



Simcoe Street Rapid Transit Visioning Study

Public Consultation Round 4



IBI GROUP

Prepared for The Regional Municipality of Durham
by Arcadis IBI Group

December 22, 2023

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Executive Summary

The fourth round of public consultation for the Simcoe Street Rapid Transit Visioning Study took place in October and November 2023. This included two (2) in-person Public Information Centres (PICs) on October 30, 2023 and November 1, 2023, and one pop-up event on October 30, 2023. These events attracted close to 100 participants. The content was also posted to the study website to collect feedback from individuals at their convenience.

The purpose of this round of consultation was to:

- Inform the public about the Initial Business Case (IBC) analysis that will support future funding applications; and
- Gather the public's perspective on the two preferred rapid transit systems that will maximize infrastructure investment along Simcoe Street, based on the emerging analysis of costs and benefits.

The in-person events were structured to present four (4) rapid transit systems:

- Bus Rapid Transit (BRT).
- Gondola.
- Light Rail Transit (LRT).
- Monorail.

Participants had the opportunity to share their thoughts on the advantages, impediments, mitigations and maybes (other questions they may have) on all four (4) rapid transit options. Based on the emerging analysis of costs and benefits, the BRT and Gondola systems were recommended for further study. Recommended next steps presented to the public include:

- Completing the Initial Business Case;
- Conducting a feasibility study including assessment of property impacts, parking impacts, and traffic operations; and

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- Continued refinement of ridership forecasting to refine the fleet size and Operations Maintenance Storage Facility (OMSF) requirements.

Communications included an updated project website, approximately 23,000 direct mail notices distributed to residents and businesses in Oshawa, Durham Region e-newsletter distributions, multiple social media posts, digital billboard advertisements that averaged 1,440 plays per day for 21 days, and an online survey for interested parties to provide their input. As of November 17, 2023, the website had 2,478 unique visitors.

Overall, public feedback showed varying levels of support for the different types of rapid transit options. The input collected from the participants during this round of consultation will inform the study team in the information and analysis to complete the Initial Business Case. Common comments and concerns collected from the participants included:

- Excitement related to economic opportunities that a rapid transit investment could bring to Oshawa and improved transit service for greater connectivity within Oshawa;
- Opportunity to make Simcoe Street more age-friendly with transit that is easily accessible and equitable;
- Support to move people efficiently with rapid transit that is reliable, safe and has improved connections;
- Concern that rapid transit construction will negatively impact businesses and residential properties along Simcoe Street;
- Concerns about traffic congestion if a vehicle lane is repurposed for rapid transit;
- Concerns with costs associated with this project;
- Privacy concerns with implementation of an aerial option; and
- General agreement that the chosen option(s) should be constructed in a cost-effective manner while minimizing construction timelines.

1 Project Overview

The Region of Durham (“Region”) is set to accommodate 1.3 million people and 460,000 jobs by 2051. A growing Region requires a transportation system that continues to add capacity for the safe, efficient, and reliable movement of people and goods in a sustainable manner. The Region’s 2017 Transportation Master Plan (TMP) and Metrolinx’s 2041 Regional Transportation Plan identify a rapid transit (RT) corridor along Simcoe Street between Highway 407 and the proposed Central Oshawa (Ritson) GO Station in the City of Oshawa.

The project proposes to implement an integrated rapid transit system along Simcoe Street, primarily between Highway 407 and Lakeview Park Beach in the City of Oshawa (Exhibit 1-1). Based on initial feedback from the community from the first round of consultation, the Study’s project boundary was extended further south to include Olive Avenue to Lakeview Park Beach. The introduction of rapid transit will continue to add capacity for the safe, efficient, and reliable movement of people and goods, sustainability and effectively, by reassigning the existing road space to accommodate dedicated transit lanes.

Public consultation began in Fall 2022. The first round of consultation introduced the project and sought to understand the different needs of the community, businesses, and travelling public. Input received from the second round of consultation was used to draft an evaluation framework that reflects the community objectives, values, and visioning to support open and transparent decision-making. Feedback from the third round of consultation informed future concept plans and recommendations on which rapid transit options to carry forward to the Initial Business Case. This report summarizes the fourth round of public consultation activities and feedback received between October and November 2023, including the online survey form that was open between October 30 and November 17, 2023.

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Exhibit 1-1: Study Area Map



2 Engagement Overview

2.1 Communication Activities

Notification for the Simcoe Street Rapid Transit Visioning Study Public Information Centres was distributed to Oshawa City Councillors and the City Leadership Team on October 9, 2023. An e-mail blast was circulated to all interested parties including Indigenous Nations and Elected officials on October 17, 2023.

The following methods were used to notify people of the study and opportunities to participate:

- Study website: <https://www.SimcoeStreetRapidTransit.ca/>
- Email invitations were sent to the study stakeholder list (over 65 contacts) on October 17, 2023.
- Over 23,000 direct mail notices mailed out to residents and businesses during the week of October 9, 2023 (**Appendix A**)
- Consultation Round 4 flyer posted on project website (**Appendix B**)
- Durham Region study web page (**Appendix C**)
- City of Oshawa study web page (**Appendix C**)
- A public service announcement (PSA) was shared by the Region on October 16, 2023 (**Appendix C**)
- A PSA was shared by the City of Oshawa on October 16, 2023 (**Appendix C**)
- Newspaper ad (printed and digital) in the Oshawa Central Newspaper on October 24, 2023 and Metroland digital ad on October 25, 2023 (**Appendix C**).
- Social media posts (Exhibit 2-1 and Exhibit 2-2).

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Exhibit 2-1: Metrics for social media posts

	Total # of Impressions	Average reach per post	Total Link Clicks	Engagement Rate
Facebook, Twitter, LinkedIn	38,161	2,287	531	6.1%

Exhibit 2-2: Durham Region's Social Media Posts with PIC Information


The Regional ...
 Tue 11/14/2023 10:06 a...

Let us know your feedback on rapid transit options like a gondola, monorail, BRT or LR...



The Regional ...
 Mon 10/23/2023 10:01 a...


@RegionofDur...
 Mon 10/16/2023 10:45 a...


@RegionofDur...
 Mon 10/23/2023 10:01 a...


The Regional ...
 Fri 11/17/2023 9:00 am ...


Durham Region...
 Fri 10/20/2023 1:01 pm ...


@RegionofDur...
 Wed 11/1/2023 8:30 am...


@RegionofDur...
 Wed 10/25/2023 1:00 p...


@RegionofDur...
 Tue 11/14/2023 10:06 a...

2.2 Consultation Activities

The public was invited to comment on the project and provide feedback through the activities listed in Exhibit 2-3. Photos of the in-person events are shown in Exhibit 2-4 to Exhibit 2-6.

Exhibit 2-3: Summary of Consultation Activities and Participation

Activity	Date	Participation
PIC #4: Public Event	October 30, 2023	21 individuals signed-in
PIC #4: Pop-Up at Ontario Tech University	October 30, 2023	45 student signed-in and interacted with the study team
PIC #4: Public Event	November 1, 2023	26 individuals signed-in
Online Survey Form	October 30, 2023 to November 17, 2023	163 responses
Email/Phone	April 27, 2023 to November 17, 2023	11 comments received via email 2 phone calls
Study Website	September 8, 2022 to November 17, 2023	2,478 unique visitors
Digital billboards	October 19, 2023	Billboard signs at Taunton Road North and Simcoe Street North
Durham Region social media posts	18 posts from September 1, 2023 to November 20, 2023. These posts included the promotion of the events, and survey.	City of Oshawa: LinkedIn (10.4K+ followers), InvestOshawa X (1.7K+ followers), Corporate X (17K+ followers), and Corporate Facebook (8K+ followers) Durham Region: X (37.3K followers), Facebook (17K followers), and LinkedIn (28K followers)

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Exhibit 2-4: Photos of participation at PIC #4 Event (October 30, 2023)



Exhibit 2-5: Photos of participation at Pop-Up Event (October 30, 2023)

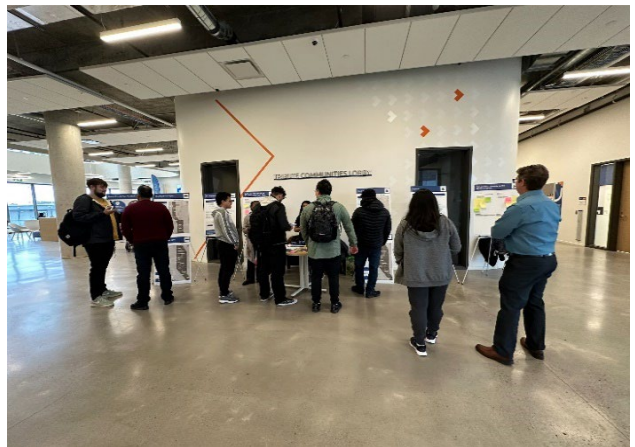


Exhibit 2-6: Photos of participation at PIC #4 Event (November 1, 2023)



3 Feedback Summary

3.1 Public Information Centres and Online Survey

For the fourth round of public consultation, the project team held two (2) in-person Public Information Centres (PICs) on October 30 and November 1, 2023 and one pop-up at Ontario Tech University on October 30, 2023.

A survey was available on the project website for the public between October 30, 2023 to November 17, 2023. The online form was a simplified version of the interactive boards displayed at the PICs. A total of 176 responses were received and are summarized below along with the in-person feedback received.

The PIC display boards provided project context, feedback from the public from previous consultations, presented the Vision Statement and Guiding Principles, the purpose of the Initial Business Case, four rapid transit options with potential station locations and the two emerging preferred transit options (BRT and Gondola). The PIC display boards are provided in **Appendix D**.

The in-person events were structured to include several interactive stations:

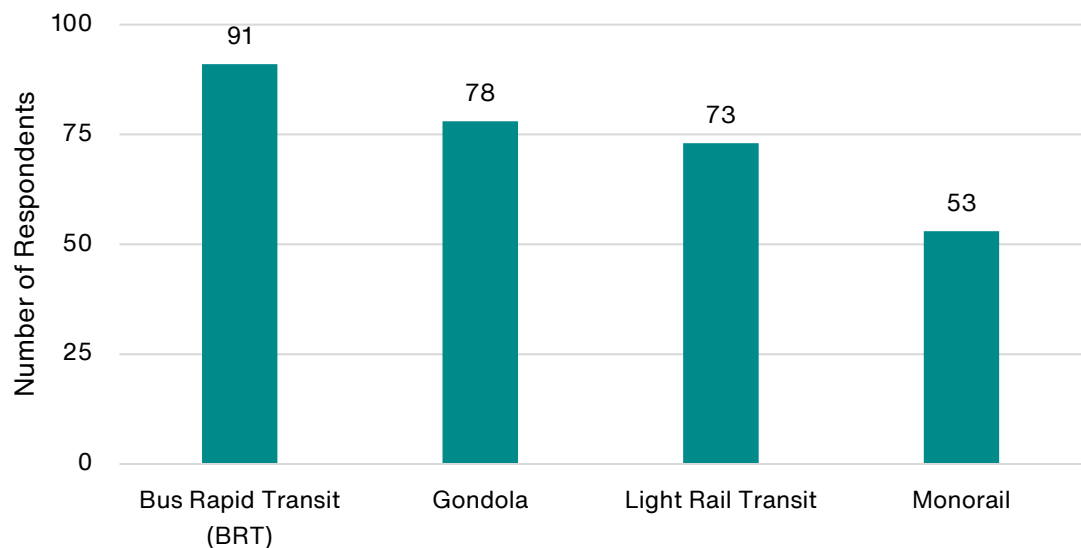
- Station 1: Bus Rapid Transit (BRT) proposed stop locations, facts and figures and participants had the opportunity to provide their thoughts on the advantages, impediments, mitigations and any other information;
- Station 2: Gondola proposed stop locations, facts and figures and participants had the opportunity to provide their thoughts on the advantages, impediments, mitigations and any other information;
- Station 3: Light Rail Transit (LRT) proposed stop locations, facts and figures and participants had the opportunity to provide their thoughts on the advantages, impediments, mitigations and any other information; and

- Station 4: Monorail proposed stop locations, facts and figures and participants had the opportunity to provide their thoughts on the advantages, impediments, mitigations, and any other information.

These activities were well received, and a summary of responses can be found below.

Through the in-person interactive activity boards (Exhibit 3-2 to Exhibit 3-5) and the online survey, 56 per cent of participants provided comments on the BRT option, 48 per cent of participants provided comments on the Gondola option, 45 per cent of participants provided comments on the LRT option and 33 per cent of participants provided comments on the Monorail option **Exhibit 3-1**.

Exhibit 3-1: Which Option(s) would you like to provide comments on? (based on 163 online survey responses)



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Exhibit 3-2: Tell Us Your Thoughts on the Bus Rapid Transit (BRT) Option

Tell Us Your Thoughts on the Bus Rapid Transit (BRT) Option

Advantages

What do you like about the Bus Rapid Transit option? Consider:

- Strengths and positive attributes?
- What's good about it?
- What makes it desirable?
- What benefits might it deliver, etc.?

Not much new construction in infrastructure

More feasible - it will be faster - not can be implemented faster without much new construction

More reliable

More opportunities and options for commuters as Simcoe is one of the fastest growing in Canada

Bus lane would be a very practical approach - travelling in bus lane is as much more from the congestion

More reliable for users

BRT - no ugly supports

More reliable bus

bus stop - faster

Green loading at stops

Cost Effective

Pro

- Less car lanes
- Cheaper
- Easier to build
- Expanding
- So far doesn't look like a bad idea

Impediments

What are your concerns about the Bus Rapid Transit option? Consider:

- Things that don't make sense to you or that are potentially problematic...
- Key barriers to implementation
- Potential flaws, etc.

Costs will exceed estimates

Will take up lanes

Adm.

Enforcement in residential properties

Lock of bus stops closer to residential areas

Does this mean less car lanes? So will there be more car traffic?

Concerns regarding encroachment on residential properties

People living on Simcoe St. only turn in one direction out of into their driveways

Not with too close - bus stop as many residents

Added congestion due to residents only being able to park out of their driveways in one direction

Mitigations

How can impediments or concerns about Bus Rapid Transit be addressed, reduced or eliminated?

More frequent smaller buses with more frequency

Maybes

What key outstanding questions do you have? What other information would you like to see?

Bus stop by Costco

No wish in car lanes

Why not Simcoe Street residents already get driveway in one direction - you're not allowed from Simcoe St. and from St. Andrew Street for Simcoe

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Tell Us Your Thoughts on the Gondola Option



- Strengths and positive attributes?
- What's good about it?
- What makes it desirable?
- What benefits might it deliver, etc.?

Align with
TO
(Lewer / Venturini
a) main text

What other questions do you have?
What information would you like to see?

put

put
gondola
over
Whawa
creek

Exhibit 3-4: Tell Us Your Thoughts on the LRT Option

Tell Us Your Thoughts on the Light Rail Transit (LRT) Option 	
Advantages What do you like about the Light Rail Transit option? Consider: • Strengths and positive attributes? • What's good about it? • What makes it desirable? • What benefits might it deliver, etc.? Great Value for money	Impediments What are your concerns about the Light Rail Transit option? Consider: • Things that don't make sense to you or that are potentially problematic... • Key barriers to implementation... • Potential flaws, etc.? Use of the physical space from the old as a route LOSING 2 LANES WOULD BE A DISASTER FOR ALL Don't know if it's worth the cost Wages Road not going to happen A Distraction from the bus routes
Mitigations How can impediments or concerns about Light Rail Transit be addressed, reduced or eliminated? use the space at the physical	Maybes What key outstanding questions do you have? What other information would you like to see?

Exhibit 3-5: Tell Us Your Thoughts on the Monorail Option

Tell Us Your Thoughts on the Monorail Option



Advantages What do you like about the Monorail option? Consider: - Strengths and positive attributes? - What's good about it? - What makes it desirable? - What benefits might it deliver, etc.?	Impediments What are your concerns about the Monorail option? Consider: - Things that don't make sense to you or that are potentially problematic... - Key barriers to implementation... - Potential flaws, etc.?
out of the way of cars I LIKE THAT STATIONS ARE ON THE SIDE OF THE ROAD - Love the privacy	Dislike anything elevated prefer ground level for ease of access & accessibility emergency response: MADCHL? BURNINGHAM? Crossing Simcoe St from Burnhamthorpe to Hillcrest Bridlewood road at west end (goes) they are shown Why suspended way not Regular track? Too far from hospital Not improving Distraction low Bus route planned Strong out loud the 1st bus and stop the
Mitigations How can impediments or concerns about the Monorail option be addressed, reduced or eliminated?	Maybes What key outstanding questions do you have? What other information would you like to see? Monorail crosses High roads

3.1.1 Written Comments Received

Participants had the ability to provide further written comments on the feedback forms during the in-person events and using the Your Durham survey online. A total of 176 responses were received via the in-person feedback forms and online survey. A summary of comments received from the in-person activity boards, online survey and in-person feedback forms on each rapid transit option is shown below.

Bus Rapid Transit (BRT)

Advantages

- Familiar rapid transit option and flexibility for future route expansion.
- Fewer construction costs as existing bus maintenance and storage facilities can be utilized.
- Increased bus frequency and reliability particularly for students during peak hours.
- No visual impacts to landscape aesthetics and appearances of public spaces.
- Improved accessibility to key locations and transit priority through use of dedicated lanes.
- Desire for flexibility in route changes and expansion possibilities to meet future transportation needs.

Impediments

- Impacts on existing vehicle lanes and traffic congestion due to lane repurposing for BRT.
- Concern over bus timings and punctuality during peak hours/severe weather events.
- Concern over speed and efficiency as buses need to stop and accelerate at intersections.
- Capacity concerns leading to overcrowding during peak hours.

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Mitigations

- Request for a Durham Region Transit (DRT) app that can provide real-time GPS tracking updates.
- Suggestion for further education on the benefits of transit and drawbacks of car dependency to promote sustainable transportation.
- Request to see successful examples of BRT implementation to showcase positive impacts on traffic and safety.
- Implementation of signal priority with improved traffic lights to facilitate increased traffic volumes.

Maybes

- Inquiry about construction timing.
- Cost related inquiries for new electric buses.
- Inquiry regarding availability of present-day ridership usage from each bus stop for public information.
- Inquiry about the usage of articulated buses for the proposed BRT option.
- Inquiry about utility plans and property impacts associated with the construction of the BRT system.
- Inquiry about design options for station locations that serve both BRT and existing local bus routes.

Gondola

Advantages

- Low traffic impacts as less changes are needed to existing road infrastructure and no lane repurposing is needed.
- Low or minimal property impacts.
- Excitement for a transit system that is unique and visually appealing setting Oshawa apart from other cities.
- Minimal operational noise for areas close to residential areas.

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- Increased frequency of available gondola cars.
- Potential for gondolas to become a tourist attraction and increase business opportunities in Oshawa.

Impediments

- Concern that passengers will be slow to enter/exit resulting in coordination and safety issues.
- Inquiry about the capability of the gondola cars to withstand severe weather conditions.
- Inquiry about ridership capacity and weight restrictions per gondola car.
- Concerns with possible power outages resulting in passengers being trapped in aerial Gondola cars.
- Accessibility issues and concerns with elderly/disabled transit users who may have conditions prohibiting them from being at a height.
- Concern with construction duration leading to higher construction costs and traffic impacts.

Mitigations

- Request to complete studies on locations where gondola cars are currently operating successfully.
- Suggest staff training sessions at gondola station locations to maintain safety measures.
- Need for development of a detailed emergency response plan.

Maybes

- Questions regarding specifications such as speed and dimensions of gondola cars.
- Feasibility of a gondola in an area with low elevation changes.

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Light Rail Transit (LRT)

Advantages

- Potential for economic growth within a growing city.
- Support offering a larger carrying capacity compared to other options.
- Interest in long term infrastructure development and transit options that with lower operational costs.

Impediments

- Concerns with loud noise emissions from LRT to nearby residential neighbourhoods.
- Increased traffic congestion with LRT construction.
- Concerns with reliability of LRT systems as seen in the other locations (Ottawa Rapid Transit).
- Potential for natural and wildlife habitat impacts as LRT routes pass through forested areas.
- Intersection and slope issues to be addressed to ensure feasibility.
- Concerns with future construction costs due to improper preliminary planning and design work.

Mitigations

- Request to consider use of Oshawa walking/biking trails right of way to minimize impacts to existing residential roads.
- Complete a cost-benefit analysis and evaluate development opportunities along the corridor.
- Request for implementation of active transportation options along with LRT and provide secure bike storage facilities at LRT stations.

Maybes

- Inquiry about estimated land acquisition costs and compensation for affected residents along the project route.

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- Suggestion to implement a combination of underground and surface level LRT system to address narrow roadways and traffic implications.

Monorail

Advantages

- Interest in the aerial option to minimize traffic impacts on the existing street.
- Excitement for a unique transit option in Oshawa.

Impediments

- Concern that the monorail transit option will not meet future population growth and demands.
- Construction timing concerns leading to higher construction costs.
- Concern regarding loud noise emissions from monorail impacting nearby residential neighbourhoods.
- Visual and streetscape aesthetic impacts due to the construction of pillars for an elevated monorail.
- Concern for emergency response times with aerial option.

Mitigations

- Request for regular maintenance on monorail vehicles and infrastructure.
- Request for development and implementation plans with realistic timelines to avoid construction delays.

Maybes

- Inquiries about the land acquisition process that will be undertaken by the Region.
- Inquiry about the capability of monorail vehicles to withstand severe weather conditions.

3.2 Interactive Map

The study website included an interactive map which provided participants the opportunity to place a point on the study map and leave a comment. A total of nine comments were received which are summarized in Exhibit 3-6.

Exhibit 3-6: Summary of topics from interactive study map

Topic	Question and Comment Summary
Corridor Extension	Consider rapid transit extension north to Port Perry and connection with the Columbus Part II Plan.
Potential Stop Locations	Consider a rapid transit stop at Raglan Road.
Rapid Transit Technology	If BRT is selected, suggestion to have route variations that extend: - West on Bloor Street to serve existing high density underserved communities and access to the electrified terminus rail head. - East on Taunton Road to serve existing high density underserved communities and allow redevelopment, while connecting to a major commercial and employment center.

3.3 Additional Feedback

The questions and comments received through phone and email between April 27, 2023 to November 20, 2023 included:

- Requests to join the mailing list to stay notified of all project updates;
- Concerns with construction impacts on properties/heritage buildings;
- Consideration for collaboration with local industries for funding;
- Request to consider use of CP Rail yard for maintenance and storage facilities to minimize new construction costs and impacts;
- Concerns with a potential increase in traffic and congestion with repurposing a vehicle lane for a dedicated rapid transit lane; and
- Supporting the benefits of rapid transit to promote sustainable transportation and shifting from car dependency.

4 Summary

The fourth round of public consultation for the Simcoe Street Rapid Transit Visioning Study took place in October and November 2023. This included two (2) in-person Public Information Centres (PICs) on October 30, 2023 and November 1, 2023, and one pop-up event on October 30, 2023. These events attracted close to 100 participants. The content was also posted to the study website to collect feedback from individuals at their convenience.

The purpose of this round of consultation was to:

- Inform the public about the Initial Business Case (IBC) analysis that will support future funding applications; and
- Gather the public's perspective on the two preferred rapid transit systems that will maximize infrastructure investment along Simcoe Street, based on the emerging analysis of costs and benefits.

The in-person events were structured to present four (4) rapid transit systems:

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Participants had the opportunity to share their thoughts on the advantages, impediments, mitigations and maybes (other questions they may have) on all four (4) rapid transit options. Based on the emerging analysis of costs and benefits, the BRT and Gondola systems were recommended for further study. Recommended next steps presented to the public include:

- Completing the Initial Business Case;
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Communications included an updated project website, approximately 23,000 direct mail notices distributed to residents and businesses in Oshawa, Durham Region e-newsletter distributions, multiple social media posts, digital billboard advertisements that averaged 1,440 plays per day for 21 days, and an online survey for interested parties to provide their input. As of November 17, 2023, the website had 2,478 unique visitors.

Overall, public feedback showed varying levels of support for the different types of rapid transit options. The input collected from the participants during this round of consultation will inform the study team in the information and analysis to complete the Initial Business Case. Common comments and concerns collected from the participants included:

- Excitement related to economic opportunities that a rapid transit investment could bring to Oshawa and improved transit service for greater connectivity within Oshawa;
- Opportunity to make Simcoe Street more age-friendly with transit that is easily accessible and equitable;
- Support to move people efficiently with rapid transit that is reliable, safe and has improved connections;
- Concern that rapid transit construction will negatively impact businesses and residential properties along Simcoe Street;
- Concerns about traffic congestion if a vehicle lane is repurposed for rapid transit;
- Concerns with costs associated with this project;
- Privacy concerns with implementation of an aerial option; and

General agreement that the chosen option(s) should be constructed in a cost-effective manner while minimizing construction timelines.

Appendix A: Notice of Public Information Centre

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Simcoe Street Rapid Transit Visioning Study and Initial Business Case (IBC), City of Oshawa

Notice of Public Information Centre # 4

Works Department

October 9, 2023

Public Notice

The Regional Municipality of Durham, in consultation with the City of Oshawa, has initiated the Simcoe Street Rapid Transit Visioning Study and Initial Business Case (IBC). This process is designed to identify the most suitable form of rapid transit that operates in a dedicated right-of-way and its associated benefits for the Simcoe Street corridor between Highway 407 and Lakeview Park Beach in the City of Oshawa (see map). Rapid transit along Simcoe Street in the City of Oshawa was identified in the Durham Transportation Master Plan 2017 (TMP) and Metrolinx's 2041 Regional Transportation Plan.

This study will also explore opportunities to assess rapid transit investments, based on evolving best practices in the areas of diversity, equity, and inclusion. It will also guide how Simcoe Street will evolve and grow—with a focus on mobility, sustainability, equity, economic opportunity, and land use.

The first virtual open house for this study was held on September 28, 2022. Also, a notice of study commencement was published on November 7, 2022. Since then, Durham Region has hosted a series of pop-up community events and two rounds of in-person public information centres (PICs) in November 2022 and March 2023. Online surveys were available for residents and interested parties to provide feedback on various types of transit options, equity in transit, and why the Region is exploring the possibility of rapid transit in Oshawa.

Public Information Centre

A key component of the study is consultation with interested parties and the public, and we want to hear from you. This fall, **two** PICs will be held to present the supportive rapid transit service strategy that will maximize infrastructure investment along Simcoe Street and the Initial Business Case (IBC) that will support future funding applications. **The format will be drop-in** for members of the public learn more about the rapid transit investment scenarios. These PICs will allow the Region to gather feedback from the public on the rapid transit investment scenarios. **The same information will be presented at both events.**

- **Monday, October 30, from 6 to 8 p.m.**
Jubilee Pavilion Banquet and Conference Centre, 55 Lakeview Park Avenue, Oshawa
- **Wednesday, November 1, from 6 to 8 p.m.**
Oshawa Golf and Curling Club, 160 Alexandra Street, Oshawa

If you are unable to attend either of the PICs, please review the PIC material, which will be available at the study website (www.SimcoeStreetRapidTransit.ca) from October 30, 2023. Please review the PIC materials and submit your feedback using the online forms by November 15, 2023.

Residents and interested parties can also stay up to date on key milestones by joining the mailing list on the study website.

At the conclusion of the PIC and comment period, a summary report of the PIC will be available on the study website. Recommendations gathered through the PIC will be further analyzed by the study team for incorporation into the IBC and presented to the Oshawa Council and Regional Works Committee. Please note that information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. Except for personal information, all comments will become part of the public record.

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If you have any comments or questions, or require accessible accommodations to participate in this study, please contact the project team by phone at 905-668-7711, extension 2198; by email at simcoe@durham.ca; or by contacting the following staff member from The Regional Municipality of Durham, Works Department:

Kamrul Islam, Project Manager
Works Department, The Regional Municipality of Durham Region
Phone: 905-668-7711 Extension 1791
Email: kamrul.islam@durham.ca

Appendix B: Consultation Round 4 - Flyer

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Have your say about the future of rapid transit on Simcoe Street!





We want to hear from you!

SimcoeStreetRapidTransit.ca



Public Information Centre

Join Durham Region to learn more about rapid transit on Simcoe Street in the City of Oshawa

 **October 30, 2023, 6 to 8 p.m.**

 **Jubilee Pavilion Banquet and Conference Centre**
55 Lakeview Park Avenue, Oshawa, ON

 **November 1, 2023, 6 to 8 p.m.**

 **Oshawa Golf and Curling Club**
160 Alexandra Street Oshawa, ON

What are your thoughts? Join us to discuss!

Scan the QR (Quick Response) code with your mobile device for more information.



Contact us

 SimcoeStreetRapidTransit.ca

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Appendix C: Communication Web Pages

Appendix D: PIC Display Boards
