses directly? Dropped in for a cup of coffee? Introduced yourselves? Tried the lunch specials at Terry's or Federicks? Explained your project?

Homeowners/Residents:

Have you had a chat with any of the folks living on Stoneton Drive? The four homes on the south side of Ellesmere just east of Grangeway? Explained how they're going to get home at night/ to work in the morning if they're on the 'wrong' side of your busway?

The two apartment buildings on the north side of Ellesmere east of Markham Road? They've got two driveways to Ellesmere that'll have left turns cut off. Sure, their driveway system connects to Markham Road. There won't be any problem forcing added turning movements onto/off of Markham Road, will there? Had any meetings in their rec room to explain your little project to them? Talked to the landlord?

Businesses:

Dropped into Sheridan Nurseries, B& A Bakery, Royal Kerala Foods lately... talked to any of the fine people working there, explained how much better off they'll be when you cut off left turns into/out of their businesses?

Sat down in the boardroom with the Aldgate people? Maybe they'll invite some of the hundreds of people who work in their office building to meet you.

How about the 50-75 businesses along Ellesmere east of Bellamy. Dropped in to chat with Harrison Auto repairs? Discounters' Pool and Spa Warehouse? Any of them? Left anything in their mailboxes?

**Hi! We're from the government.
We want to cut off left turns into
and out of your business.
Any questions?**

The fact that there's not a single person on your 'Stakeholders Advisory Group' from the 5 kilometers of Ellesmere between McCowan Road and Military Trail tells the story.

You haven't done the ground work to create a meaningful consultation with the people who live and work and shop and worship along Ellesmere.

You're just following the procedures manual, checking off the boxes.

You haven't tested a legitimate alternative to your preferred centre lane exclusive busway.



You haven't tested the reliability, travel times etc of widening Ellesmere between McCowan and say Scarborough Golf Club Road:

- 3 lanes each way,
- with a centre left turn lane
- and the curb lanes posted as High Occupancy Vehicle lanes during peak hours/peak direction.

...like miles of HOV lanes Eglinton in Scarborough,

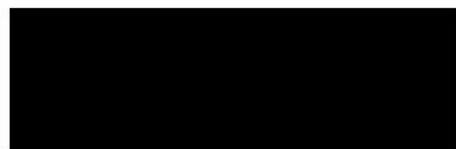
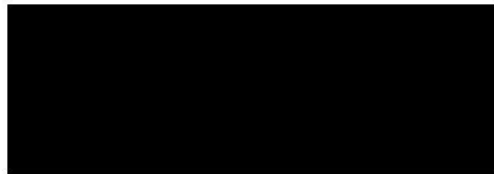
...like miles of HOV lanes on Don Mills Road in North York.

Buses on these HOV routes average 19-20 km/hr speeds over their routes with multiple stops in peak hours-peak direction. Same with the Lawrence East bus

that averages almost 20 km/hr speeds over its route with no HOV lane.

There isn't a single solitary consideration...not a single sentence...in your business case regarding the impact of cutting off left hand turns into/out of businesses, homes, places of worship along Ellesmere. In fact a word search of your Business Case for the phrase 'left hand turn' come up empty, nada, zilch, zero.

If you chose not to test what you're selling against the HOV alternative...if you chose not to consider any impacts of cutting off left hand turn access... then it's pretty clear you're selling something and this whole process is designed to reach a foregone conclusion.



[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Tuesday, January 11, 2022 4:51 PM
To: [REDACTED]
Cc: Stephen Linton
Subject: Metrolinx DSBRT Project Information

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi [REDACTED],

Thank you for your phone call today; It was great speaking with you.

For information on the Metrolinx DSBRT project, please visit our Engage website at [Metrolinxengage.com](https://www.metrolinxengage.com)

If you have any questions or would like to discuss how the project may impact Masjid Al Jannah, please feel free to call me at any time 416 268-7697.

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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[REDACTED]

From: [REDACTED]
Sent: Thursday, February 10, 2022 2:21 PM
To: [REDACTED]
Subject: FW: Form submission from: Contact the DSBRT Team

Please track and file as a part of 30 day review comment period, if you read whole conversations you will see that comment belongs to TPAP period but recent response was sent out during 30 day review period. Also track the correspondence in tracker file.

Thanks
Yash

From: DSBRT <DSBRT@metrolinx.com>
Sent: Wednesday, February 2, 2022 8:14 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hi [REDACTED]

In August 2021, joint funding for the construction of dedicated Bus Rapid Transit (BRT) infrastructure in the City of Pickering was announced. This project will construct 7.5 km of dedicated median bus lanes in the City of Pickering. Construction is planned to occur in phases over the next 5 or 6 years.
<https://www.newswire.ca/news-releases/canada-and-ontario-invest-over-114-5-million-in-public-transit-infrastructure-for-residents-of-durham-873692996.html>

Sincerely,

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: [REDACTED]
Sent: January 1, 2022 1:27 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Re: Form submission from: Contact the DSBRT Team

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Thanks Stephanie,

Re: #1, I was more curious if the median lanes would be installed in Pickering as part of phase 1 timelines, or if they would be kept curbside until other phases were complete - In the presentation, it sounded like they were may be kept curbside until other phases were built.

Can one expect median lanes by the completion of phase 1 in Pickering?

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, December 30, 2021 10:03:45 AM
To: [REDACTED]
Subject: RE: Form submission from: Contact the DSBRT Team

Hello [REDACTED]

Thank you for your submission.

- 1) Some portions of the Pickering segment already have curbside BRT lanes installed. These will be converted to median lanes, as planned, as part of this project.
- 2) All of the infrastructure in any given segment will be installed as the BRT lanes are installed. Sidewalks and cycling facilities will be completed at the same time as the BRT lanes.
- 3) The intention is to install median lanes for the majority of the corridor. BRT and LRT geometry and space requirements are very similar, so future conversion, if required, can be done relatively easily. As this conversion is not expected for several decades the focus has been on providing the optimal BRT geometry.
- 4) Thank you for the suggestion. We have provided successful examples from a number of other cities and have used them both to discuss the project and inform the design we are proposing.

STEPHANIE CARDENAS
Community Engagement Specialist
Durham Region
Metrolinx



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 26, 2021 9:13 PM
To: DSBRT <DSBRT@metrolinx.com>
Subject: Form submission from: Contact the DSBRT Team

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Submitted on Tuesday, October 26, 2021 - 21:13

Submitted by anonymous user: 99.232.83.151

Submitted values are:

Your name:

Your e-mail address:

Subject: Questions posy community meeting

Message:

Hi, after listening to the most recent presentation, I had a few questions:

1) In the presentation, I thought I heard that phase 1 (Pickering) of the BRT project would have busses at curbside then moved to the centre median once other phases are complete, is this an accurate understanding?

2) Will the cycling infrastructure and landscaping be installed with each phase?

That is, could one expect barrier separated (with trees) cycle lanes in Pickering at the end of phase 1 construction? I hope I don't have to wait a decade for safe bike lanes.

3) Metrolinx claimed in 2019 that the BRT could (long term) be easily converted to LRT. Does this still hold true if we are alternating between curb and median lanes? If not, did this factor into the decision to move curbside?

Lastly, I understand there is quite a bit of pushback from the community in the east Scarborough residential areas. I wonder if the team considered sharing successes from the York region (or other) BRT projects (were there any)? Having not familiarized myself with these other projects, I wonder if they held any positives for

the community. Perhaps inviting residents from (former) impacted areas who may shed light on the projects benefits.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1200/submission/29121>



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[REDACTED]

From: [REDACTED]
Sent: Thursday, February 10, 2022 2:35 PM
To: [REDACTED]
Subject: FW: NOC comments and questions

[REDACTED]

From: DSBRT <DSBRT@metrolinx.com>
Sent: Thursday, January 20, 2022 5:01 PM
To: Hopper, David <David.Hopper@parsons.com>; Yash Kulshreshtha <yash.kulshreshtha@ibigroup.com>; Margaret Parkhill <margaret.parkhill@ibigroup.com>
Cc: Jocelyn Stenner <Jocelyn.Stenner@metrolinx.com>; Stephanie Cardenas <Stephanie.Cardenas@metrolinx.com>
Subject: NOC comments and questions

Date: January 19th 2021

Time: 4:22pm

Method: Phone call to Stephen Linton

Contact: [REDACTED]

- [REDACTED]
- Bus drivers and transit riders are knocking his door and asking to use the washroom
- Concerns about safety with strangers using a private washroom in the house
- Not against the project however believes there should be facilities for drivers and transit riders on the vehicle so they no longer need to request the use of washroom facilities at his residence

Date: January 20th 2021

Time: 12:37pm

Method: Voicemail

Contact: [REDACTED]

Transcribed voicemail

Good day, Steven. It's [REDACTED] How are you? I just got the email on the Durham Scarborough Bus Rapid Transit update, so I was going to send me an email, but it's easier for me to talk and I just wanted to very quick. Executive summary. It looks great. I understand you going along Ellesmere Kingston Road and then end up in Oshawa. Uhm, also, uhm. Whereabouts in Elmsore do you pick it up? I couldn't determine that in the attachment. Is it going to be from the Scarborough Town Center or somewhere that it's easy for connections and eventually in the long term, will Metrolinx consider this a route if they ever decide to use the subway up connection following along the same route? I'm just wondering if that's an envision as far as planning, just like they did when they plan the Blur Viaduct for the underpass under the Blue Viaduct Bridge for the subway in the early 1900s. So thank you very much for this venue to give you my brief comments, and I think it's a great idea and good luck. Thank you bye bye

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