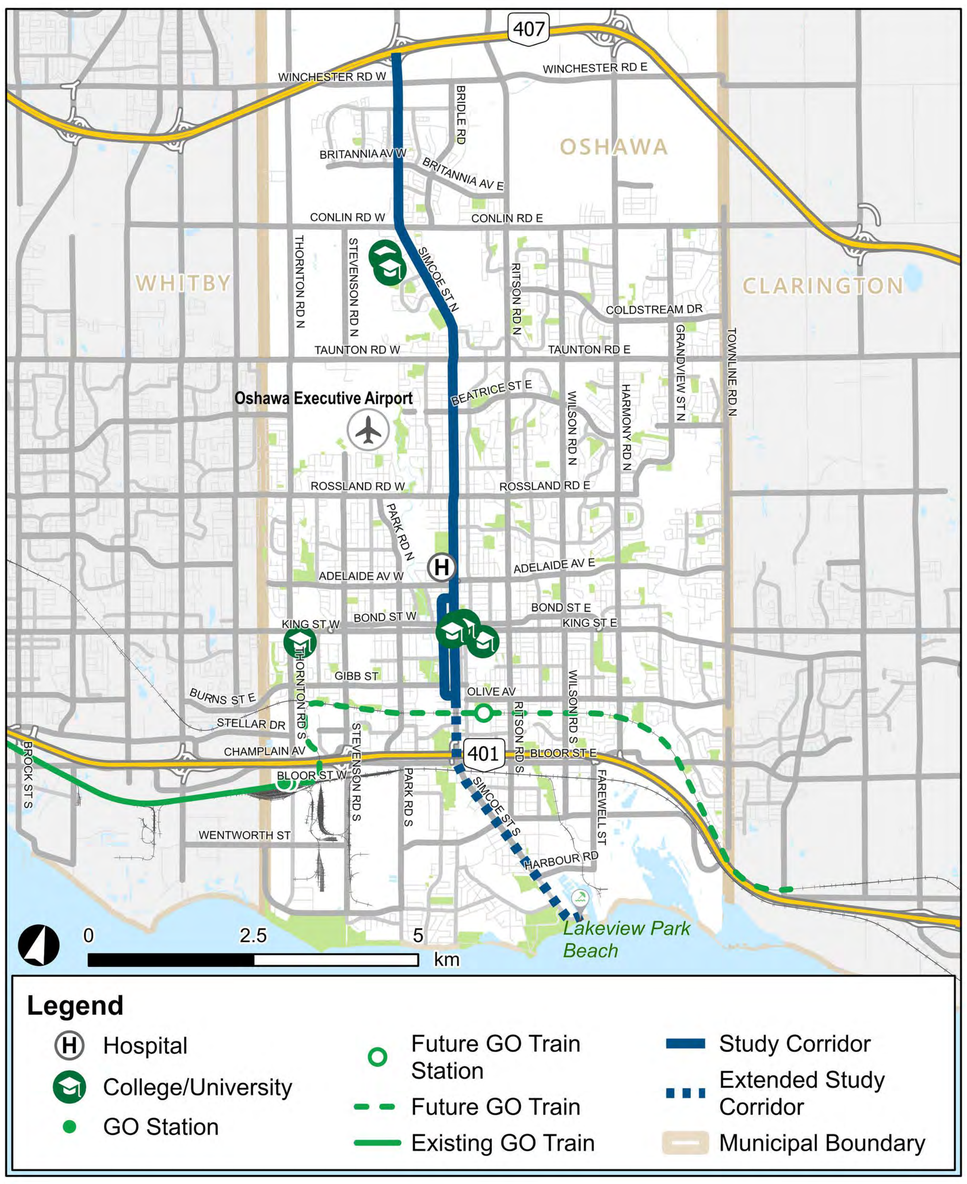
Simcoe Street Rapid Transit Visioning Study

Durham Region and the City of Oshawa are working together on a Visioning Study that will identify a suitable form of Rapid Transit along Simcoe Street between Highway 407 and Lakeview Park Beach, with a connection at the proposed Central Oshawa (Ritson) GO Station. The Study will produce both a vision and an Initial Business Case to guide how Simcoe Street will evolve and grow, with a focus on mobility, sustainability, equity, economic opportunity, and land use.



Study Corridor and Context.

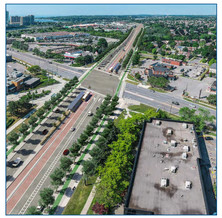
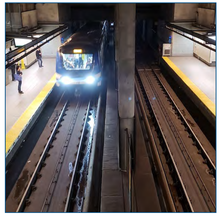
Public consultation began in September 2022. Here's what we've heard so far:

- There is interest and excitement at the prospect of Rapid Transit along Simcoe Street.
- Transit reliability, frequency, and carrying capacity are current issues along Simcoe Street.
- Earlier and later transit operation will be essential as the City of Oshawa grows.
- There are questions about if Simcoe Street is wide enough to accommodate Rapid Transit.
- The Study should explore active transportation, including road safety for vulnerable users.
- Connections to GO Transit and the broader region are important to consider.
- There are concerns about disruptions caused by construction of Rapid Transit.

Visit SimcoeStreetRapidTransit.ca for more information about the Study and interactive engagement activities.

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

Types of Transit

	Relative Cost to Construct	Standard Carrying Capacity (people per direction per hour)	Real World Examples	User Experience	Typical Density Nearby
Buses in Mixed Traffic • Existing Durham Region Transit PULSE system. • Transit operates in the same lanes as general traffic. • Transit stops are 400 to 600 metres apart. • Potential to make minor improvements to increase efficiency and respond to demand, such as additional buses, smart traffic signals and queue jump lanes at intersections. • Limited opportunity to increase frequency and capacity results in limited ability to attract ridership and support growth. Additional buses may contribute to traffic congestion.		Buses: 0 – 40,000		**"I can get where I need to go, but I wish that buses didn't get stuck in traffic."**	**Low to Medium** **Low-rise residential buildings, small-scale retail and employment uses**
At-Grade Rapid Transit • Examples: Durham-Scarborough Bus Rapid Transit, Hurontario Light Rail Transit. • Transit operates in dedicated lanes, separate from general traffic. • Transit stops are 600 to 800 metres apart and located at a traffic signal. • Smart traffic signals prioritize transit lanes to provide more reliable transit travel times. • Dedicated space enables more frequent and higher capacity transit, which attracts ridership and supports growth and requires some widening along the corridor and at stations.		BRT: 0 – 40,000 LRT: 0 – 40,000		**"When I take rapid transit, passing all the cars stuck in traffic is such a great feeling. The stops are easy to get to, even when I'm pushing the stroller."**	**Medium** **Attached housing, low-rise apartments, some larger buildings containing offices and other employment uses**
Aerial Rapid Transit • Examples: Vancouver SkyTrain, Edmonton Valley Line Light Rail Transit, Simon Fraser University Gondola. • Transit operated on an elevated structure next to or over the roadway. • Transit stops are 800 to 1500 metres apart and require land next to the roadway. • Exclusive transit infrastructure provides the most reliable transit travel times. • Elevated transit infrastructure enables more frequent and higher capacity transit, which attracts ridership, supports growth, and makes room for more active transportation and public space at street level.		Gondola: 0 – 40,000 LRT: 0 – 40,000 Monorail: 0 – 40,000		**"The view from up here is amazing. I can watch the sunrise on my way to the office downtown."**	**Medium to High** **Attached housing, mid-rise apartments, mid-rise buildings containing offices and other employment uses**
Underground Rapid Transit • Examples: Eglinton Crosstown Light Rail Transit, Toronto Subway System. • Transit operates in a tunnel below the roadway. • Transit stops are 800 to1500 metres apart and require land next to the roadway. • Exclusive transit infrastructure provides the most reliable transit travel times. • Underground transit infrastructure enables more frequent and higher capacity transit, which attracts ridership, supports growth, and makes room for more active transportation and public space at street level.		LRT: 0 – 40,000 Subway: 0 – 40,000		**"Riding underground must be the fastest form of transit. And my local bus is usually waiting at the surface to take me the rest of the way."**	**High** **Mid- to high-rise apartment buildings, office buildings and mixed-use buildings**

Simcoe Street Rapid Transit Visioning Study

Public Consultation Round 2: Final Report

March 2023

Prepared for The Regional Municipality of Durham
by Arcadis IBI Group
In association with Parsons, Gladki Planning Associates and GLPi
March 6, 2023

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Executive Summary

The purpose of this consultation was to capture the community's needs and hopes for the future. The engagement, which was designed to be interactive, aimed to better understand what is important to people who live, work, study, and travel along Simcoe Street. The study team asked the community to envision and describe the future of Simcoe Street. The input collected from this round will be used to draft an evaluation framework that reflects the community objectives, values, and visioning to support open and transparent decision-making.

The second round of public consultation for the Simcoe Street Rapid Transit study took place in November 2022. This included five (5) in-person pop-up events on November 16, November 23, and November 30, 2022 at various locations along Simcoe Street.

Communications included an updated project website, approximately 8,000 mail out notices distributed to residents and businesses within 250 metres of Simcoe Street, e-newsletter distributions, multiple social media posts, and an online form for interested parties to provide their input. Five (5) in-person pop-ups were held and attracted approximately 120 participants. As of January 9, 2023, the website has had 1,471 unique visitors and, a total of 20 responses have been received through the online pop-up form.

Overall, public feedback showed varying levels of support for rapid transit on Simcoe Street. The input collected from the community during this round of consultation will be used to draft an evaluation framework. The comments and concerns collected from the community includes:

- Accommodating population growth, attracting new development, and strengthening Oshawa's core;
- Moving people quickly and smoothly with dedicated space for transit, frequent transit service, frequent stops with enhanced passenger shelters and real-time service information;

- Potential for improved and affordable housing along Simcoe Street;
- Potential for transit to create new jobs and opportunities;
- Potential for a more sustainable future with electric transit vehicles, reduced traffic on Simcoe Street, space for cycling and walking, and more transit service in the surrounding areas;
- Opportunity to make Simcoe Street more age-friendly with transit that is easily accessible;
- Concerns for potential increase in noise;
- Concerns for transit reliability and smooth connections; and
- Concerns for property impacts, in particular for heritage structures.

A third round of consultation is planned for Spring 2023.

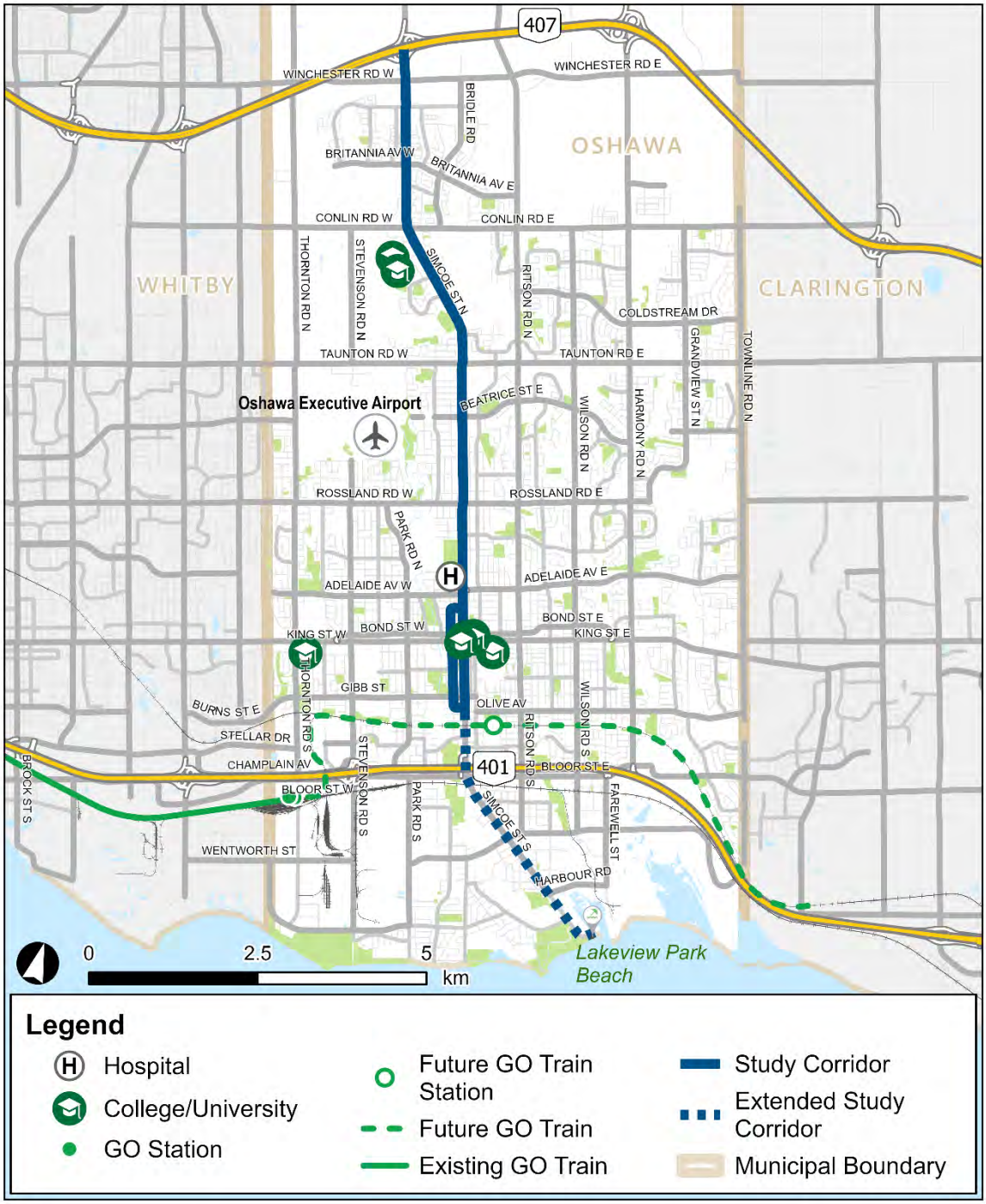
1 Project Overview

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. This report summarizes the second round of public consultation activities and feedback received between November and December 2022, including the online form that was open between November 16, 2022 and January 9, 2023.

Exhibit 1-1: Study Area Map



2 Engagement Overview

The purpose of this consultation was to capture the community's needs and hopes for the future. The engagement, which was designed to be interactive, aimed to better understand what is important to people who live, work, study, and travel along Simcoe Street. The study team asked the community to envision and describe the future of Simcoe Street. The input collected from this round will be used to draft an evaluation framework that reflects the community objectives, values, and visioning to support open and transparent decision-making.

2.1 Communication Activities

Notification for the Simcoe Street Rapid Transit Visioning Study Pop-Up events was distributed to Members of Oshawa Council and the City Leadership Team on November 4, 2022.

An e-mail blast was circulated to all interested parties including Indigenous Nations and Elected officials between November 9 and 10, 2022.

Oshawa's Economic Development team shared project information and contact for the Simcoe Street Rapid Transit Visioning Study in their November e-newsletter to downtown Oshawa businesses.

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

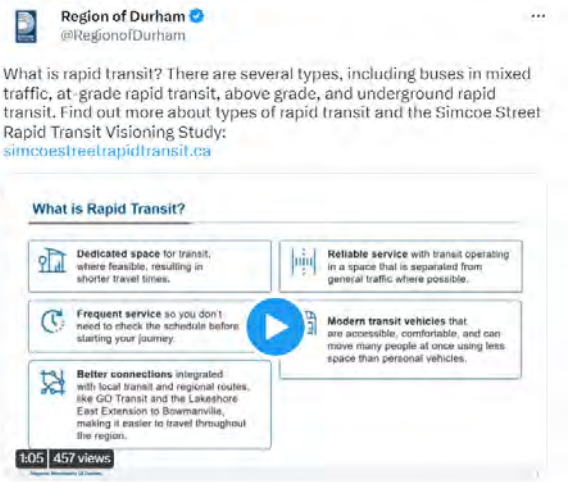
- Study website: https://www.SimcoeStreetRapidTransit.ca/
- Durham Region study web page: https://www.durham.ca/en/news/durham-residents-invited-to-give-feedback-on-the-simcoe-street-rapid-transit-visioning-study.aspx
- City of Oshawa study web page: https://www.oshawa.ca/en/news/durham-region-notice-provide-your-feedback-on-the-simcoe-street-rapid-transit-visioning-study.aspx

- City of Oshawa Economic Development e-newsletter to downtown businesses: https://myemail.constantcontact.com/Region-Seeks-Input-About-Simcoe-Street-Rapid-Transit-Visioning-Study.html?soid=1131551909496&aid=QOnsAxGUaDg
- Notice of the five pop-up events (details included pop-up dates, time, location, and project website) were published in the City of Oshawa community events calendar on November 10, 2022: https://calendar.oshawa.ca/
- A project button was posted on Connect Oshawa linking project website on September 23, 2022
- A public service announcement (PSA) was shared by the Region on November 7, 2022: https://www.durham.ca/en/news/region-hosting-community-events-seeks-input-about-simcoe-street-rapid-transit-visioning-study.aspx
- A public service announcement (PSA) was shared by the City of Oshawa Economic Development team through an e-blast to downtown businesses on their online mailing list on November 14, 2022
- Approximately 8000 notices mailed out to properties 250 m on either side of the study area (**Appendix A**)
- 50 copies of the poster (**Appendix B**) were hand delivered as a one-page flyer to ground floor businesses in downtown Oshawa on November 10, 2022 to promote the five (5) community pop-up events
- Mail out notices were delivered during the week of November 7, 2022
- Email invitations to the pop-up events were sent to the study stakeholder list (over 65 contacts)
- Social media posts (Exhibit 2-1 and Exhibit 2-2)
- Oshawa Senior Community Centres (OSCC55+) displayed Study posters at their branches for members who are not online.

Exhibit 2-1: Metrics for social media posts

	Total # of Impressions for campaign	Average reach per post	Total Link Clicks	Total number of video views	Engagement rate
Facebook and Twitter	29,080	466	216	1,444	1.9%

Exhibit 2-2: Durham Region's Social Media Posts with Virtual Event and Pop-Up Information



2.2 Consultation Activities

The public was invited to comment on the project and provide feedback through the activities listed in Exhibit 2-3.

Exhibit 2-3: Summary of Consultation Activities and Participation

Activity	Date	Participation
Five (5) Community Pop-up Events	November 16, 2022, 3:30 to 6 p.m. Oshawa Public Library, McLaughlin Branch: 65 Bagot Street, Oshawa	6 participants
	November 23, 2022, 11 a.m. to 1 p.m. Oshawa Public Library, Jess Hann Branch: 199 Wentworth Street West, Oshawa	10 participants
	November 23, 2022, 5 to 7 p.m. Holiday Inn Lobby: 67 Simcoe Street North, Oshawa	5 participants
	November 30, 2022, Noon to 2:30 p.m. and 3 to 6 p.m.	~100 participants

	Oshawa Centre (near Urban Planet): 419 King Street West, Oshawa	
Online Form	November 16, 2022 to January 9, 2023	20 responses
Email/Phone	November 1, 2022 to January 9, 2023	13 comments received via email 11 phone calls
Study Website	September 8, 2022 (launch date) to January 9, 2023	1,471 unique visitors
City of Oshawa Economic Development e-newsletter	November 14, 2022	Sent to 365 downtown business contacts (51% open rate)
Durham Region social media posts	Social media campaign: November 1, 2022 – January 9, 2023 for a total of 29 posts. These posts included the promotion of the events, videos, and survey.	LinkedIn (subscribers 10,400+), InvestOshawa Twitter (subscribers 1,700+), corporate Twitter (subscribers 17,000+) and Facebook (subscribers 8,000+) Durham Region Twitter – 37.3K followers Facebook – 17K followers LinkedIn – 28K followers

3 Feedback Summary

3.1 Community Pop-Up Events

The project team held five (5) community pop-up events on November 16, November 23, and November 30, 2022.

Display boards provided project context, showed what the Project Team had heard from the public so far, displayed types of rapid transit, and presented interactive activities. The types of rapid transit included buses in mixed traffic, at-grade rapid transit, aerial rapid transit, and underground rapid transit. High-level information for each rapid transit type was presented, including person-carrying capacity, relative construction cost, and real-world examples. The display boards are provided in **Appendix D**.

Participants were asked to place a sticker on the study area map to represent where they lived, where they worked/attended school, and other significant destinations that they visited along Simcoe Street. Slightly more than half of respondents indicated they lived south of Rossland Road West. All respondents indicated that other locations they travelled to frequently are south of Rossland Road West. Additionally, participants highlighted that their school and workplaces were concentrated around Ontario Tech University and Durham College or between Olive Avenue and Bond Street West.

Three (3) prompts and three (3) questions were posed to participants, each to be considered in the context of a Simcoe Street vision 30 years from now. These activities were well received and over 100 responses were recorded. A summary of responses received can be found below.

During the pop-up event, participants were able to speak with Project Team members and were encouraged to contribute to the interactive boards as shown in Exhibit 3-1 and Exhibit 3-2. A summary of feedback is provided in

Exhibit 3-3.

Prompt 1: I'm hoping that Rapid Transit on Simcoe Street will...

- Participants generally hoped rapid transit would accommodate population growth and keep people moving quickly and smoothly through the study area.
- Others hoped that rapid transit would contribute to a more sustainable future by operating electric vehicles as well as reducing the number of cars on the roads.
- Respondents encouraged a design which would reduce vehicle lanes to give a priority right-of-way to the rapid transit system.
- Participants would also like for rapid transit to run all the way along Simcoe Street to Lake Ontario and be well connected with GO Transit, shopping centres, industrial areas, and other major destinations.
- Some participants raised concerns related to space constraints in the narrower parts of the corridor and indicated that rapid transit may increase noise pollution.
- Participants were also generally positive and hoped that the rapid transit system would bring new development and strengthen Oshawa's core while supporting local businesses.
- Frequent service with frequent stops placed within 200 metres to 250 metres would be desired. Some participants noted new job opportunities for transit vehicle operators and potential for better connections to retail and construction jobs.
- Some participants would also like to see improved and affordable housing built to accommodate people with low income.
- Participants also suggested providing bus vouchers to incentivize more people to use transit.

Prompt 2: Community values that need to inform this project are...

- Participants placed a focus on accessibility and safety to inform this project.

- Other community values highlighted include affordability, economic development, and land use density changes which often come with rapid transit.
- Participants would like for rapid transit to strengthen the downtown core and local businesses and provide incentive to beautify the area.
- Participants suggested that rapid transit should be age-friendly and easily accessible with a focus on first and last mile solutions.
- Lastly, participants suggested assessing the existing space before any new infrastructure is added. Avoiding impacts to heritage structures, Saint Gregory's Catholic Cemetery and older homes were also noted.

Prompt 3: My ideal transit trip would include...

- Participants indicated a desire for electric vehicles, rail transit, and bus transit. The ideal transit trip would be fast, frequent, safe, and reliable.
- Participants would like passenger shelters at each stop, and for the shelters to include route information, system maps, a DRT phone number, and real-time information for route or service changes.
- Ideally, stops would be placed near major destinations such as shopping centres, GO Transit stops and stations, and residential and employment areas.
- Participants expressed hope that rapid transit would encourage the addition of new routes in the surrounding areas. Transit routes near Highway 401 are desired so that users can pass by the roadway safely.
- Participants recommended smaller transit vehicles during off-peak hours.

Question 1: Imagine Simcoe Street in 30 years, how are you moving along Simcoe Street?

- Most participants saw themselves moving along Simcoe Street by means of light rail transit and bus rapid transit. Others imagined elevated guideways and underground subways.

- Participants seemed to be less in favour of aerial gondolas or subways, noting potential barriers to accessibility.
- Participants assumed that the rapid transit system in the next 30 years would be electrically powered.
- The hope is that rapid transit would be well connected with regional transit and pedestrian and cyclist paths.

Question 2: Imagine Simcoe Street in 30 years, what do you see around you?

- Participants would like to see a designated transit right-of-way, with extended service and protected bus shelters on the future Simcoe Street.
- Accessible infrastructure will be ideal.
- Participants supported trees and plantings in public spaces, alongside public seating and dining areas.
- Rapid transit should support dense developments connected by continuous bike lanes and pedestrian infrastructure.
- Solar electric charging stations for electric bicycles and scooters are also desired.
- Some participants noted they expect there will be increased traffic congestion along the corridor with the implementation of rapid transit.

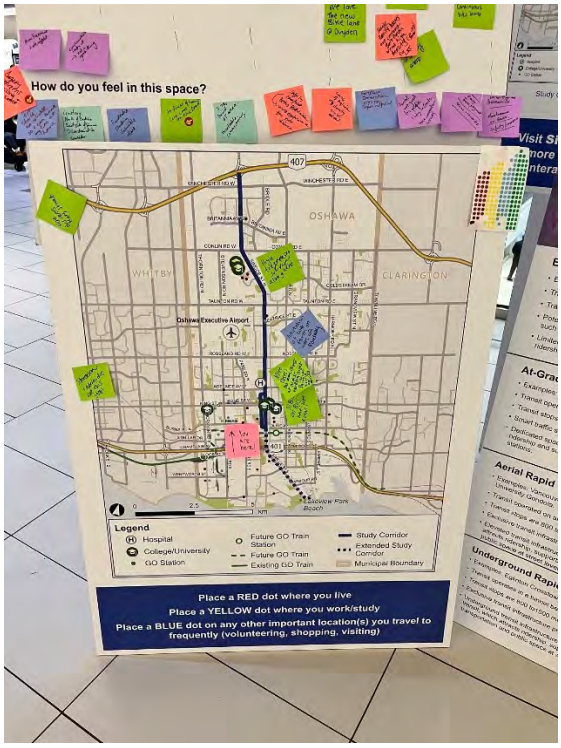
Question 3: Imagine Simcoe Street in 30 years, how do you feel in this space?

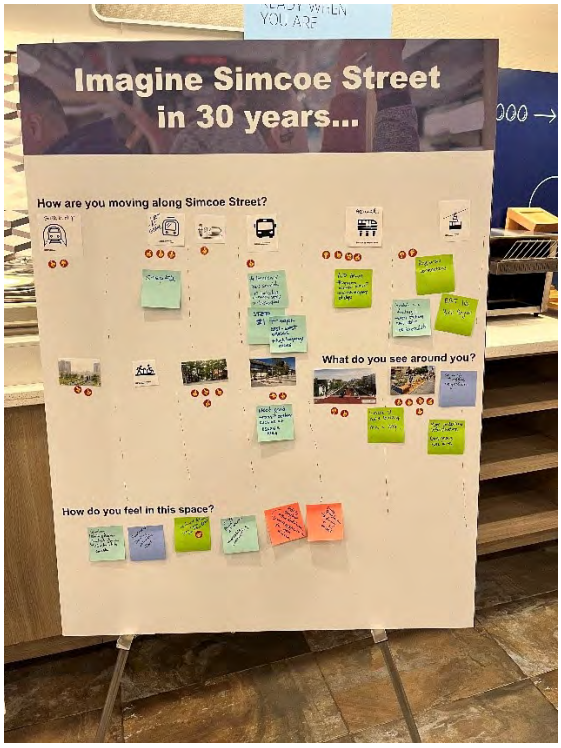
- Participants were mostly in favour of rapid transit, the reduction of cars on the road, and added infrastructure density.
- Participants noted that rapid transit alongside connected pedestrian and cycling infrastructure would improve the roadside user experience in terms of safety and comfort.
- Participants however, expressed concerns about potential conflict points with cycle lanes on the roadway.
- To improve customer experience, participants would like to see better connections to Simcoe Street so that the rapid transit system can be

easily accessed from other parts of the Region and GO Transit stations.

- Easy fare payment systems would be ideal. Participants would also like for safety to be prioritized using technology such as security cameras.
- Some participants indicated that they would be frustrated by increased noise, unreliable connections, and long wait times between transit vehicles.
- Others hoped that DRT customer service would be improved.

Exhibit 3-1: Interactive Boards from Pop-ups





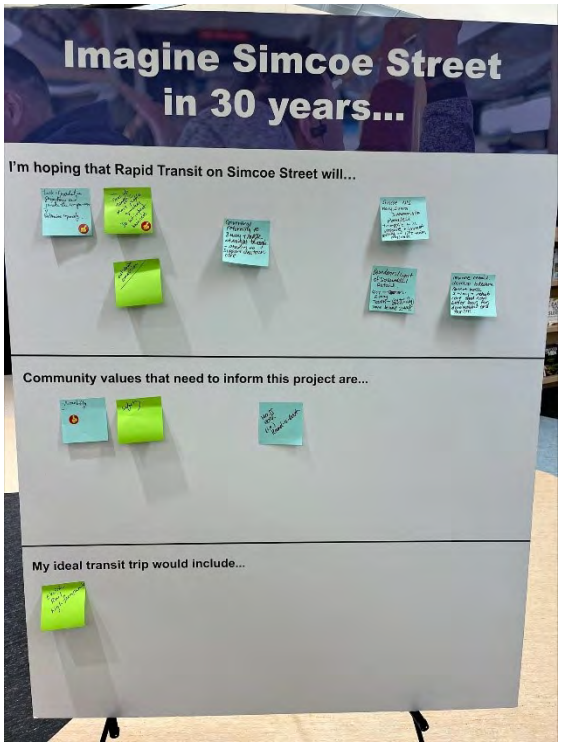


Exhibit 3-2: Photos of participation at Pop-ups

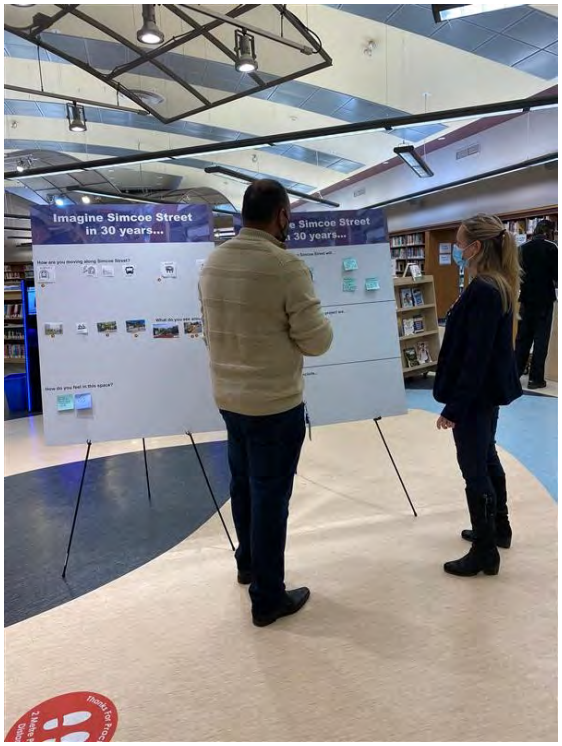


Exhibit 3-3: Summary of Feedback Received from Pop-ups

Topic	Question and Comment Summary
Active Transportation	• Interest in the inclusion of safe active transportation infrastructure.
Changes to Current Built Form	• Success of Rapid transit would partly depend on increase to the density and built forms along the Simcoe Street corridor.
Community Values	• Community members shared values that are important for future transit projects, including frustration at the current frequency, reliability, accessibility and perception of safety using public transit. • Suggestion to maintain and/or expand affordable housing options in the area and increase social services along the transit corridor.
Potential impacts of Rapid Transit	• Concerns that rapid transit may impact the single detached homes in the residential areas nearby. • Concerns pertaining to potential impacts to the built form and retail alongside Simcoe St should there be road widenings to accommodate designated transit lanes. • Mostly support for at-grade rapid transit (LRT and BRT), followed by aerial transit.
Rapid Transit Opportunities	• Excitement related to economic opportunities that a rapid transit investment could bring to downtown Oshawa. • Revitalization of the downtown core is critical to the overall success of rapid transit infrastructure on Simcoe Street.

3.2 Feedback from Online Pop-Up Form

An online form was available on the project website for the public between November 16, 2022 to January 9, 2023. The online form was identical to the interactive boards displayed at the five (5) in-person pop-ups. Three (3) prompts and three (3) questions were included in the form. The prompts and questions focused on the Simcoe Street vision 30 years from now and, allowed participants to type responses of any length. A total of 20 responses were received and are summarized below.

Prompt 1: I'm hoping that rapid transit on Simcoe Street will...

Common responses included **fast, frequent, and reliable trips, with vehicles travelling in dedicated lanes equipped with transit signal priority**. Reference was made to the ION LRT in Waterloo as a good example of rapid transit, as well as cable cars/gondolas planned for Edmonton, Toronto and Austin, Texas. There were also responses related to rapid transit bringing opportunities to businesses, decreased dependence on motor vehicles, improvements to traffic congestion, better connections between the north and south along Simcoe Street, sustainability and electric powered vehicles as well as beautiful walkable spaces that are safe and accessible.

Prompt 2: Community values that need to inform this project are...

Responses included **treating transit as a social uplifting tool that provides greater mobility and accessibility**. Respondents would like to see transit support the aging population, individuals with disabilities, and non-car users to uphold their participation in society and daily activities. Respondents also expressed the value of safety, a growing interest in active transportation, investing in green infrastructure, and building a healthier and inclusive community.

Prompt 3: My ideal transit trip would include...

Responses noted the importance of **better transit passenger waiting areas**, including safe, secure, heated sheltered transit stations with fare machines and adequate wayfinding. **Frequency of service, direct routes, effortless transfers, reliability and on-time service** were also noted. Some participants noted the importance of transit vehicles being safe, clean and comfortable, and include clear information with next stop, next bus and service delays.

One response noted that aerial rapid transit is innovative and can improve the traveller experience. Respondents also highlighted that rapid transit should support active transportation with nearby cycling and walking routes alongside efficiently placed stop locations.

Question 4: How are you moving along Simcoe Street?

Responses included almost an even split between walking/biking/transit and still relying on driving/use of motor vehicles. Two responses noted moving along Simcoe Street on an elevated platform/aerial rapid transit system.

Question 5: What do you see around you?

Responses noted narrower streets with a focus on pedestrian movements, street-side retail, amenities and restaurants which would support the community and businesses. Some responses noted increased traffic especially at the intersection of Simcoe Street and Taunton Road. Responses also included green spaces, neighbourhoods with higher densities, less space for cars and more for transit users, pedestrians and bikes.

Question 6: How do you feel in the space?

Responses indicated feeling comfortable, safe, and stress-free in a less motor vehicle dependent future Simcoe Street corridor. Some responses had mixed feelings and were unsure.

3.3 Interactive Map

The study website included an interactive map which provided participants with the opportunity to place a point on the study map and leave a comment. A total of 4 comments were received during the second round of public consultation. Comments are summarized in **Exhibit 3-4**:

Exhibit 3-4: Summary of topics from interactive study map

Topic	Question and Comment Summary
Modal Shift	• Responses noted that current travel is most often by car and bicycle but would travel by transit if it was more frequent.

Topic	Question and Comment Summary
Rapid Transit Design	• Suggestion to convert Centre Street between Brock Street West and Fairbanks Street to a two-way street and convert Simcoe Street to allow only buses and local traffic. • Recommendation to create a short section of bus-only corridor south of Brock Street, requiring all other vehicle traffic to go via a new two-way Centre Street.
Transit Usage	• Comment that students rely heavily on transit. • Comment that there are long wait time for buses which are often full during peak hours, particularly around Durham College and Ontario Tech University.

3.4 Additional Feedback

The questions and comments received through phone and email between November 16, 2022 and January 9, 2023 included:

- Requests to join the study mailing list to stay notified of all project updates;
- Requests to extend the study limits to include Simcoe Street South of Highway 401 to the Lakeview Park Beach; and
- Concerns that dedicated space for buses will result in increased traffic congestion.
- Interest in whether there are any route plans at this time and whether a traffic impact study will be completed as part of this study. Concern that vehicle traffic will look for alternative routes, using adjacent roads that run parallel to Simcoe Street.

4 Summary

The purpose of this consultation was to capture the community's needs and hopes for the future. The engagement, which was designed to be interactive, aimed to better understand what is important to people who

live, work, study, and travel along Simcoe Street. The study team asked the community to envision and describe the future of Simcoe Street. The input collected from this round will be used to draft an evaluation framework that reflects the community objectives, values, and visioning to support open and transparent decision-making.

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Overall, public feedback showed varying levels of support for rapid transit on Simcoe Street. The input collected from the community during this round of consultation will be used to draft an evaluation framework. The comments and concerns collected from the community includes:

- Accommodating population growth, attracting new development, and strengthening Oshawa's core;
- Move people quickly and smoothly with dedicated space for transit, frequent transit service, frequent stops with enhanced passenger shelters and real-time service information;
- Potential for improved and affordable housing along Simcoe Street;
- Potential for transit to create new jobs and opportunities;
- Potential for a more sustainable future with electric transit vehicles, reduced traffic on Simcoe Street, space for cycling and walking, and more transit service in the surrounding areas;

- Opportunity to make Simcoe Street more age-friendly with transit that is easily accessible;
- Concerns for potential increase in noise;
- Concerns for transit reliability and smooth connections; and
- Concerns for property impacts, in particular for heritage structures.

A third round of consultation is planned for Spring 2023.

Appendix A – Notice of Study Commencement

Simcoe Street Rapid Transit Visioning Study and Initial Business Case (IBC) – In The City of Oshawa and The Regional Municipality of Durham Region

Notice of Study Commencement

Works Department | **November 08, 2022** | **Public Notice**

The Regional Municipality of Durham's 2017 Transportation Master Plan and Metrolinx's 2041 Regional Transportation Plan both identify the need for higher order transit along Simcoe Street between Highway 407 and the future Ritson GO Station (adjacent to Olive Avenue) in the City of Oshawa.

In order to identify the most suitable form of transit and its associated benefits for the Simcoe Street corridor between Highway 407 and Lakeview Park Beach, Durham Region in partnership with the City of Oshawa have initiated a Visioning Study and an Initial Business Case (IBC), which will guide how Simcoe Street will evolve and grow, with a focus on mobility, sustainability, equity, economic opportunity, and land use.

Engagement with interested parties and the public is an important component of the Study. Based on initial feedback from the community, the Visioning Study's project boundary has been extended further south to include Olive Avenue to Lakeview Park Beach. Further details about the Study can be found at www.SimcoeStreetRapidTransit.ca. Interested parties can leave a comment on the interactive map on the Study website, and can stay up to date on key milestones by joining the mailing list. If you have any comments or questions, or require accessible accommodations to participate in this Study, please feel free to contact the project team by phone at 905-668-7711 extension 2198 or by email at simcoe@durham.ca.

In-person community pop-up events will be organized in mid to late November 2022. The time and venue of these pop-up community engagement events will be posted on the Study's website and announced via Durham Region and City of Oshawa's public service announcements (PSAs) and social media channels.

To help advance the progress of the Study, relevant fieldwork investigations such as topographic and utility investigation surveys will be undertaken between November 2022 and Summer 2023. Traffic disruptions will be minimized where possible to ensure timely and safe completion of the on-site works.

If you would like to unsubscribe from receiving future notifications about the Simcoe Street Rapid Transit Visioning Study, please notify us and your contact information will be removed from our distribution list.

Sincerely,

Kamrul Islam, Project Manager
Works Department, The Regional Municipality of Durham Region
Kamrul.islam@durham.ca

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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Updated Simcoe Street Rapid Transit Visioning Study and IBC Area Map

Appendix B – Consultation Round 2 - Flyer

March 6, 2023

DURHAM REGION

Simcoe Street Rapid Transit Visioning Study

Simcoe Street is one of the busiest transit routes in Durham Region. We are studying how to get you moving faster.

Come see us at any one of these locations to learn more about the types of rapid transit and share your feedback!

To learn more, visit SimcoeStreetRapidTransit.ca

If you have any comments or questions, or require accessible accommodations, call or email us:

905-668-7711 extension 2198 Simcoe@durham.ca

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

DATE	TIME	LOCATION
November 16, 2022	3:30 to 6 p.m.	Oshawa Public Library, McLaughlin Branch — 65 Bagot Street, Oshawa
November 23, 2022	11 a.m. to 1 p.m.	Oshawa Public Library, Jess Hann Branch — 199 Wentworth Street West, Oshawa
November 23, 2022	5 to 7 p.m.	Holiday Inn Express & Suites Oshawa — 67 Simcoe Street North, Oshawa
November 30, 2022	Noon to 2:30 p.m. and 3 to 6 p.m.	Oshawa Centre (near Urban Planet) — 419 King Street West, Oshawa

Appendix C – City of Oshawa Economic Development e-newsletter to downtown businesses

March 6, 2023

SHARE:

Join Our Email List

If this information is required in an accessible format, please contact Service Oshawa; Tel: 905-436-3311, email: **service@oshawa.ca**, or in person at City Hall (50 Centre St. S.).

You are receiving this information because you are a downtown stakeholder within the City of Oshawa. This monthly newsletter will provide you with the latest Downtown Oshawa updates. We want to hear your feedback and ideas. Reach out to **business@oshawa.ca**

Region hosting community events; seeks input about Simcoe Street Rapid Transit Visioning Study

The Region of Durham and the City of Oshawa are working together on the Simcoe Street Rapid Transit Visioning Study and an Initial Business Case (IBC); seeking input from residents to help identify the most suitable form of rapid transit and associated benefits for the Simcoe Street corridor—between Highway 407 and Lakeview Park Beach.

Durham Region will be hosting a series of pop-up community events in November; an opportunity for residents to provide feedback on what is most

important when it comes to rapid transit in our area. Residents will also learn about the types of rapid transit available, equity in transit, and why the Region is exploring the possibility of rapid transit in Oshawa.
Residents are invited to take part in the following sessions:

Wednesday, November 16 from 3:30 p.m. to 6 p.m.
Oshawa Public Library, McLaughlin Branch, 65 Bagot Street, Oshawa

Wednesday, November 23 from 11 a.m. to 2 p.m.
Oshawa Public Library, Jess Hann Branch, 199 Wentworth Street West, Oshawa

Wednesday, November 23 from 5 p.m. to 7 p.m.
Holiday Inn lobby, 67 Simcoe Street North, Oshawa

Wednesday, November 30 from noon to 2:30 p.m. and 3:30 p.m. to 6pm
Oshawa Centre (between Urban Planet and Country Lane), 419 King Street West, Oshawa

Visit **SimcoeStreetRapidTransit.ca** to sign up for a mailing list and stay up to date on key milestones and opportunities to get involved. More information, including dates and locations of the community events, is also available on the project web page.

Stay informed on the latest news and information about Economic Development Services at the City of Oshawa by subscribing to the **Business & Investment news feed**. Additionally, follow Economic Development Services on Twitter **@InvestOshawa** and Downtown Oshawa on Instagram **@oshawadowntown**. Learn more at **Oshawa.ca/Business**.

Connect with us:

Call Us: 905-436-3311
Email Us: Business@oshawa.ca

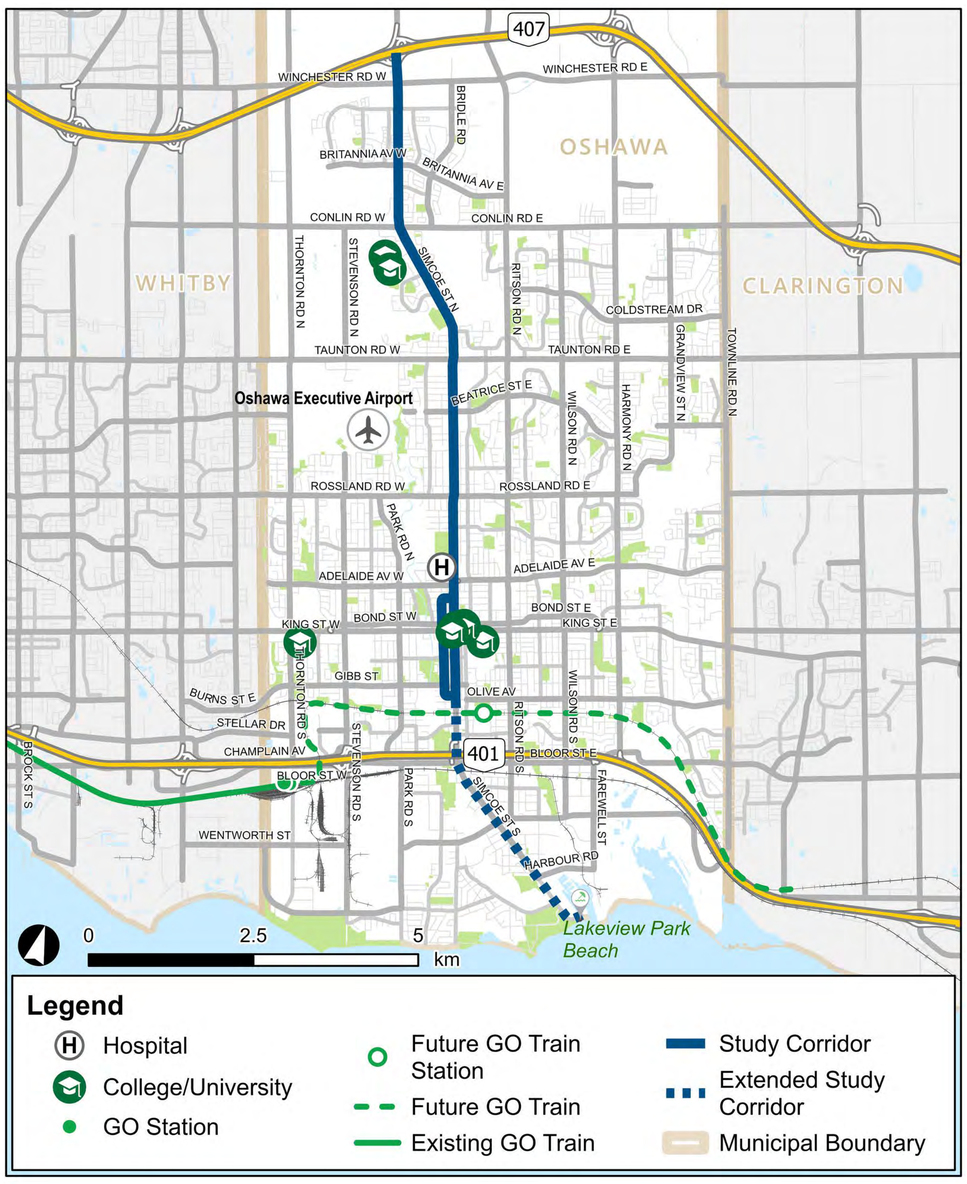
Visit our website

Appendix D – Display Boards

March 6, 2023

Simcoe Street Rapid Transit Visioning Study

Durham Region and the City of Oshawa are working together on a Visioning Study that will identify a suitable form of Rapid Transit along Simcoe Street between Highway 407 and Lakeview Park Beach, with a connection at the proposed Central Oshawa (Ritson) GO Station. The Study will produce both a vision and an Initial Business Case to guide how Simcoe Street will evolve and grow, with a focus on mobility, sustainability, equity, economic opportunity, and land use.



Study Corridor and Context.

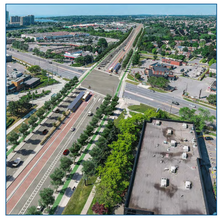
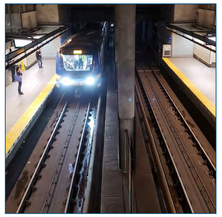
Public consultation began in September 2022. Here's what we've heard so far:

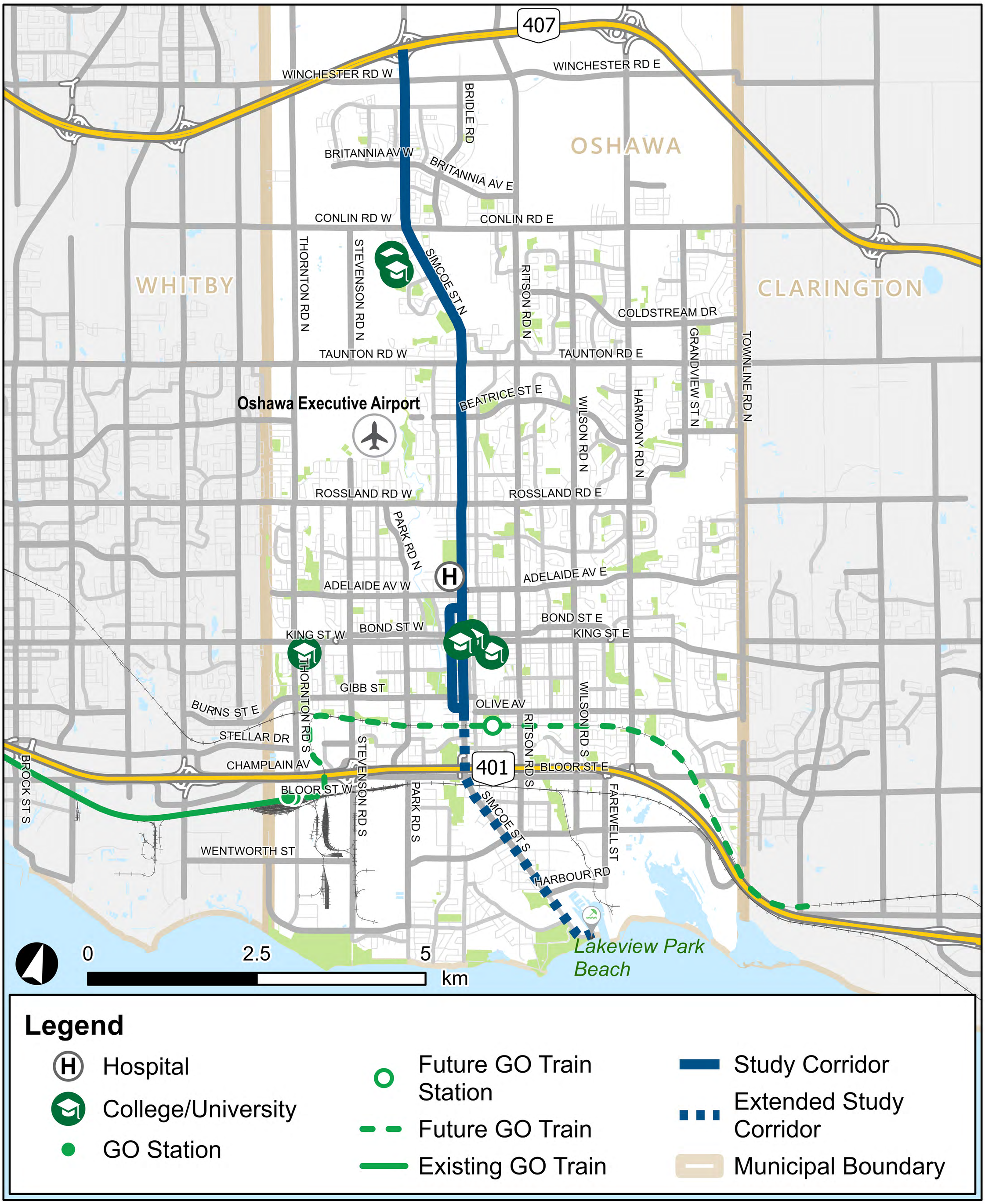
- There is interest and excitement at the prospect of Rapid Transit along Simcoe Street.
- Transit reliability, frequency, and carrying capacity are current issues along Simcoe Street.
- Earlier and later transit operation will be essential as the City of Oshawa grows.
- There are questions about if Simcoe Street is wide enough to accommodate Rapid Transit.
- The Study should explore active transportation, including road safety for vulnerable users.
- Connections to GO Transit and the broader region are important to consider.
- There are concerns about disruptions caused by construction of Rapid Transit.

Visit SimcoeStreetRapidTransit.ca for more information about the Study and interactive engagement activities.

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

Types of Transit

	Relative Cost to Construct	Standard Carrying Capacity (people per direction per hour)	Real World Examples	User Experience	Typical Density Nearby
Buses in Mixed Traffic • Existing Durham Region Transit PULSE system. • Transit operates in the same lanes as general traffic. • Transit stops are 400 to 600 metres apart. • Potential to make minor improvements to increase efficiency and respond to demand, such as additional buses, smart traffic signals and queue jump lanes at intersections. • Limited opportunity to increase frequency and capacity results in limited ability to attract ridership and support growth. Additional buses may contribute to traffic congestion.		Buses: 0 – 40,000		**"I can get where I need to go, but I wish that buses didn't get stuck in traffic."**	**Low to Medium** **Low-rise residential buildings, small-scale retail and employment uses**
At-Grade Rapid Transit • Examples: Durham-Scarborough Bus Rapid Transit, Hurontario Light Rail Transit. • Transit operates in dedicated lanes, separate from general traffic. • Transit stops are 600 to 800 metres apart and located at a traffic signal. • Smart traffic signals prioritize transit lanes to provide more reliable transit travel times. • Dedicated space enables more frequent and higher capacity transit, which attracts ridership and supports growth and requires some widening along the corridor and at stations.		BRT: 0 – 40,000 LRT: 0 – 40,000		**"When I take rapid transit, passing all the cars stuck in traffic is such a great feeling. The stops are easy to get to, even when I'm pushing the stroller."**	**Medium** **Attached housing, low-rise apartments, some larger buildings containing offices and other employment uses**
Aerial Rapid Transit • Examples: Vancouver SkyTrain, Edmonton Valley Line Light Rail Transit, Simon Fraser University Gondola. • Transit operated on an elevated structure next to or over the roadway. • Transit stops are 800 to 1500 metres apart and require land next to the roadway. • Exclusive transit infrastructure provides the most reliable transit travel times. • Elevated transit infrastructure enables more frequent and higher capacity transit, which attracts ridership, supports growth, and makes room for more active transportation and public space at street level.		Gondola: 0 – 40,000 LRT: 0 – 40,000 Monorail: 0 – 40,000		**"The view from up here is amazing. I can watch the sunrise on my way to the office downtown."**	**Medium to High** **Attached housing, mid-rise apartments, mid-rise buildings containing offices and other employment uses**
Underground Rapid Transit • Examples: Eglinton Crosstown Light Rail Transit, Toronto Subway System. • Transit operates in a tunnel below the roadway. • Transit stops are 800 to1500 metres apart and require land next to the roadway. • Exclusive transit infrastructure provides the most reliable transit travel times. • Underground transit infrastructure enables more frequent and higher capacity transit, which attracts ridership, supports growth, and makes room for more active transportation and public space at street level.		LRT: 0 – 40,000 Subway: 0 – 40,000		**"Riding underground must be the fastest form of transit. And my local bus is usually waiting at the surface to take me the rest of the way."**	**High** **Mid- to high-rise apartment buildings, office buildings and mixed-use buildings**



Legend

- Hospital
- College/University
- GO Station
- Future GO Train Station
- Future GO Train
- Existing GO Train
- Study Corridor
- Extended Study Corridor
- Municipal Boundary

Place a RED dot where you live

Place a YELLOW dot where you work/study

Place a BLUE dot on any other important location(s) you travel to frequently (volunteering, shopping, visiting)

Imagine Simcoe Street in 30 years...

I'm hoping that Rapid Transit on Simcoe Street will…

Community values that need to inform this project are...

My ideal transit trip would include...

Imagine Simcoe Street in 30 years...

How are you moving along Simcoe Street?

What do you see around you?

How do you feel in this space?