



Office of the President & Chief Executive Officer
Phil Verster
CEO@metrolinx.com
(416) 202-5908

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Paul Ainslie, Councillor
Scarborough Civic Centre
150 Borough Drive, 2nd floor
Scarborough, ON
M1P 4N7

Dear Councillor Ainslie,

Thank you for your letters regarding the Durham-Scarborough Bus Rapid Transit (DSBRT) project. I understand our Community Relations team has been in touch to address many of your specific concerns.

Re: Durham-Scarborough Bus Rapid Transit (DSBRT) Lane Concerns

The proposed DSBRT is designed and planned to provide the best transit service possible while maximize benefits to adjacent communities. When planning this new transit services, we thoroughly analyzed four options for this section of Ellesmere Road, including:

- Transit Priority Measures - using smart traffic signals, queue jump lanes and other localized features to move buses more efficiently within the stream of general traffic,
- HOV Lanes - where buses and vehicles carrying two or more passengers can use the curb lanes,
- Curbside BRT - where additional curb lanes are added and are dedicated to BRT, and
- Median BRT - where additional median lanes are added and dedicated to BRT.

Our analysis found that BRT lanes with a median provides the better service, a higher degree of transit reliability, reduced lane violations by drivers and reduced conflicts between turning vehicles and buses. This same median lane solution has been adopted for several projects in Ontario and across Canada to provide high quality transit service. As an example, the York Region BRT saw substantial safety improvements with 51 to 74% fewer collisions along roads with centre-medians dedicated for bus lanes.

When operational, express-type services will operate in the BRT lanes while local services

will continue to operate in the curb lanes. By having a dedicated middle lane, there will be fewer buses making stops in traffic allowing for all other vehicles to move more smoothly with less traffic congestion.

The proposed Durham Scarborough BRT aims to create seamless connections with local transit networks, providing the residents of Durham Region and the City of Toronto more flexibility and choice to get where they need to go, faster and more reliably. With rapid growth in Durham Region over the past decade, and an expectation for this growth to continue in the future - with approximately 215,000 residents and 66,000 jobs anticipated by 2041 - travel demand along the corridor will continue to increase. This project is expected to bring \$686 million in economic benefits to the region.

In response to the specific questions raised in your letter:

1. The median lane alignment will be an initial change for drivers on Ellesmere Rd. We know by improving transit connections and solutions in Scarborough-Guildwood will keep more cars off the road providing a positive impact on journey times for commercial vehicles. As an example, York Region's first phase of construction has completed nearly 34 kilometres of dedicated bus lanes and 38 new stations along York Region's busiest corridors. Based on the success so far, York Region (VIVA) is proceeding with a program to build an additional 75 km of dedicated centre-median bus lanes in the coming years.
2. Regarding the funding strategy for the project, the completion of the environmental assessment and preliminary design business case will be used to identify the overall costs and benefits of the project. The Initial Business Case is available on [Metrolinx.com](https://www.metrolinx.com).
3. Regarding the cycle track on the north side of Ellesmere between Scarborough Golf Road and Markham Road on the boulevard, the Metrolinx design team has been working with City of Toronto staff to determine appropriate active transportation solutions along the corridor. For the segment between Scarborough Golf Club Road and Markham Road the proposed facilities include 2.1m wide sidewalks on both sides of the road, a 2.1m wide eastbound cycle track on the south side of the road, and a 3.0m wide bidirectional cycle track on the north side of the road. All of these facilities are offset from the back of curb, and from each other in accordance with City standards.
4. Regarding Durham transit buses continue to go to Centennial College loop, as part of the DSBRT project, the DRT Pulse 900 buses will extend west to Scarborough Centre to connect to the subway extension. The intent is to operate the buses under a proposed "open door" policy, allowing DRT to carry passengers in the Toronto segment of the corridor, adding additional transit options and allowing for more continuity of service.

A new BRT stop at Ellesmere Rd and Military Trail, designed to integrate with the future

Eglinton East LRT and the UTSC Campus Master Plan, will serve the Centennial College campus area and offer students and staff more options to connect to TTC and DRT. The existing turnback operation at the Centennial College Loop will no longer be required.

Re: Community Benefits Plan for the Durham-Scarborough Bus Rapid Transit Project

Metrolinx is committed to working with communities and businesses throughout each project phase. Each community benefits and supports program is unique, developed in partnership with project delivery partners and designed based on the needs of the community. For example, the Hurontario LRT project team is working with the Peel Community Benefits Network and Sheridan College to promote apprenticeships and training programs and opportunities. In Toronto on the Eglinton Crosstown project, as of December 2021 community benefits and supports have included:

- 455 placements, including professional, administrative, and technical hires and apprentices and journey persons.
- Over \$8 million spent in support of local business and social procurement.

A detailed community supports plan for the Durham Scarborough BRT would be developed through future planning and design phases of the project.

Re: Durham-Scarborough Bus Rapid Transit Project Stop at Scarborough Golf Club Rd. & Ellesmere Rd

During development of the initial plans for the proposed Durham Scarborough BRT, the team worked with the TTC to look at existing and future stop locations. While the median-lane BRT along Ellesmere will not have a stop at Scarborough Golf Club Road, buses will continue to service the intersection at a stop just south of Ellesmere.

When determining stop placement, we considered;

- How far south of Ellesmere the right turning bus needs to travel before it can serve as a stop.
- The northernmost point that a northbound bus can depart from while still transitioning to either the existing left turn lane or a dedicated bus queue jump lane
- The importance of providing a good connection for residents north of Ellesmere served by Helicon Gate.

This service would travel north along Scarborough Golf Club Road and then turn west onto Ellesmere, joining the BRT lane on its way to Scarborough Centre subway station (or vice versa for east/southbound service).

The DSBRT project has considered a prospective service on Scarborough Golf Club Road and provides the City of Toronto and the TTC the operational flexibility to introduce this service in the future.

Continuing the conversation

Community feedback makes our work more informed of the local context and allows us to deliver better services. We are committed to continuing the conversation and look forward to more connections with your residents in 2022 and beyond.

I have asked Stephen Linton, Senior Manager with our Community Engagement team to set up a meeting with you and your staff this week to discuss this letter specifically.

Best regards,

A handwritten signature in black ink, appearing to read 'Phil Verster', with a stylized flourish at the end.

Phil Verster
President and CEO

Cc: Stephen Linton, Senior Manager, Community Relations