



Simcoe Street Rapid Transit Visioning Study

Public Consultation Round 3



IBI GROUP

Prepared for The Regional Municipality of Durham
by Arcadis IBI Group

May 25, 2023

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Executive Summary

The third round of public consultation for the Simcoe Street Rapid Transit Visioning Study took place in March 2023. This included two (2) in-person Public Information Centres (PICs) on March 28 and 29, and one Interested Parties (invite only) event on March 30, 2023. The in-person events attracted over 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:

- Present the Study's Vision Statement and Guiding Principles, which were developed based on input received from two (2) earlier rounds of public consultation; and
- Gather the public's perspective on the ability of different rapid transit options to meet the 2051 vision of Simcoe Street in Oshawa.

The in-person events were structured to include several interactive stations. Participants had the opportunity to indicate which guiding principles are most important to them. Participants also had the opportunity to provide local knowledge on future opportunities and existing constraints along Simcoe Street using large maps. Three (3) rapid transit technology stations informed participants about:

- Aerial: Monorail / Gondola;
- At-grade: Light Rail Transit (LRT) / Bus Rapid Transit (BRT); and
- Underground: Subway.

An evaluation framework that satisfies the Study's Initial Business Case (IBC) requirements and incorporates the community-driven vision and guiding principles was presented. The study team's preliminary evaluation was provided for each of the three (3) technologies. Participants were asked to apply a simplified version of the evaluation framework to the technologies presented. The feedback received will help the study team recommend which options to carry forward to 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 14 days, and an online survey for interested parties to provide their input. As of April 16, 2023, the website had nearly 2,400 unique visitors.

Overall, public feedback showed varying levels of support for the different types of rapid transit technologies. The input collected from the participants during this round of consultation will inform future concept plans and recommendations on which options to carry forward to the Initial Business Case. A fourth round of consultation is planned for Fall 2023. Common comments and concerns collected from the participants included:

- Excitement related to economic opportunities that a rapid transit investment could bring to downtown Oshawa and improved transit service to connect the north and south areas of Simcoe Street;
- 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 properties along Simcoe Street;
- Concerns about traffic congestion if a vehicle lane is removed for rapid transit;
- Concerns with costs associated with this project;
- Concerns for property impacts, in particular for heritage properties,
- Concerns for backyard privacy impacts from aerial options;
- More support for at-grade and aerial technology options compared to underground or no rapid transit; and
- General agreement that No Rapid Transit would not achieve the Guiding Principles, nor fit the vision for the future of Simcoe Street.

1 Project Overview

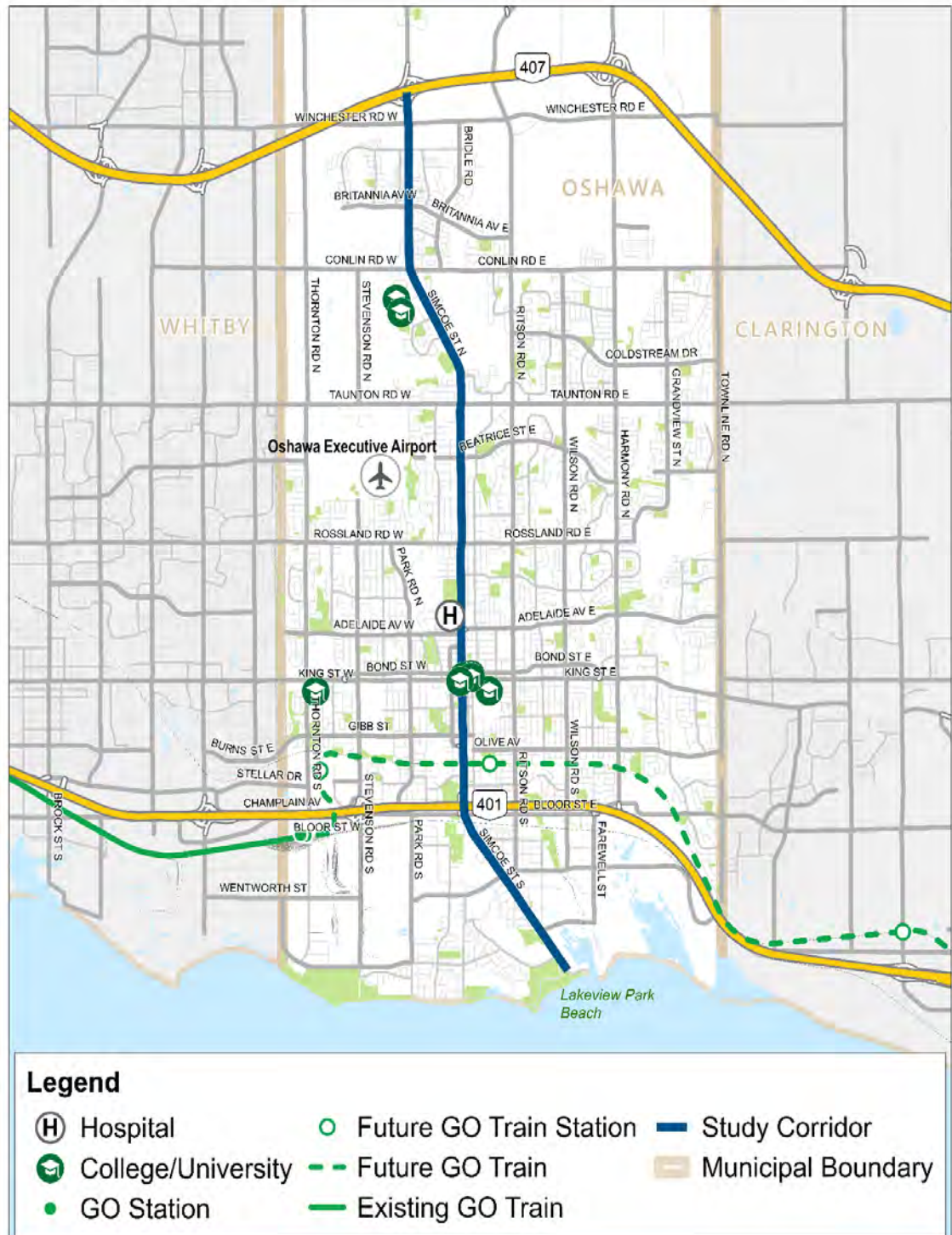
The Region of Durham (“Region”) is set to accommodate 1.3 million people and 460,000 jobs by 2051. A growing Region requires a transportation system that continues to add capacity for the safe, efficient, and reliable movement of people and goods in a sustainable manner. The Region’s 2017 Transportation 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. This report summarizes the third round of public consultation activities and feedback received between March and April 2023, including the online survey form that was open between March 28 and May 19, 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 March 13, 2023.

An e-mail blast was circulated to all interested parties including Indigenous Nations and Elected officials on March 16, 2023.

Oshawa's Economic Development team shared project information and contact for the Simcoe Street Rapid Transit Visioning Study in their March 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://yourvoice.durham.ca/simcoe-street-rapid-transit-visioning-study>
- City of Oshawa study web page: <https://www.oshawa.ca/en/city-hall/development-studies.aspx>
- A public service announcement (PSA) was shared by the Region on March 14, 2023: <https://www.durham.ca/en/news/join-us-for-an-in-person-public-information-centre-about-the-simcoe-street-rapid-transit-study.aspx>
- A PSA was shared by the City of Oshawa March 14, 2023: <https://www.oshawa.ca/en/news/join-us-for-an-in-person-public-information-centre-about-the-simcoe-st-rapid-transit-study.aspx>
- Approximately 23,000 direct mail notices mailed out to residents and businesses in Oshawa (**Appendix A**)
- Mail out notices were delivered during the week of March 13, 2023

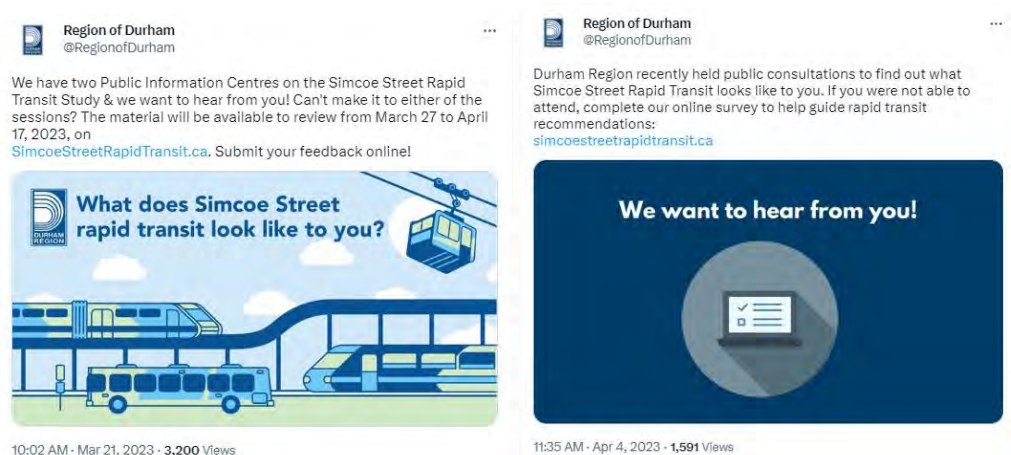
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- City of Oshawa Economic Development Business Quarterly e-newsletter to downtown businesses sent March 13, 2023 (**Appendix C**): <https://myemail.constantcontact.com/March-Quarterly-Oshawa-Business-Newsletter.html?soid=1131551909496&aid=D4kBiJqglq4>
- Email invitations were sent to the study stakeholder list (over 65 contacts) on March 13, 2023.
- Social media posts (Exhibit 2-1 and Exhibit 2-2)

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, Twitter, LinkedIn	29,202	381	319	655	2.2%

Exhibit 2-2: Durham Region's Social Media Posts with PIC 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. Photos of the in-person events are shown in Exhibit 2-4 to Exhibit 2-6.

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Exhibit 2-3: Summary of Consultation Activities and Participation

Activity	Date	Participation
PIC #3 (Public Event)	March 28, 2023	Approximately 55 individuals signed-in Estimated 60+ participants
PIC #3 (Public Event)	March 29, 2023	Approximately 30 individuals signed-in Estimated 40+ participants
Online Survey Form	March 28, 2023 to May 19, 2023	38 responses
Email/Phone	January 9, 2023 to April 27, 2023	15 comments received via email 4 phone calls
Study Website	September 8, 2022 (launch date) to April 16, 2023	2,393 unique visitors
Digital billboards	March 6, 2023	Billboard signs at Taunton Road North and Simcoe Street North
City of Oshawa Economic Development e-newsletter	March 13, 2023	Sent to 749 Oshawa business contacts (50 per cent open rate)
Durham Region social media posts	Social media campaign: March 14, 2023 – March 29, 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

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Activity	Date	Participation
		Facebook: 17K followers LinkedIn: 28K followers

Exhibit 2-4: Photos of participation at PIC #3 Event (March 28, 2023)



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Exhibit 2-5: Photos of participation at PIC #3 Event (March 29, 2023)

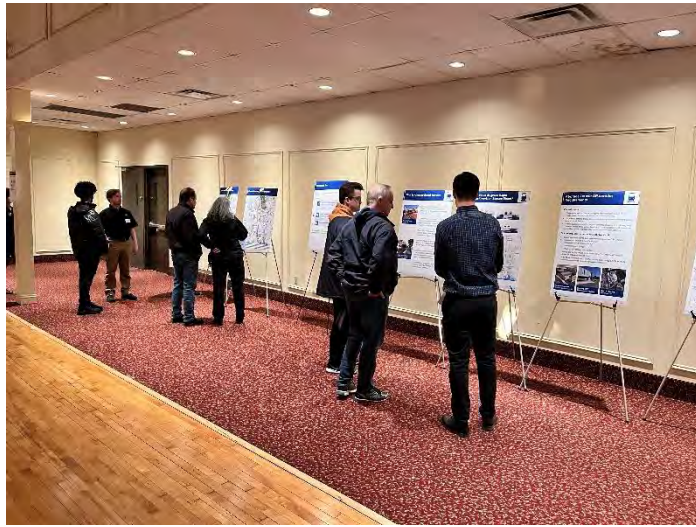


Exhibit 2-6: PIC#3 Stakeholder Event (March 30, 2023)



3 Feedback Summary

3.1 Public Information Centres and Online Survey

For the third round of public consultation, the project team held two (2) in-person Public Information Centres (PICs) on March 28 and March 29, 2023.

A survey was available on the project website for the public between March 28, 2023 to May 19, 2023. The online form was a simplified version of the interactive boards displayed at the PICs. A total of 10 questions were included in the survey. A total of 28 responses were received and are summarized below 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 and displayed three (3) types of rapid transit technologies with interactive activities. The types of rapid transit technologies included at-grade rapid transit, aerial rapid transit, and underground rapid transit. High-level information for each rapid transit type was presented, including potential station locations, off-corridor transit requirements, and the evaluation framework. The display boards are provided in **Appendix D**.

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

- Station 1: Participants were asked to map where they live, work, or other frequent destinations;
- Station 2: Participants had the opportunity to indicate which of the guiding principle themes are most important to them;
- Station 3: Participants had opportunity to provide their local knowledge on future opportunities and existing constraints along Simcoe Street using sticky notes on large maps;
- Station 4: A rapid transit technology tour was set up to inform participants about the various types of rapid transit technologies. These technologies included: Aerial: Monorail / Gondola; At-grade:

Light Rail Transit (LRT) / Bus Rapid Transit (BRT); and Underground: Subway.

Multiple interactive activities with questions were posed to participants via the in-person display boards and online survey questions. These activities were well received, and a summary of responses can be found below.

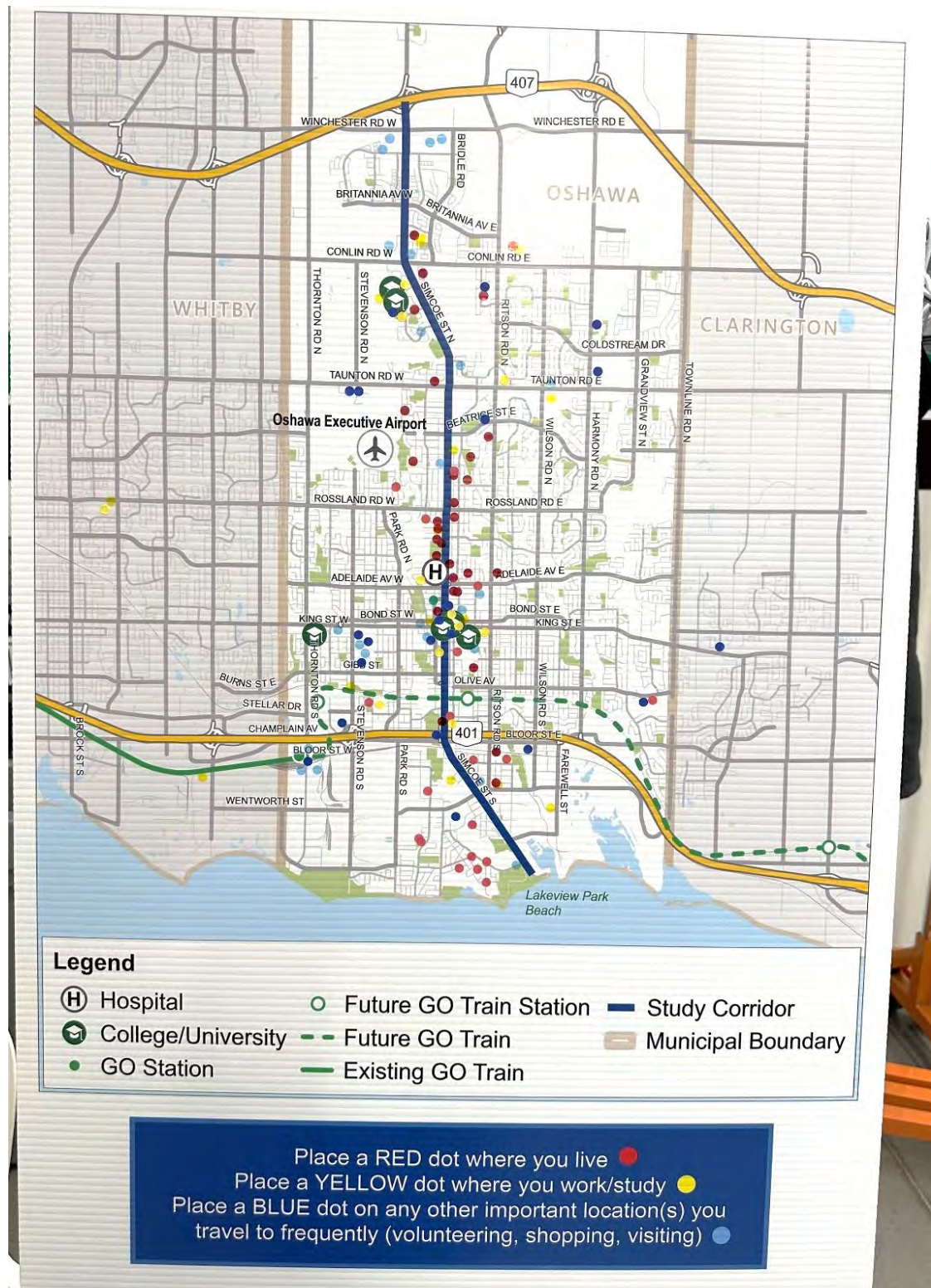
3.1.1 Station 1: Map of live, work, or other frequent destinations

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 visit along Simcoe Street.

The resulting map (Exhibit 3-1) shows clusters of activity along Simcoe Street, notably between Beatrice Street and Downtown Oshawa. School and workplaces are concentrated around Ontario Tech University and Durham College or between Olive Avenue and Bond Street West. Other destinations include the RioCan Windfields shopping centre, and the Oshawa Centre, and the existing Oshawa GO station.

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Exhibit 3-1: Interactive Study Area Map from March 28 and 29, 2023



3.1.2 Station 2: Which of the Guiding Principle Themes are most important to you?

Through the in-person interactive dotmocracy board (Exhibit 3-2) and the online survey, participants generally noted that **Efficient and Connected Mobility** was the most important guiding principle, followed by **Healthy & Complete Communities** and **Environmental Sustainability** (Exhibit 3-3).

Exhibit 3-2: Vision Statement and Guiding Principles interactive board

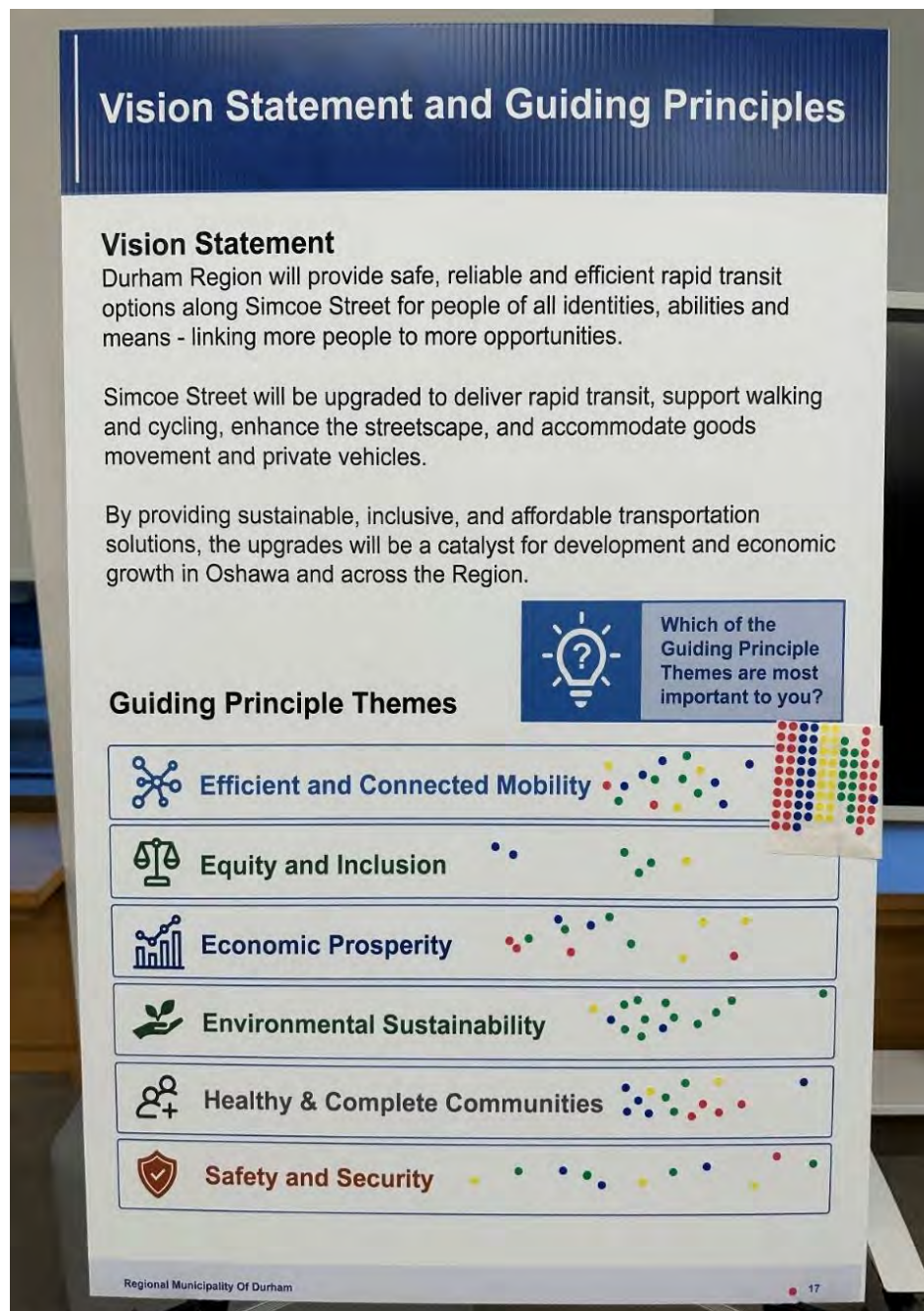
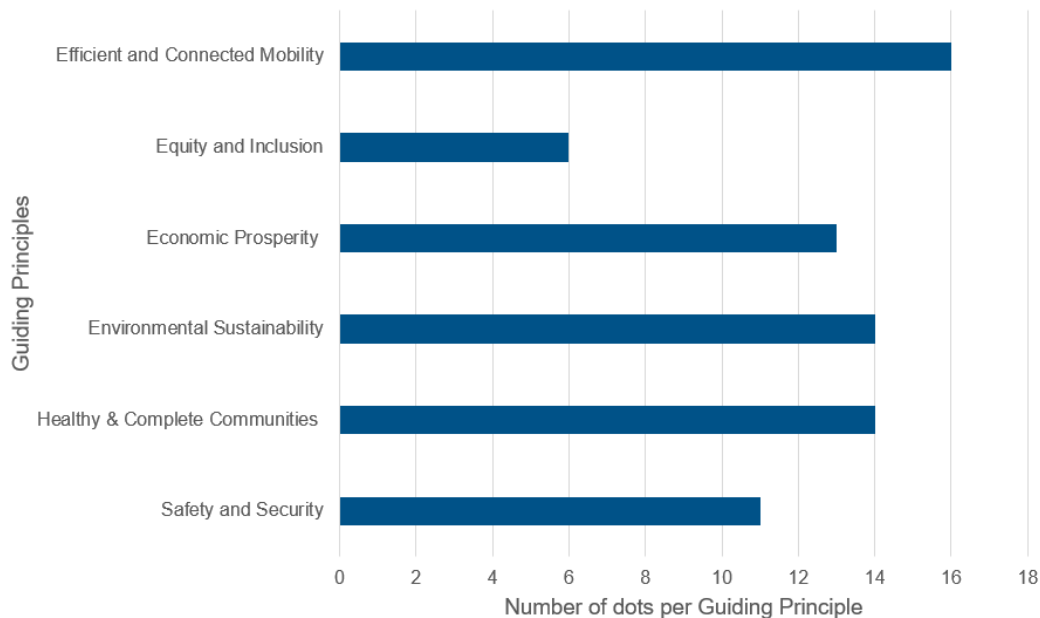


Exhibit 3-3: Guiding Principles participant ranking (in-person PIC)



3.1.3 Station 3: Opportunities and Destinations / Constraints and Considerations

Participants were encouraged to add their local knowledge to the map for Opportunities and Destinations. Through the in-person interactive board (Exhibit 3-4) and the online survey, participants provided specific opportunities and destinations:

Opportunities

- Extend rapid transit technology north to Port Perry
- Extend rapid transit technology north to Columbus Road due to upcoming growth and development
- Improve pathways/sidewalks and bus routes between King Street and Adelaide Avenue
- Improve bus connections for residents south of Bloor Street and a connection South Oshawa Community Centre
- Improve connections to and from south Oshawa
- Reduce environmental impacts by reducing the number of parking spots at Lakeview Park Beach.

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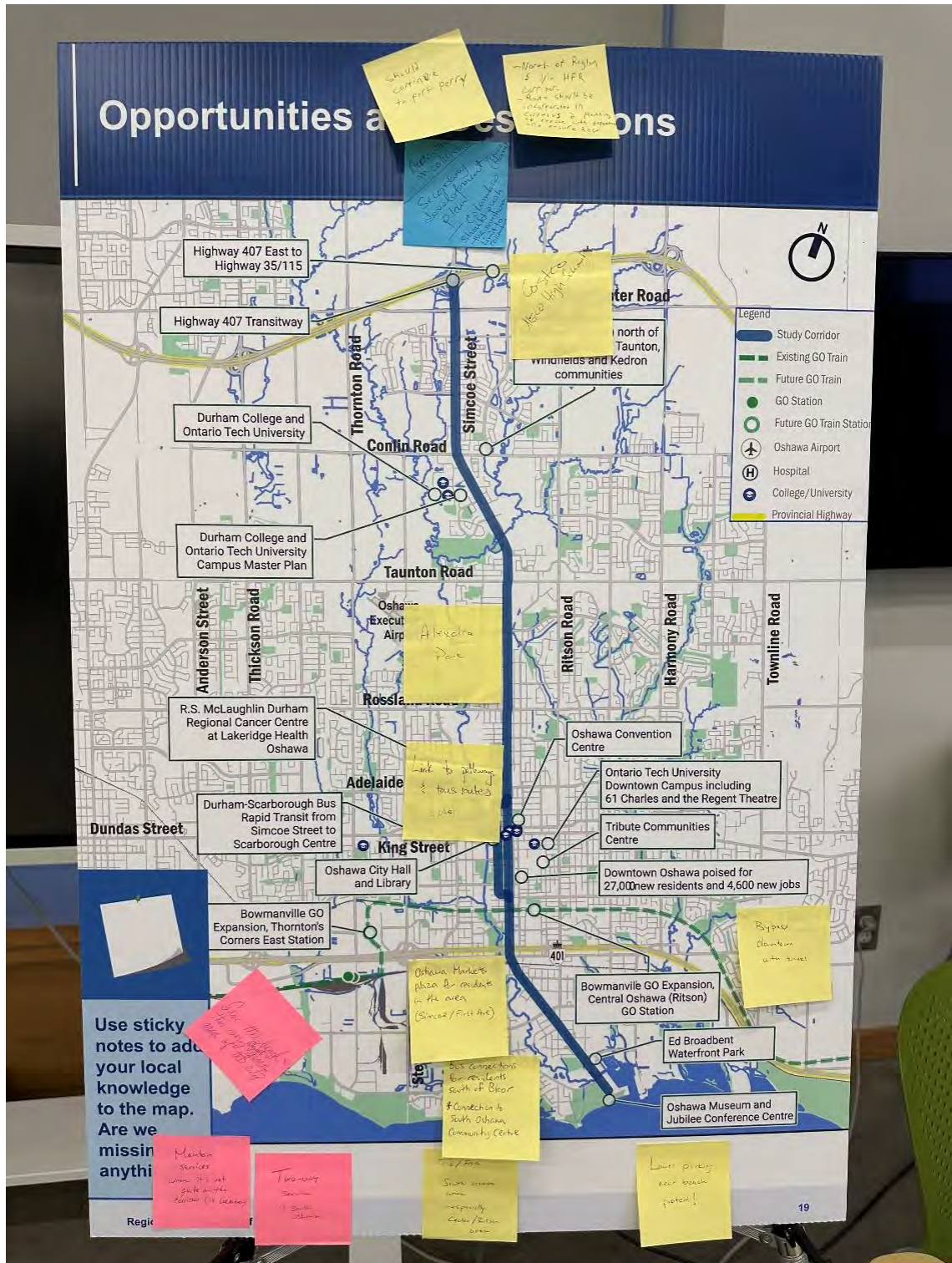
- Connect to the 916 DRT Pulse and 915 DRT Pulse bus routes. These routes provide big opportunities to connect people to and from rapid transit on Simcoe Street
- Connect to the east of Conlin Road to connect the new developments
- Industrial employment opportunities located in south Oshawa

Destinations

- Costco Wholesale Centre at 100 Windfields Farm Drive east
- New school at Windfields Farm Drive on the east side of Simcoe Street, Alexandra Park and Dr. S. J. Phillips School
- Oshawa Markets at First Avenue and Simcoe Street Street
- Shopping centre on Ritson Road at Adelaide Avenue
- Recommendation for a stop location at Simcoe Street and Rossland Road for connections to bus routes that connecting to schools, the Harmony Centre and a direct bus to Pickering GO station
- Parkwood Estate (270 Simcoe Street N.), Canadian Automotive Museum (99 Simcoe Street Street.), and The Ontario Regiment (RCAC) (53 Simcoe Street N.)
- Cedardale School
- The Robert McLaughlin Gallery
- Camp Samac
- Cedar Valley Conservation Area
- Oshawa Golf and Curling Club
- Oshawa Creek bike/walking trails

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Exhibit 3-4: Opportunities and destinations identified by participants

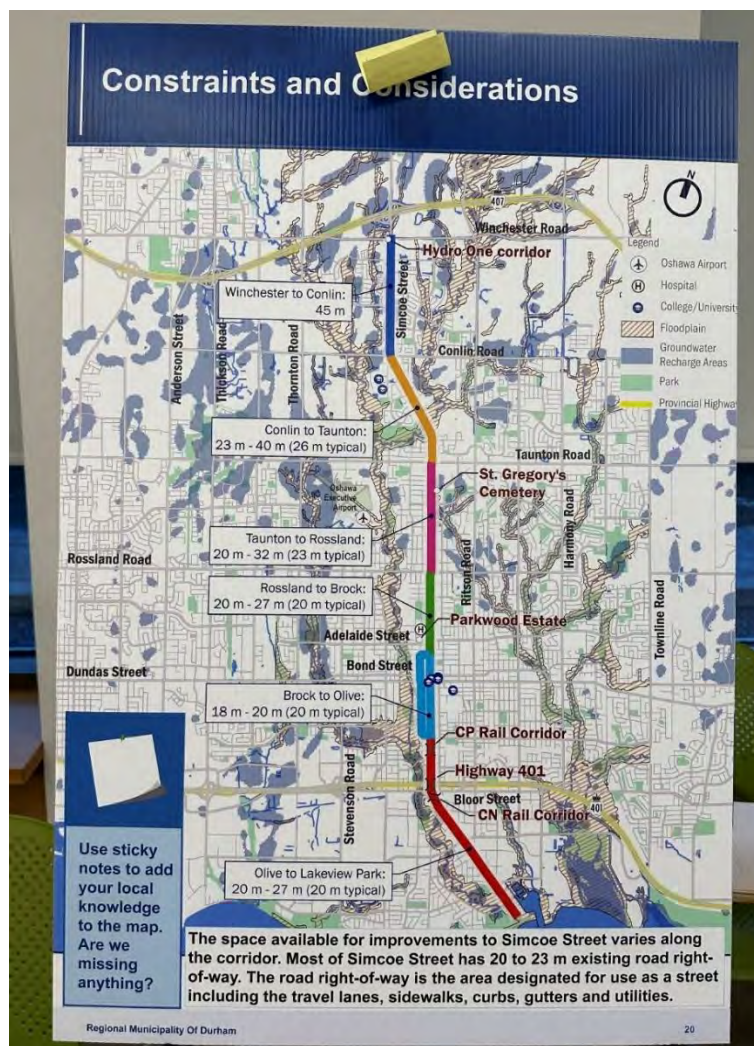


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Participants were also encouraged to add their local knowledge to the map for Constraints and Considerations. There were no additional constraints identified through the in-person interactive board (Exhibit 3-5). Through the online survey, participants provided specific comments:

- Would Simcoe Street south of Ritson Road to Lakeview Park have to be widened to accommodate rapid transit? How would transit turn around at the south end?
- Consider side street bike parking near stops if space isn't available right on Simcoe Street
- Consider the GO Station hub at the former Knob Hill Farms property

Exhibit 3-5: Constraints and considerations identified by participants



3.1.4 Station 4: Rapid transit technology tour

An evaluation framework that satisfies the Study's Initial Business Case (IBC) requirements and incorporates the community-driven vision and guiding principles was presented. Participants were provided information about the various types of rapid transit technologies, arranged into three groups:

- Aerial: Monorail / Gondola;
- At-grade: Light Rail Transit (LRT) / Bus Rapid Transit (BRT); and
- Underground: Subway

3.1.4.1 Feedback on Stop Locations

For each type of technology, participants were shown potential station locations and asked to provide their feedback. Feedback received for each type of transit and potential stop locations are summarized below.

Aerial Rapid Transit

- Support and agreement for potential aerial rapid transit stop locations presented;
- Area below the transit lines could be used as parks/greenspaces or have dedicated lanes for active transportation such as dedicated bike lanes;
- Request for a stop at the existing GO station until the new stations open;
- Concern that the station locations are too far apart;
- Concern that aerial transit option may be inaccessible for public with mobility requirements; and
- With the new Rio Can developments/Costco Wholesale Centre at the north end, request to extend the transit service rightward providing students and potential shoppers easier access to the newly built plazas.

At-grade Transit

- Support and agreement for potential at-grade stop locations presented;
- Support to have closer stop locations with frequent service; and
- Request for a connection to the existing GO station.

Underground Transit

- Agreement with the potential underground stop locations presented; and
- General opposition to potential underground transit stop locations due to expense, accessibility with fewer stop locations and disruptions during the construction phase.

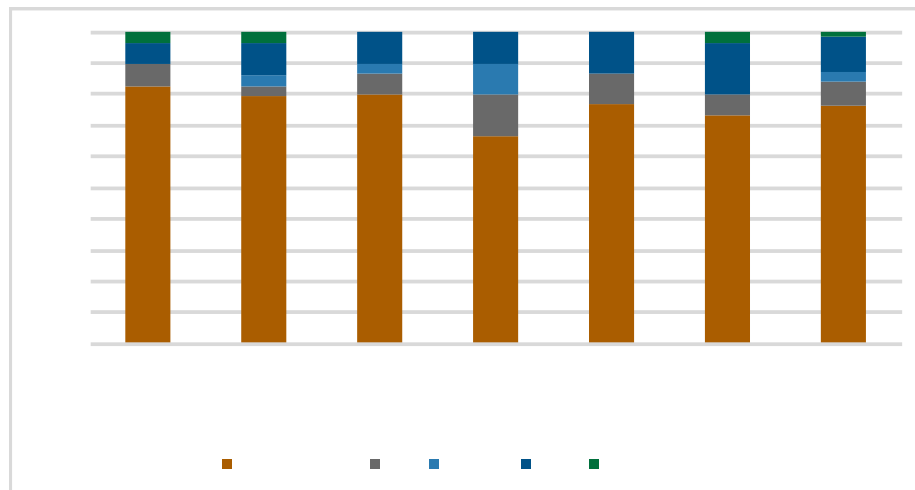
3.1.4.2 Public perception of transit technology across All Guiding Principles

The study team's preliminary evaluation was provided for each of the three (3) technology groups. Participants were asked to apply a simplified version of the evaluation framework to the technologies presented, including transit infrastructure and service structure.

A total of 82 results were received between the in-person events and online survey. Exhibit 3-6 to Exhibit 3-11 present the feedback received. This set of graphs presents the public perception of how each transit technology performs across all guiding principles.

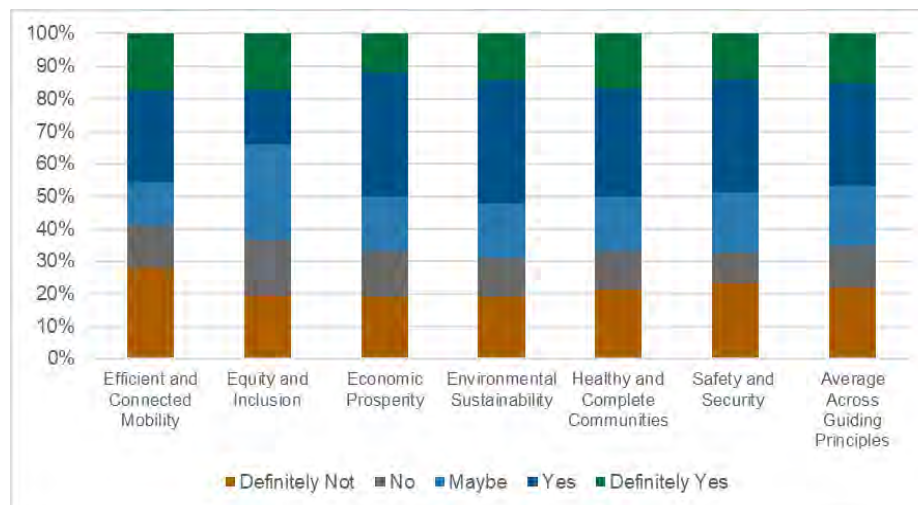
Based on the results presented in Exhibit 3-6, participant feedback shows that No Rapid Transit would not achieve the Guiding Principles, nor fit the vision for the future of Simcoe Street.

Exhibit 3-6: Public perception of No Rapid Transit across all guiding principles (based on 30 responses)



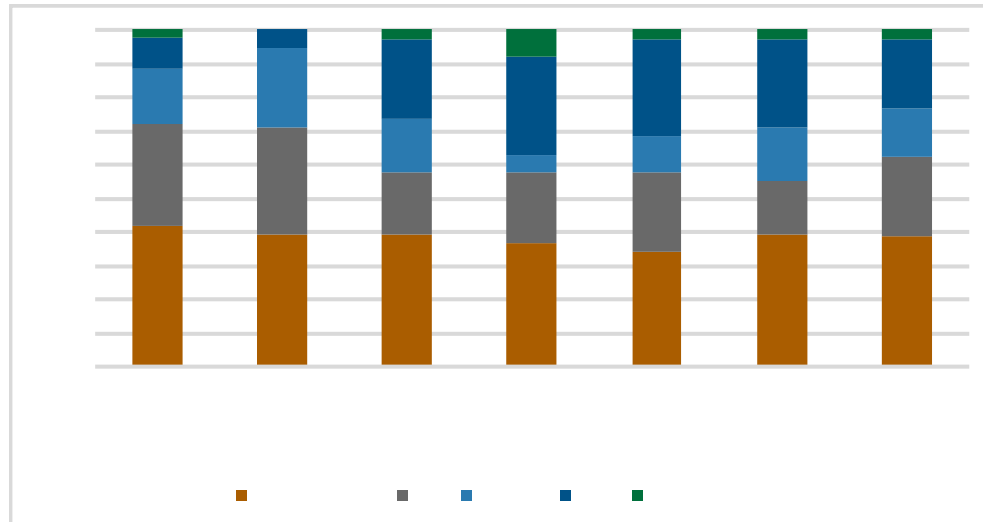
Based on the results presented in Exhibit 3-7, participant feedback shows that if Aerial Monorail is selected as the suitable rapid transit option for Simcoe Street, the technology would meet the vision and achieve the Guiding Principles.

Exhibit 3-7: Public perception of Aerial Monorail across all guiding principles (based on 46 responses)



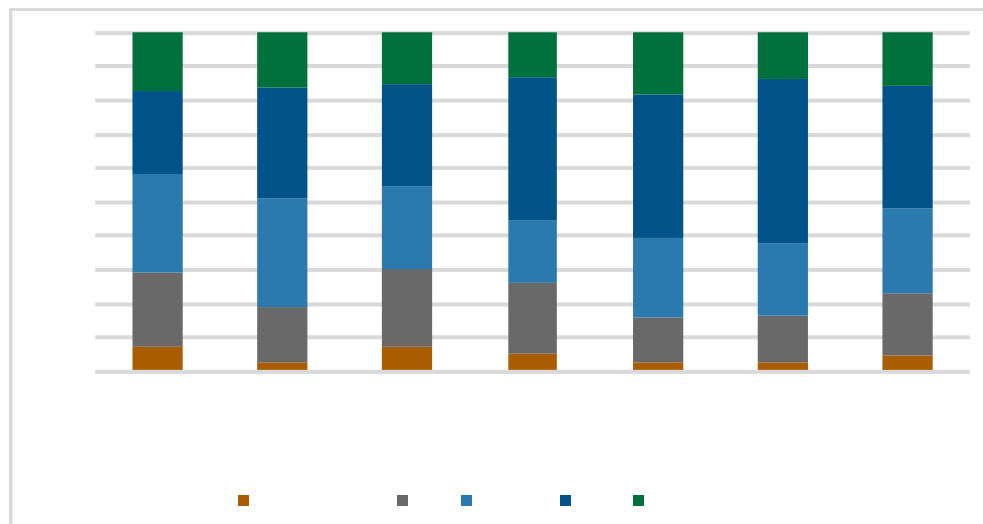
Based on the results presented in Exhibit 3-8, participant feedback shows that if Aerial Gondola is selected as the suitable rapid transit option for Simcoe Street, the technology would not meet the vision, nor successfully achieve the Guiding Principles.

Exhibit 3-8: Public perception of Aerial Gondola across all guiding principles (based on 43 responses)



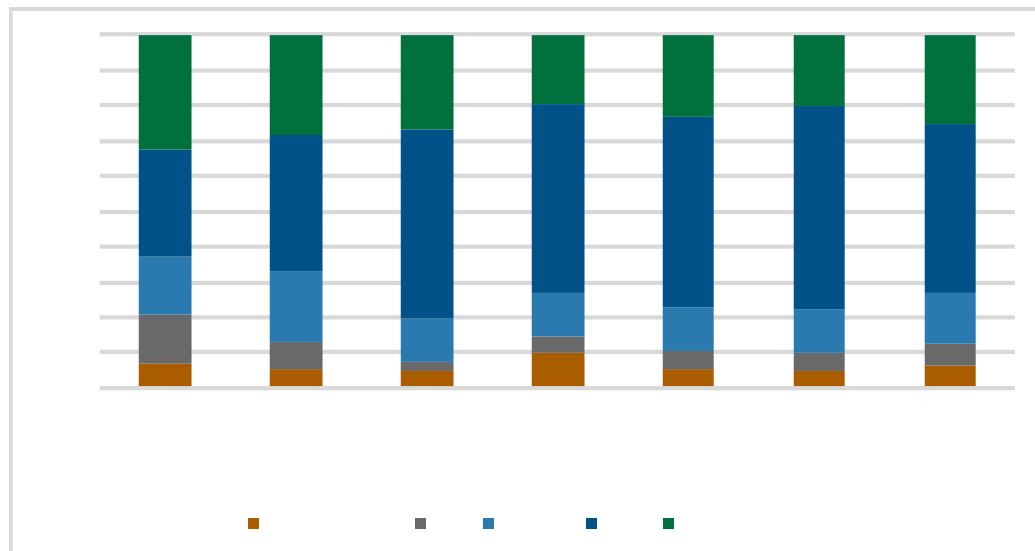
Based on the results presented in Exhibit 3-9, participant feedback shows that if At-grade Bus Rapid Transit is selected as the suitable rapid transit option for Simcoe Street, the technology would meet the vision, and achieve the Guiding Principles.

Exhibit 3-9: Public perception of At-grade Bus Rapid Transit across all guiding principles (based on 41 responses)



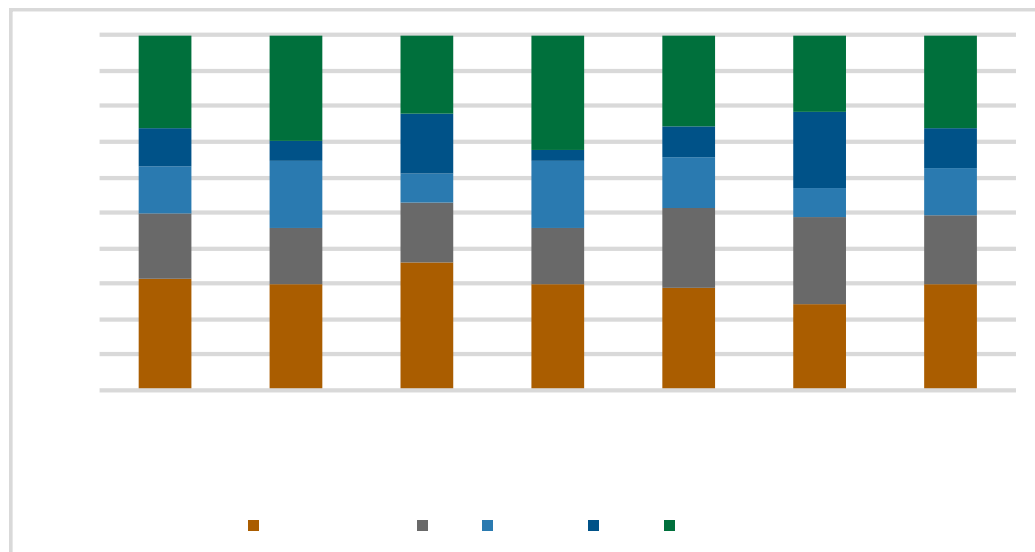
Based on the results presented in Exhibit 3-10, participant feedback shows that if At-grade Light Rail Transit is selected as the suitable rapid transit option for Simcoe Street, the technology would meet the vision, and successfully achieve the Guiding Principles.

Exhibit 3-10: Public perception of At-grade Light Rail Transit across all guiding principles (based on 43 responses)



Based on the results presented in Exhibit 3-11, participant feedback shows that if Underground Transit is selected as the suitable rapid transit option for Simcoe Street, the technology would not meet the vision, nor successfully achieve the Guiding Principles.

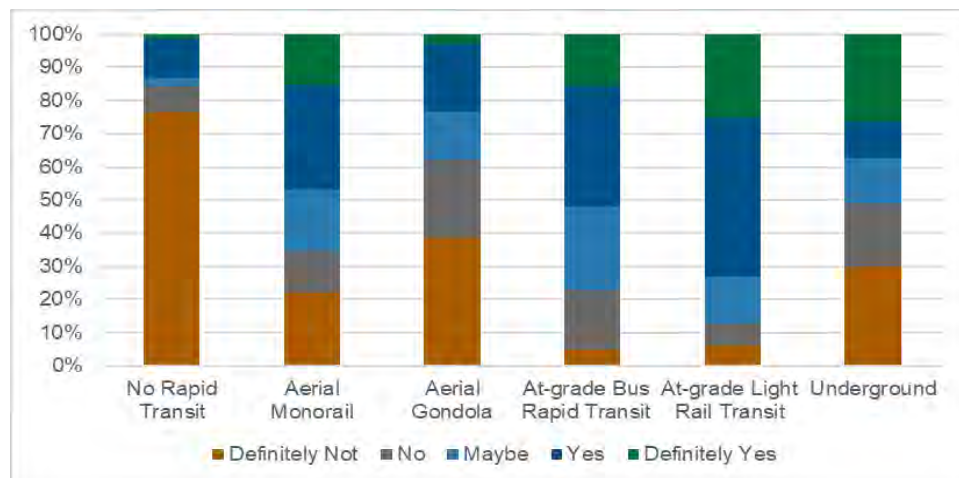
Exhibit 3-11: Public perception of Underground across all guiding principles (based on 38 responses)



The overall public perception of rapid transit and its ability to meet the vision and guiding principles is presented in Exhibit 3-12 and is based on the average of responses received. Based on the average of responses,

participant feedback shows that No Rapid Transit would not achieve the Guiding Principles, nor fit the vision for the future of Simcoe Street. The At-grade options received the most support, followed by Aerial Monorail, then Underground, then Aerial Gondola.

Exhibit 3-12: Average public perception of transit technologies across all guiding principles

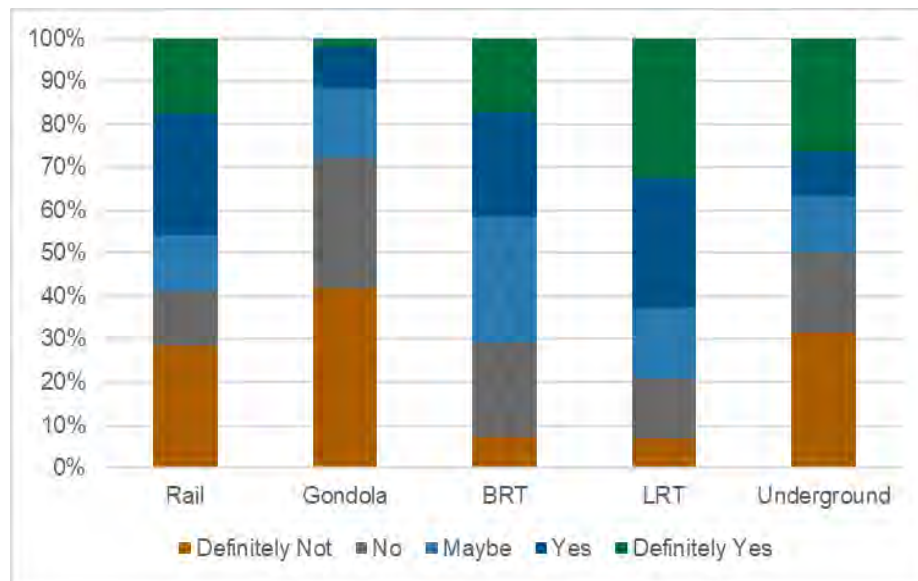


3.1.4.3 Comparison of transit technology for each Guiding Principle

The same 82 results received were used to create second set of graphs. This set of graphs compares the public's perception of how each transit technology performs for each guiding principle. Exhibit 3-13 to Exhibit 3-18 presents the comparison based on feedback received.

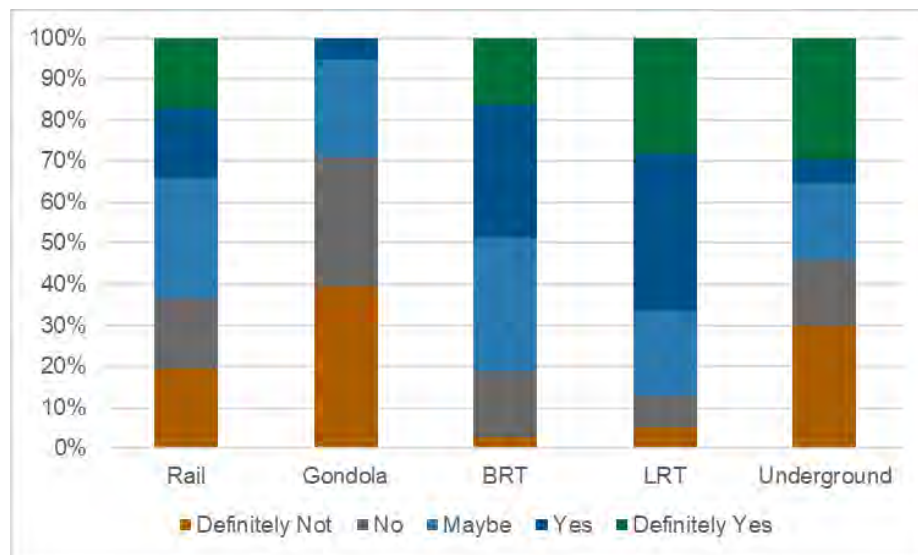
Based on the results presented in Exhibit 3-13, participant feedback based on Efficient and Connected Mobility shows the most support for At-grade Light Rail Transit or Bus Rapid Transit and the least support for Aerial Gondola.

Exhibit 3-13: Comparing the public perception of rapid transit technology for Efficient and Connected Mobility (based on 46 responses)



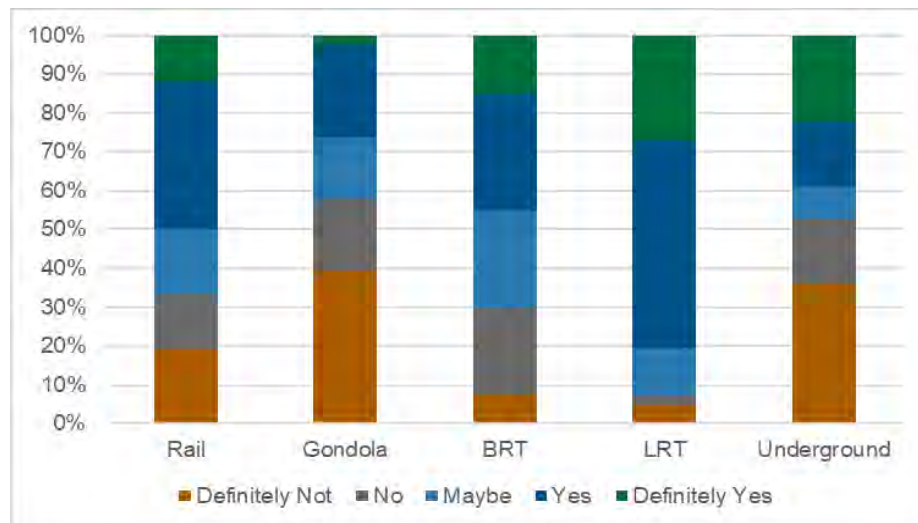
Based on the results presented in Exhibit 3-14, participant feedback based on Equity and Inclusion shows the most support for At-grade Bus Rapid Transit or Light Rail Transit and the least support for Aerial Gondola.

Exhibit 3-14: Comparing the public perception of rapid transit technology for Equity and Inclusion (based on 41 responses)



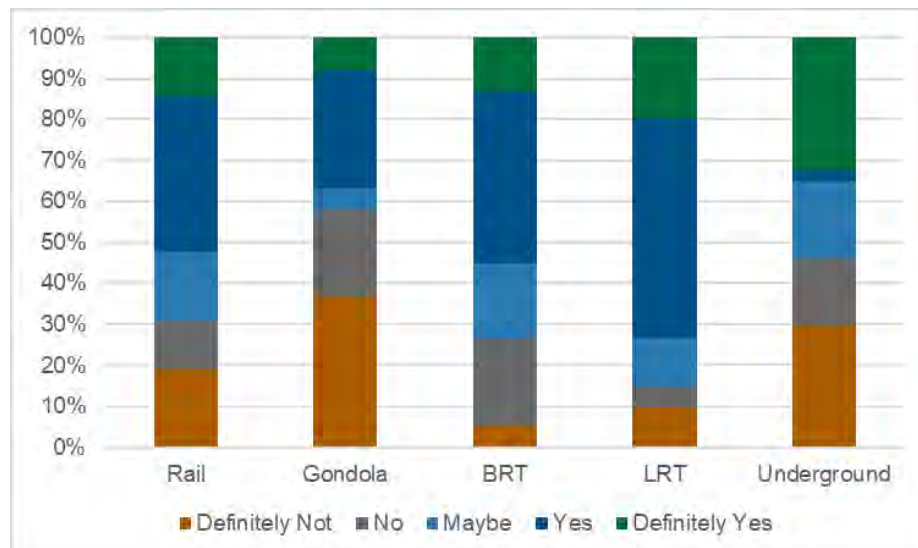
Based on the results presented in Exhibit 3-15, participant feedback shows based on Economic Prosperity shows the most support for At-grade Light Rail Transit and the least support for Aerial Gondola.

Exhibit 3-15: Comparing the public perception of rapid transit technology for Economic Prosperity (based on 42 responses)



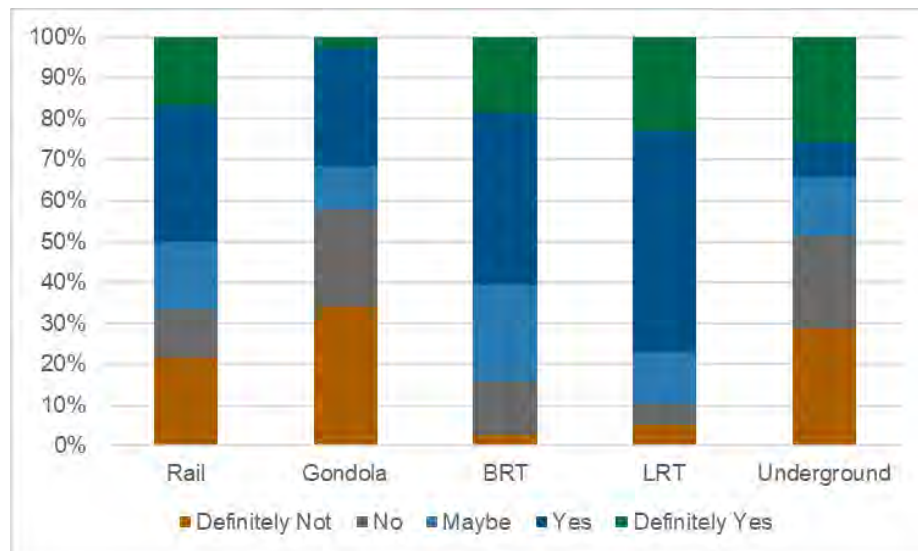
Based on the results presented in Exhibit 3-16, participant feedback based on Environmental Sustainability shows the most support for At-grade Bus Rapid Transit or Light Rail Transit and Aerial Rail.

Exhibit 3-16: Comparing the public perception of rapid transit technology for Environmental Sustainability (based on 42 responses)



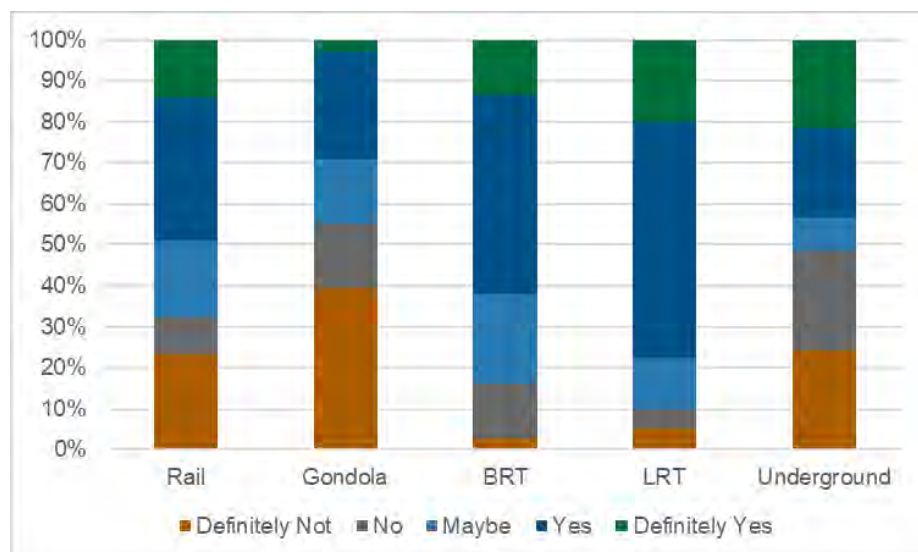
Based on the results presented in Exhibit 3-17, participant feedback based on Healthy and Complete Communities shows the most support for At-grade Bus Rapid Transit or Light Rail Transit.

Exhibit 3-17: Comparing the public perception of rapid transit technology for Healthy and Complete Communities (based on 42 responses)



Based on the results presented in Exhibit 3-18, participant feedback based on Safety and Security shows the most support for At-grade Light Rail Transit or Bus Rapid Transit.

Exhibit 3-18: Comparing the public perception of rapid transit technology for Safety and Security (based on 43 responses)



Overall support received for each type of rapid transit technology (in-person and online survey feedback) is shown in Exhibit 3-19. Overall support indicates:

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- 43 per cent of respondents perceive Aerial rapid transit as fitting the 2051 vision for Simcoe Street (by answering Definitely Yes or Yes);
- 65 per cent of respondents perceive At-grade rapid transit as fitting the 2051 vision for Simcoe Street; and
- 37 per cent of respondents perceive Underground rapid transit as fitting the 2051 vision for Simcoe Street.

The specific results are presented in Exhibit 3-20 to Exhibit 3-22.

Exhibit 3-19: Percentage of positive feedback (based on 70 responses)

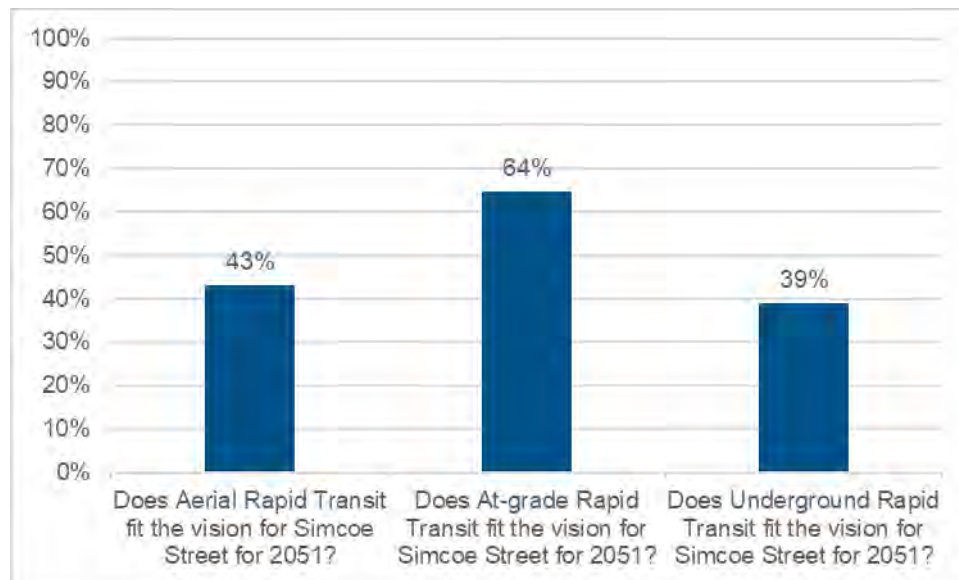


Exhibit 3-20: Does Aerial Rapid Transit fit the vision for Simcoe Street for 2051? (based on 70 responses)

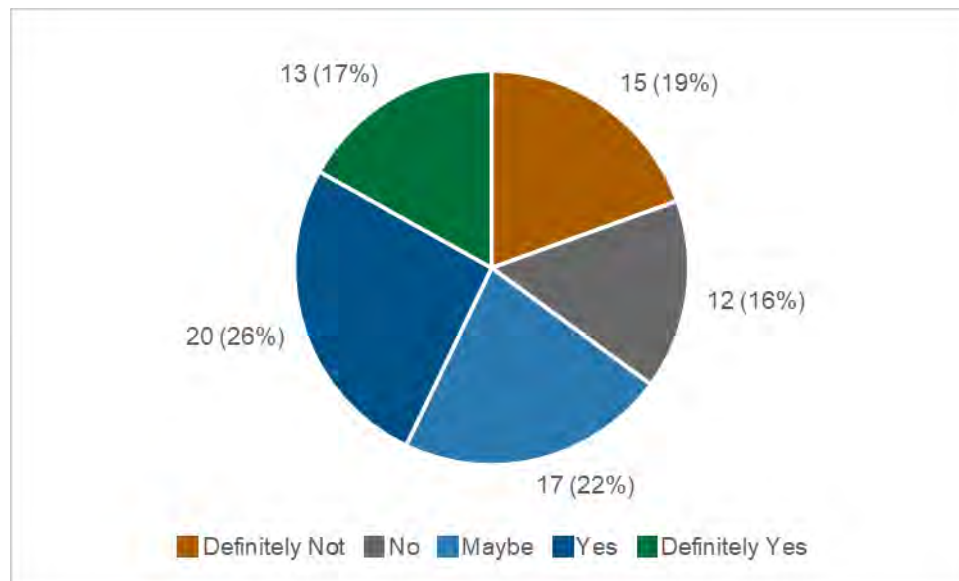


Exhibit 3-21: Does At-grade Rapid Transit fit the vision for Simcoe Street for 2051? (based on 69 responses)

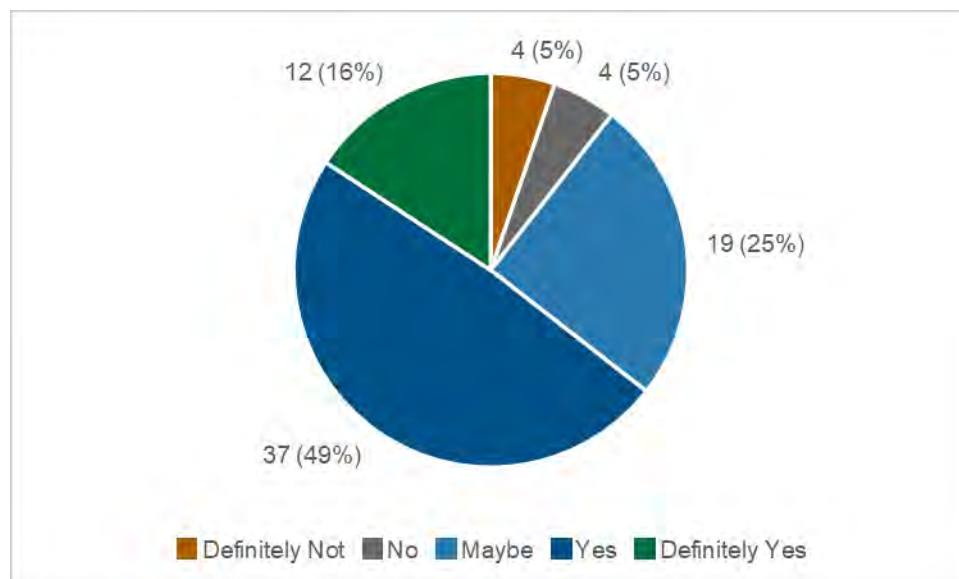
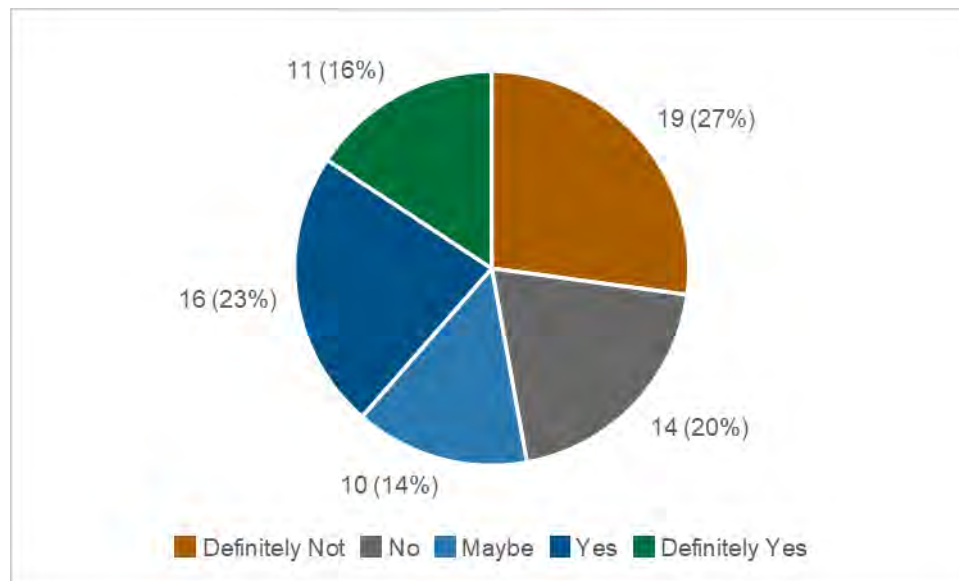


Exhibit 3-22: Does Underground Rapid Transit fit the vision for Simcoe Street for 2051? (based on 63 responses)



3.1.5 Written comments received

Participants had the ability to provide further written comments on the feedback forms during the in-person events, or using the Your Durham survey online. Exhibit 3-23 provides a summary of comments received, organized into topics. The topics are listed alphabetically.

Exhibit 3-23: Summary of written comments received from in-person feedback forms and online survey

Topic	Question and Comment Summary
Active Transportation	- Interest in the inclusion of safe active transportation infrastructure. - Excitement of being able to take bikes on rapid transit.
Accessibility	Opportunity to make Simcoe Street more age-friendly with transit that is easily accessible and equitable.
Character of neighbourhoods	- Concerns that construction will negatively impact businesses along Simcoe Street. - Concerns that adding certain options, particularly aerial and Light Rail Transit (LRT), would change the character, aesthetics and feel of the neighbourhoods. - Support for underground/at-grade/above-grade hybrid options to suit existing corridor conditions.

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT
SIMCOE STREET RAPID TRANSIT VISIONING STUDY
 Prepared for The Regional Municipality of Durham

Topic	Question and Comment Summary
	Awareness and acknowledgement of a growing Durham Region with new homes and condos being built.
Cost	- Concerns with cost of construction for taxpayers, particularly for aerial and underground options. - Inquiry about ticket cost for different options on end users.
Efficiency	- Request for rapid transit to be able to transport many people quickly and efficiently. - Request for new rapid transit technology to connect with other transit routes and stations. - Concern that buses may not be efficient enough.
General Support	- Excitement related to economic opportunities that a rapid transit investment could bring to downtown Oshawa. - Desire to be able to move rapidly and frequently between north and south Oshawa. - General support for rapid transit and request to consider a mix of rapid transit technologies depending on corridor constraints.
General Opposition	- Concerns that current neighbourhood issues with homelessness and poverty should be improved before building rapid transit. - Concern that buses are going to be loud and there will likely not be any subway or gondola construction taking place. - General opposition to rapid transit as no changes are needed to Simcoe Street.
Property Impacts	- Residents concerned about aerial options providing access to backyards. - Concerns that rapid transit may decrease property values. - Concerns that residents may lose yard and driveway spaces.
Safety	Concerns about safety of construction and operations, particularly with aerial options.
Study Area	Happy to see study area was extended south to Lakeview Park based on previous feedback received from the public.
Rapid Transit Technologies	Aerial:

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT

SIMCOE STREET RAPID TRANSIT VISIONING STUDY

Prepared for The Regional Municipality of Durham

Topic	Question and Comment Summary
	- o Support for aerial option as it would not disturb existing surface traffic; would avoid widening street or losing a vehicle lane - o Concerns about safety and cost of aerial option - o Opposition to aerial transit option due to weather conditions in Ontario and impacts on privacy. • At-grade: - o Support for at-grade due to cost, safety, and privacy - o Concerns about losing a vehicle lane or widening the street - o Support for light rail transit like the Waterloo ION LRT. • Underground: - o Support for underground due to minimal changes to surface conditions - o Opposition to underground option - o Concerns about cost of underground
Specific Suggestions	• Suggestion to focus transit from Simcoe Street to Thornton Road and Ritson Road, as those roads could be used with fewer changes to existing infrastructure or neighbourhood character • Recommendation to extend the study area further north to connect with new Columbus community • Hope that the project can be used to beautify and update buildings in disrepair, for example by purchasing condemned residences to turn into stations • Planting sod underneath LRT instead of pavement to reduce noise and industrial feel • Adding bike racks or ensuring there's onboard room to bring bikes onto whatever form of rapid transit is built • Support for LRT and expansion of dedicated bike lanes along Colin Road and Britannia Road until Harmony Road
Traffic	• Concern that there are no current traffic issues therefore no change is required. • Concerns with removing a lane of traffic for rapid transit.

Topic	Question and Comment Summary
	• Inquiry on whether any traffic analysis/modelling has been completed on surrounding streets and how would side streets be impacted if Simcoe Street vehicle lanes were reduced. • Extending the rapid transit study area to the south will alleviate potential vehicle traffic and congestion created by the completion of highrise condominiums along the north side of Harbour Road

3.2 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 9 comments were received during the third round of public consultation. Comments are summarized in Exhibit 3-24.

Exhibit 3-24: 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 a route variation that extends west along Bloor Street to serve existing high density underserved communities and ensures access to the electrified terminus rail head. • If BRT is selected, suggestion to have a route variation that extends east along 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 January 9, 2023 to April 27, 2023 included:

- Requests to join the study mailing list to stay notified of all project updates;
- Concerns with construction impacts on properties and heritage buildings;
- Concerns with the existing Durham Region Transit (DRT) bus services and request to evaluate bus networks to provide seniors with frequent and affordable bus transit options;
- Concerns with potential increase in traffic and congestion with taking away a vehicle lane for a dedicated rapid transit lane.
- Concerns regarding traffic infiltration as vehicle traffic will look for alternative routes, using adjacent roads that run parallel to Simcoe Street.
- Support for this rapid transit project and request to begin works without further delay.

4 Summary

The third round of public consultation for the Simcoe Street Rapid Transit Visioning Study took place in March 2023. This included two (2) in-person Public Information Centres (PICs) on March 28 and 29, and one Interested Parties (invite only) event on March 30, 2023. These events attracted a total of over 100 in-person participants. The content was also posted to the study website to collect feedback from individuals at their convenience.

The in-person events were structured to include several interactive stations. Participants had the opportunity to indicate which of the guiding principles is most important to them. Participants also had opportunity to provide their local knowledge on future opportunities and existing

constraints along Simcoe Street using sticky notes on large maps. Three (3) rapid transit technology stations were set up to inform participants about the various types of rapid transit technologies. These technologies included:

- Aerial: Monorail / Gondola;
- At-grade: Light Rail Transit (LRT) / Bus Rapid Transit (BRT); and
- Underground: Subway.

An evaluation framework that satisfies the Study's Initial Business Case (IBC) requirements and incorporates the community-driven vision and guiding principles was presented. The study team's preliminary evaluation was provided for each of the three (3) technologies. Participants were able to apply a simplified version of the evaluation framework to the technologies presented, including transit infrastructure and service structure. The feedback received will help the study team recommend which options to carry forward to the Initial Business Case.

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 14 days, and an online survey for interested parties to provide their input. As of April 16, 2023, the website had nearly 2,400 unique visitors.

As of April 16, 2023, the website has had 2,393 unique visitors and, a total of 28 responses were received through the online survey form.

Overall, public feedback showed varying levels of support for the different types of rapid transit technologies. The input collected from the participants during this round of consultation will inform future concept plans and recommendations on which options to carry forward to the Initial Business Case. A fourth round of consultation is planned for fall 2023.

Common comments and concerns collected from the participants included:

- Excitement related to economic opportunities that a rapid transit investment could bring to downtown Oshawa and improved transit service to connect the north and south of Simcoe Street;

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT

SIMCOE STREET RAPID TRANSIT VISIONING STUDY

Prepared for The Regional Municipality of Durham

- 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 properties along Simcoe Street;
- Concerns about traffic congestion if a vehicle lane is removed for rapid transit;
- Concerns with costs associated with this project;
- Concerns for property impacts, in particular for heritage properties;
- Concerns for backyard privacy impacts from aerial options;
- More support for at-grade and aerial technology options compared to underground or no rapid transit; and
- General agreement that no Rapid Transit would not achieve the Guiding Principles, nor fit the vision for the future of Simcoe Street.

Appendix A – Notice of Public Information Centre

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT
SIMCOE STREET RAPID TRANSIT VISIONING STUDY
Prepared for The Regional Municipality of Durham



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

Notice of Public Information Centre

Works Department

March 13, 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 higher order 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). Higher order 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, as well as online surveys, for residents and interested parties, to showcase various types of transit options, equity in transit, and why the Region is exploring the possibility of rapid transit in Oshawa. The objective was to get input from the public on the Simcoe Street corridor's most pressing transit needs.

Public Information Centre

A key component of the study is consultation with interested parties and the public, and we want to hear from you. Two public information centers (PICs) will be held to present the corridor opportunities and constraints, as well as to gather feedback from the public on the evaluation framework that will assess high level rapid transit recommendations crafted by the public and interested parties. The same information will be presented at both events:

- **Tuesday, March 28, from 6 to 8 p.m.**
Oshawa Golf and Curling Club, 160 Alexandra Street, Oshawa
- **Wednesday, March 29, from 6 to 8 p.m.**
Jubilee Pavilion Banquet and Conference Centre, 55 Lakeview Park Avenue, 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 March 27, 2023. Please review the PIC materials and submit your feedback using the online forms by April 17, 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. 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.

The Regional Municipality of Durham Works Department

885 Gossford Road East, Whitby, Ontario, L1N 6A3

Telephone: 905-668-7711 Extension 2116

Email: simcoe@durham.ca Website: SimcoeStreetRapidTransit.ca

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT
SIMCOE STREET RAPID TRANSIT VISIONING STUDY
Prepared for The Regional Municipality of Durham

Public Notice

Public Information Centre



If you have any comments or questions, or require accessible accommodations to participate in this study, please contact the project team by phone at 905-688-7711, 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: 905-688-7711 Extension 1791
Email: kamrul.islam@durham.ca

The Regional Municipality of Durham Works Department
605 Rossland Road, East, Whitby, Ontario, L1N 6A3
Telephone: 905-688-7711 Extension 2198
Email: simcoe@durham.ca, Website: SimcoeStreetRapidTransit.ca

Appendix B – Consultation Round 3 - Flyer





Public Information Centre

Join Durham Region to learn more about rapid transit opportunities. Your feedback will help shape the future of Simcoe Street.

 **March 28, 2023, 6 to 8 p.m.**

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

 **March 29, 2023, 6 to 8 p.m.**

 **Jubilee Pavilion Banquet and Conference Centre**
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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

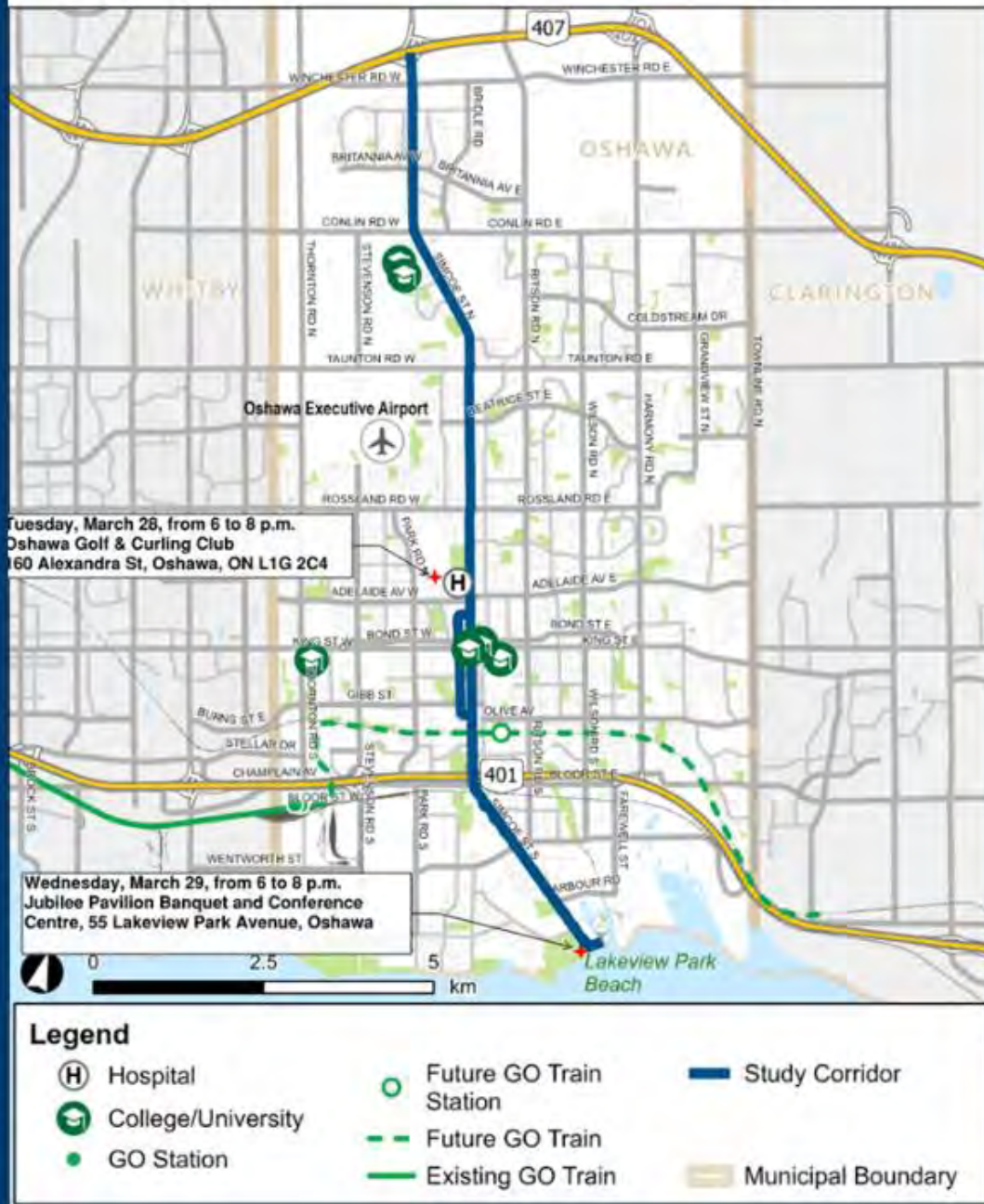
 **905-668-7711**
extension 1791 or dial 311

 Simcoe@Durham.ca

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

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT
SIMCOE STREET RAPID TRANSIT VISIONING STUDY
Prepared for The Regional Municipality of Durham

Simcoe Street Rapid Transit Visioning Study



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 higher order 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). Higher order 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.

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT
SIMCOE STREET RAPID TRANSIT VISIONING STUDY
Prepared for The Regional Municipality of Durham

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

Appendix D – Display Boards

Welcome!



What does Simcoe Street rapid transit look like to you?

We want to hear from you! SimcoeStreetRapidTransit.ca

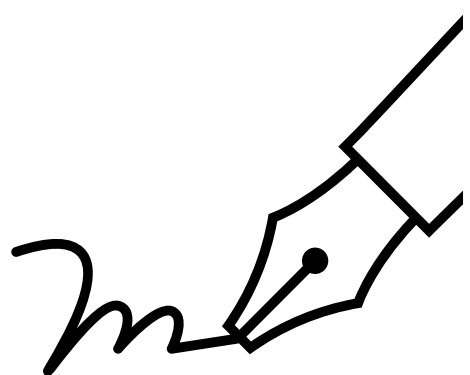


March 30, 2023, 6 to 8 p.m.



Centre for Collaborative Education (CFCE),
The Rotary Global Classroom (CFCE – 145)
Durham College
2018 Simcoe Street North, Oshawa

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



Please sign in

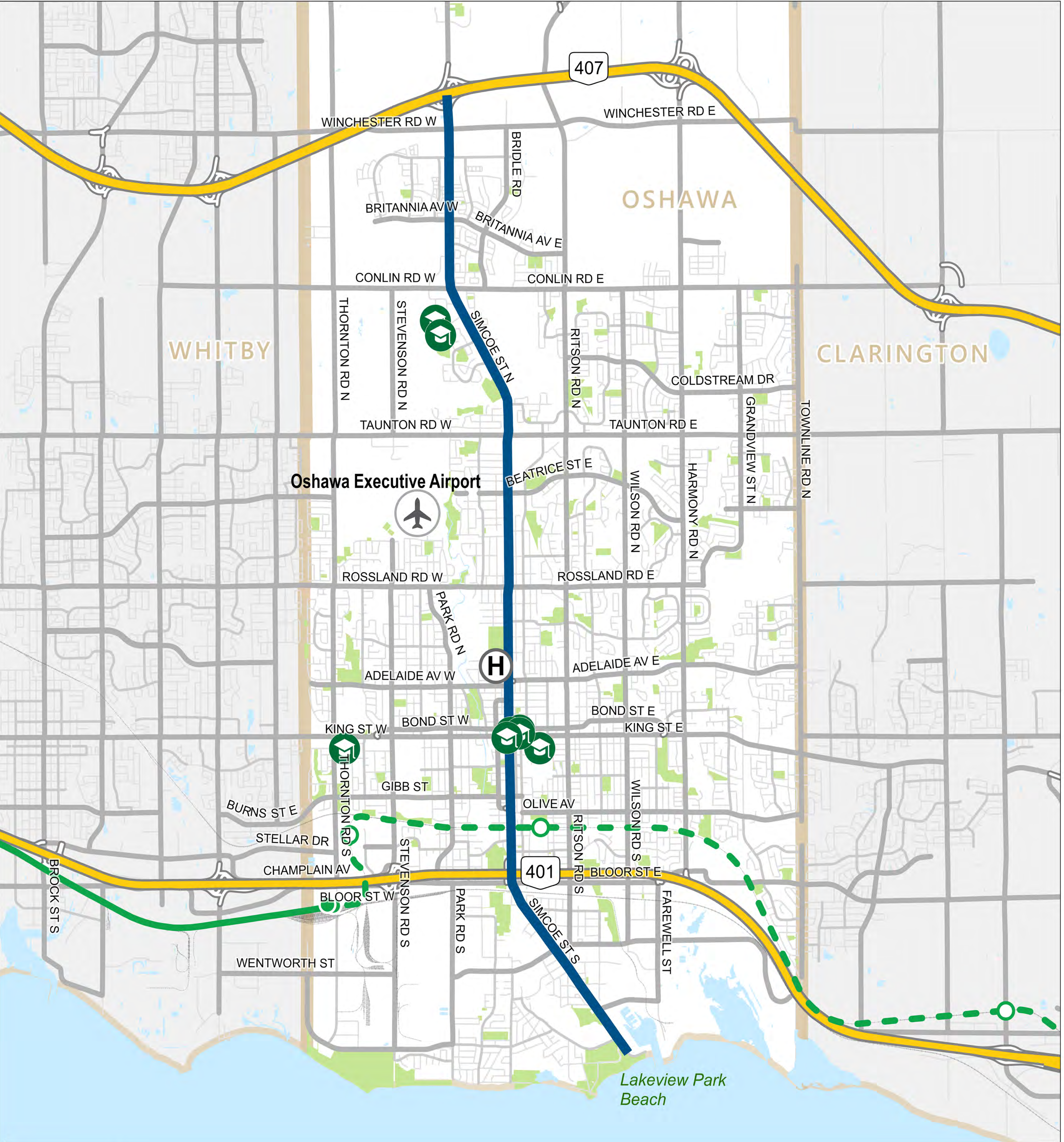
For more information visit:
SimcoeStreetRapidTransit.ca

Land Acknowledgement



“ Durham Region is located on land which has long served as a site of meeting and exchange among the Mississauga Peoples, and is the traditional and treaty territory of the Mississaugas of Scugog Island First Nation.

We honour, recognize and respect this nation and Indigenous Peoples as the traditional stewards of the lands and waters on which we engage and collaborate. ”



Legend

- | | | |
|--------------------|---------------------------|----------------------|
| (H) Hospital | ○ Future GO Train Station | — Study Corridor |
| College/University | - - - Future GO Train | — Municipal Boundary |
| ● GO Station | — Existing GO Train | |

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) ●

How to Provide Your Feedback



Review the information provided on the display boards to learn about the study



Talk with staff to discuss your ideas, questions or concerns in more detail.



Send us an email:
Simcoe@Durham.ca
Or call:
905-668-7711
Ext. 2198



Provide feedback through the study website until:
April 14, 2023

What is a Rapid Transit Visioning Study?

Durham Region, in consultation with the City of Oshawa, is advancing this Visioning and Initial Business Case Study. The study will identify a preferred option for Rapid Transit on Simcoe Street between Highway 407 and Lakeview Park Beach in the City of Oshawa.

To plan for the future, we need to explore:



How do we move today along Simcoe Street?



How can we move more people more efficiently along Simcoe Street?



How does investing in transportation impact land use?

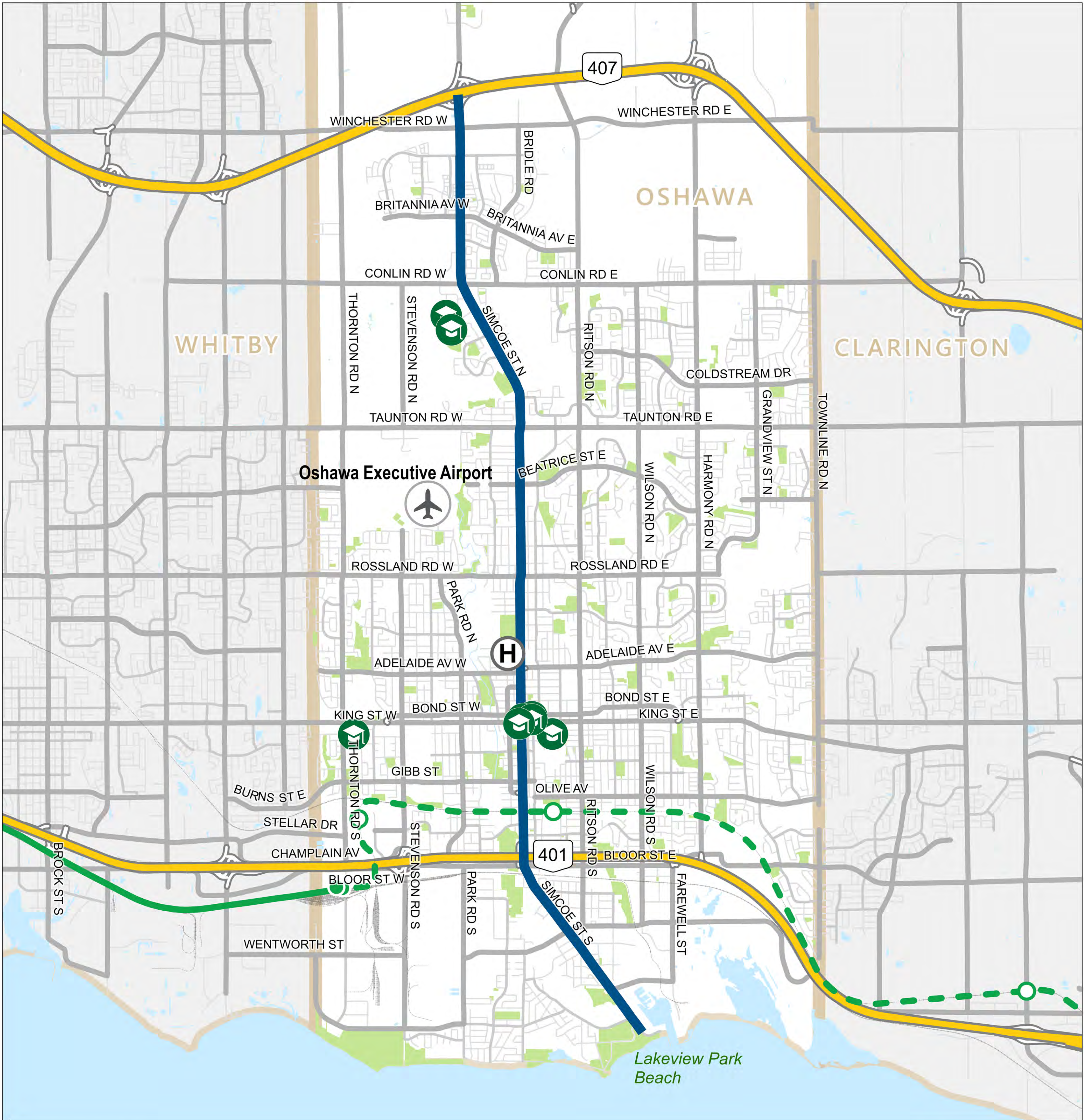


How does investing in transportation impact social equity and increase access to opportunity?



What is important to the community so that all views help to plan for the future?

Study Area



Legend

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

Study Process

Public consultation began in September 2022.

ROUND #1



On-line meeting:
September 28, 2022



Campus pop-up:
October 4, 2022

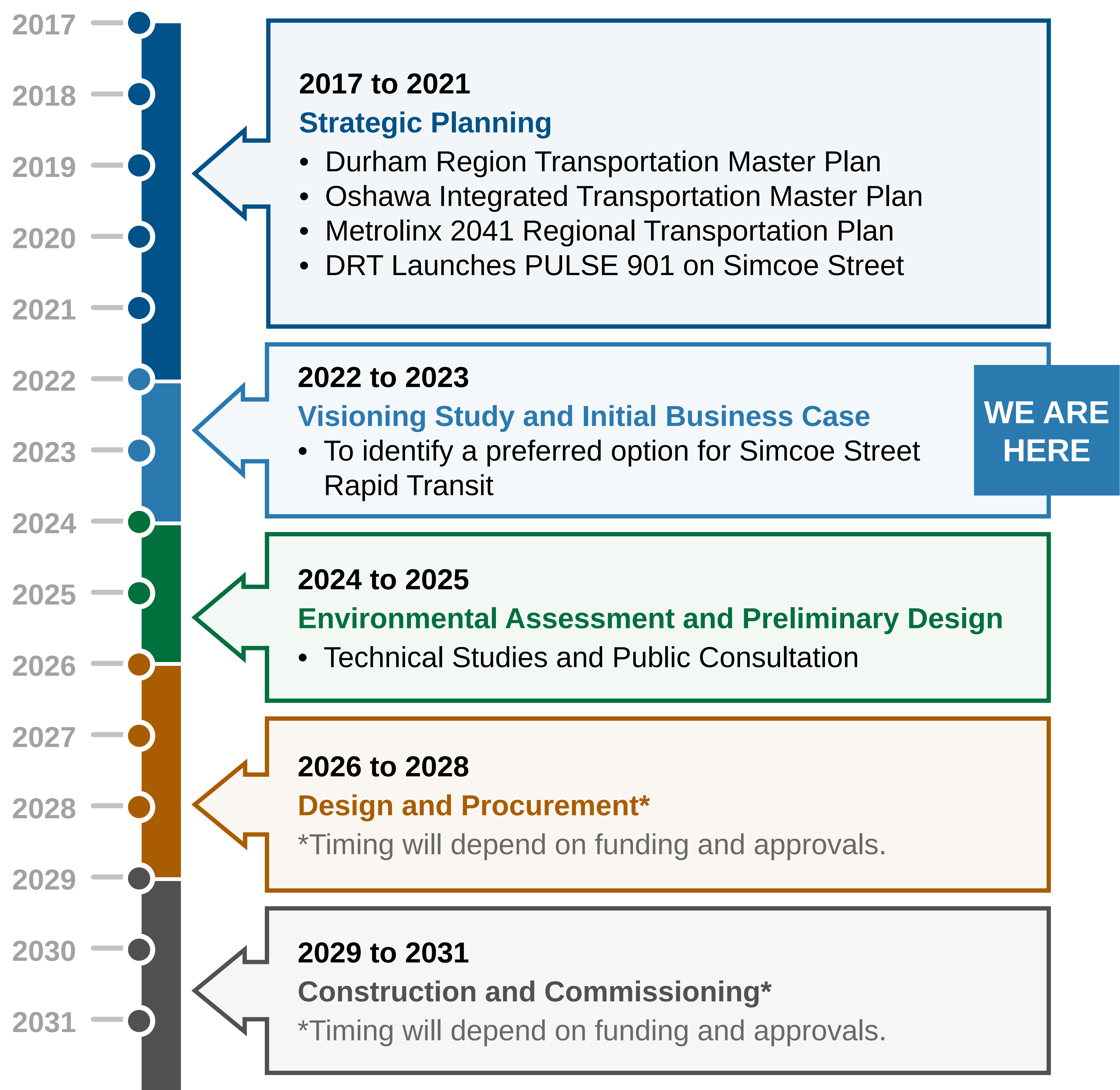
ROUND #2



5 Pop-ups:
November 16, 23, 30, 2022

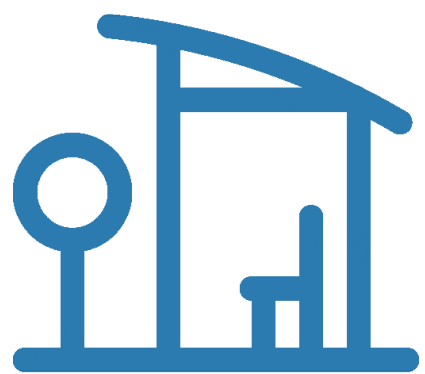


On-line survey:
November 2022 to January 9, 2023



What is Rapid Transit?

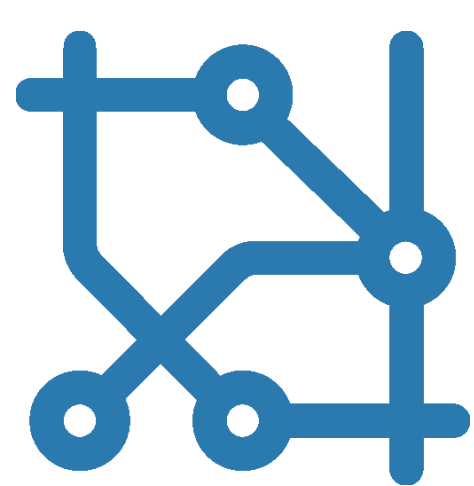
Rapid transit is a combination of measures, including:



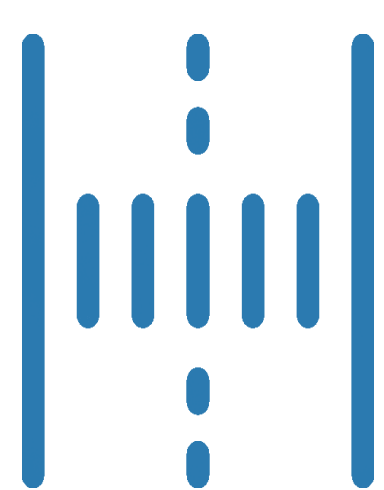
Dedicated space for transit, where feasible, resulting in shorter travel times.



Frequent service so you don't need to check the schedule before starting your journey.



Better connections integrated with local transit and regional routes, like GO Transit and the Bowmanville Extension, making it easier to travel throughout the region.



Reliable service with transit operating in a space that is separated from general traffic where possible.



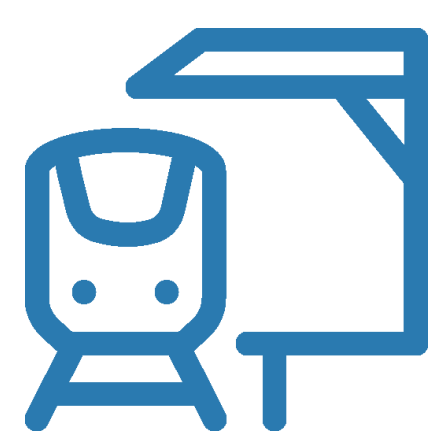
Modern transit vehicles that are accessible, comfortable, and can move many people at once using less space than personal vehicles.

What We've Heard So Far

Public consultation began in September 2022.
A summary of comments and concerns include:



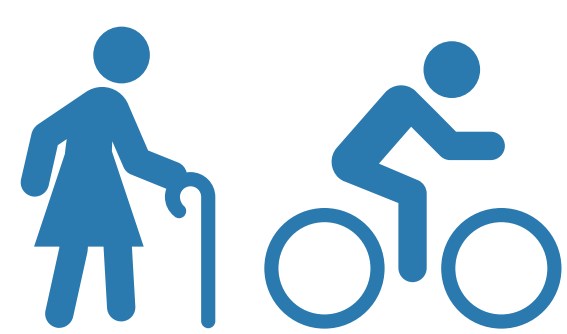
Interest and excitement at the prospect of Rapid Transit along Simcoe Street to accommodate population growth, attract new development, and strengthen Oshawa's downtown.



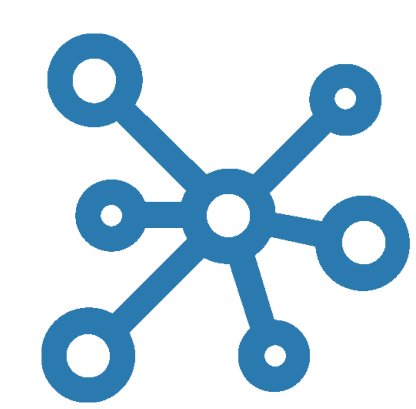
Support for transit improvements including dedicated space, frequent transit service, stops with enhanced passenger shelters and real-time service information.



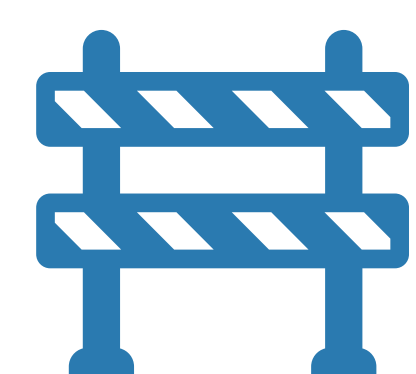
Concern that transit reliability, frequency, and carrying capacity are current issues along Simcoe Street.



Need to support walking and cycling, including improving accessibility, improving road safety for vulnerable users, and becoming more age-friendly.



Need for 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.



Concerns about disruptions caused by construction, including noise and traffic diversion, and questions if Simcoe Street would be widened to accommodate Rapid Transit.

The input collected from the community so far has been used to draft the Vision Statement and Guiding Principles.

Why Simcoe Street?

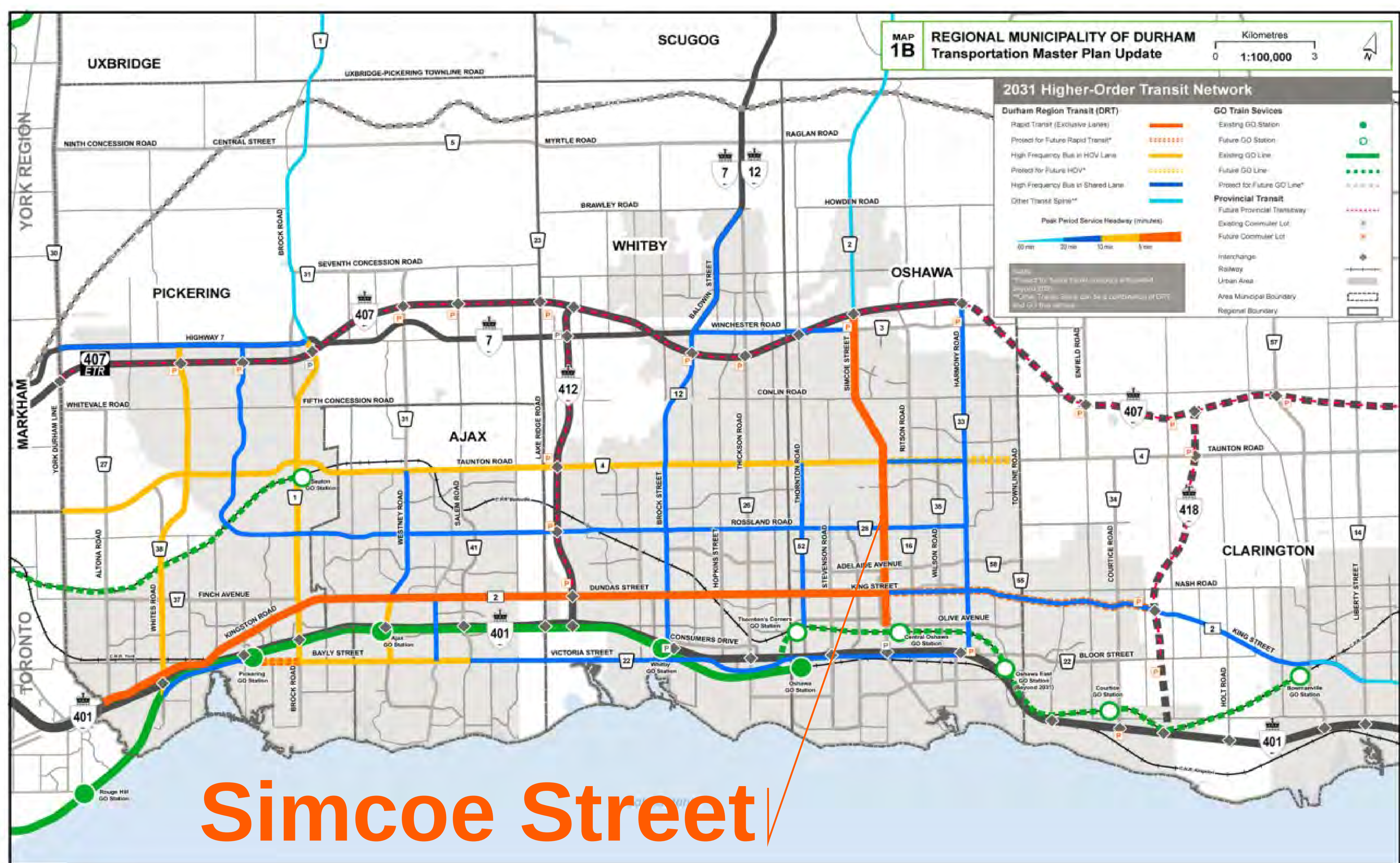
As a major north-south arterial road, Simcoe Street is expected to continue to attract more people and jobs over the next 20 years. Without transit investment:

- ✗ Traffic congestion will **worsen** resulting in longer driving trip times.
- ✗ Transit trips today take **three to seven times longer** than car trips. Transit trip times will worsen and inefficient service will increase costs.
- ✗ The reduction in basic mobility provided by public transit will **negatively impact** the city and the region.
- ✗ Increased congestion makes it **harder to connect people and jobs** which will negatively impact the local economy.

Simcoe Street is the ideal rapid transit corridor supporting several Education and Healthcare institutions.

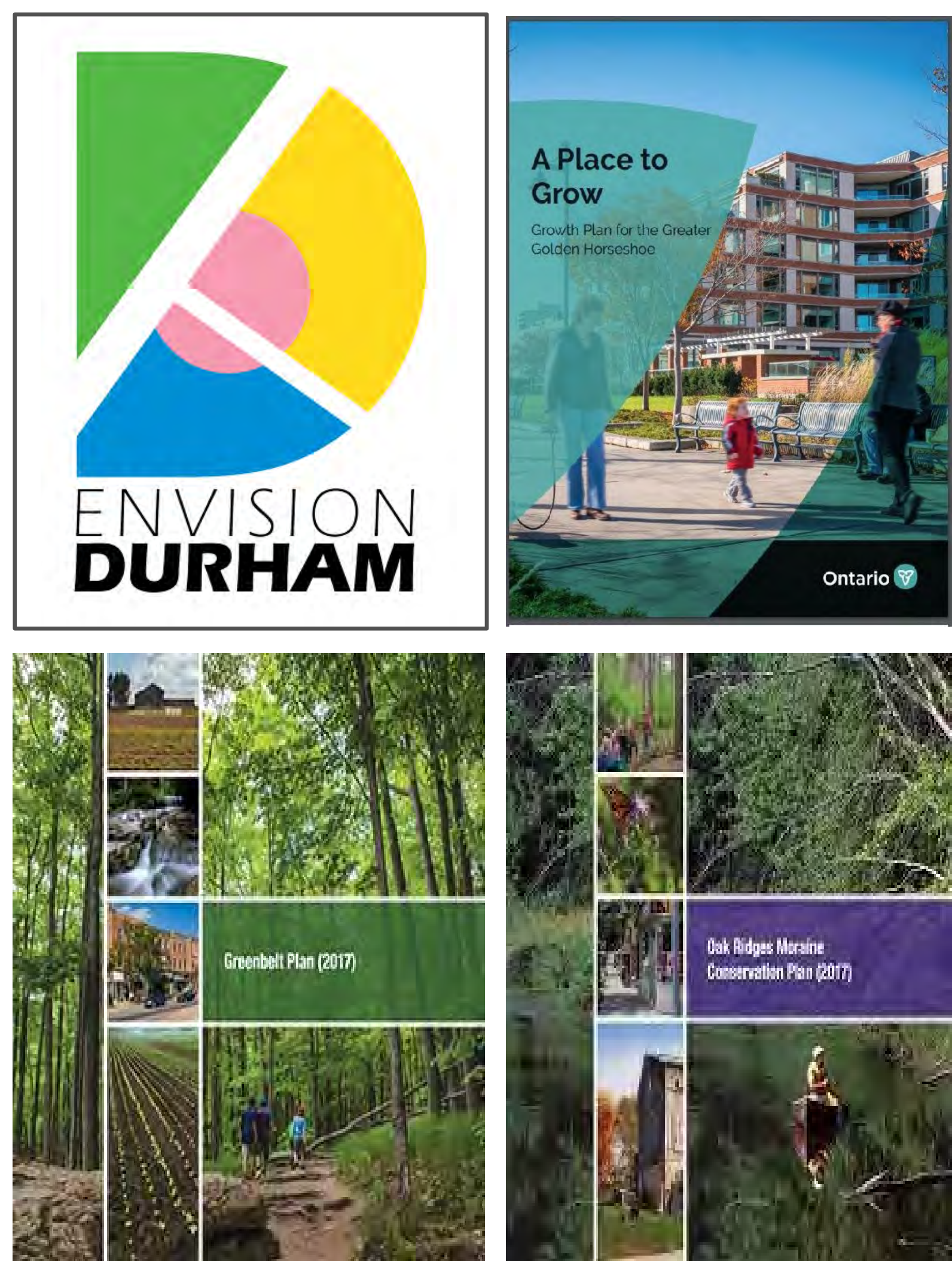
- ✓ PULSE 901 is the second busiest transit route in Durham Region. Investing in Simcoe Street will **save time for more people**.
- ✓ Providing transit priority will give everyone the **opportunity to succeed** with better connections to jobs and major destinations.
- ✓ Public transit investments can support **improved social inclusion**.
- ✓ **Connects the future** GO Station, Ontario Tech University, Durham College, Lakeridge Health, east-west rapid transit routes, Downtown Oshawa and key destinations.
- ✓ Durham Region is committed to **providing community benefits** and minimizing negative impacts during construction.

Durham Region's Transportation and Transit Network



Source: Durham Transportation Master Plan 2017 https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-07-09-web-accessible.pdf

Based on the recommendation from the Transportation Master Plan, this visioning study for Simcoe Street will look at ways to make the best use of Simcoe Street to move more people safely and efficiently.



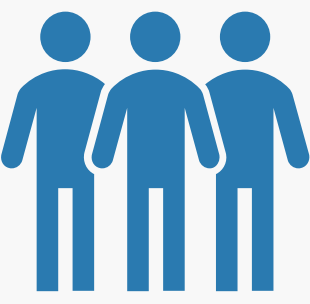
Other studies and policies include:

- Envision Durham
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (June 2020 Consolidation)
- The Greenbelt Plan, 2017
- The Oak Ridges Moraine Conservation Plan, 2017

For more information on the ongoing Envision Durham study to shape long-term growth, infrastructure investment and development, visit: www.durham.ca/EnvisionDurham

Simcoe Street Moves People

Route 401 and PULSE 901



8,200 people every weekday, and
5,500 people on weekends in 2019



Weekday ridership is 100 per cent of pre-pandemic levels, and
Weekend ridership is 140 per cent of pre-pandemic levels in 2022

Source: Fall 2019 and Fall 2022 DRT 24-hour Ridership counts

Rapid transit provides a more efficient way to move more people in one travel lane.



No Rapid Transit

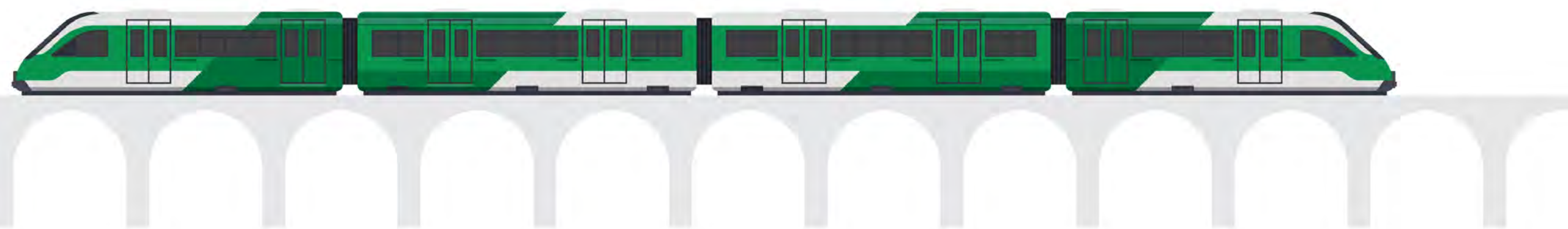
Up to 1,500 people per hour

In cars and buses



At-grade Rapid Transit

Up to 8,000 people per hour



Aerial Rapid Transit

Up to 15,000 people per hour



Underground

Up to 40,000 people per hour

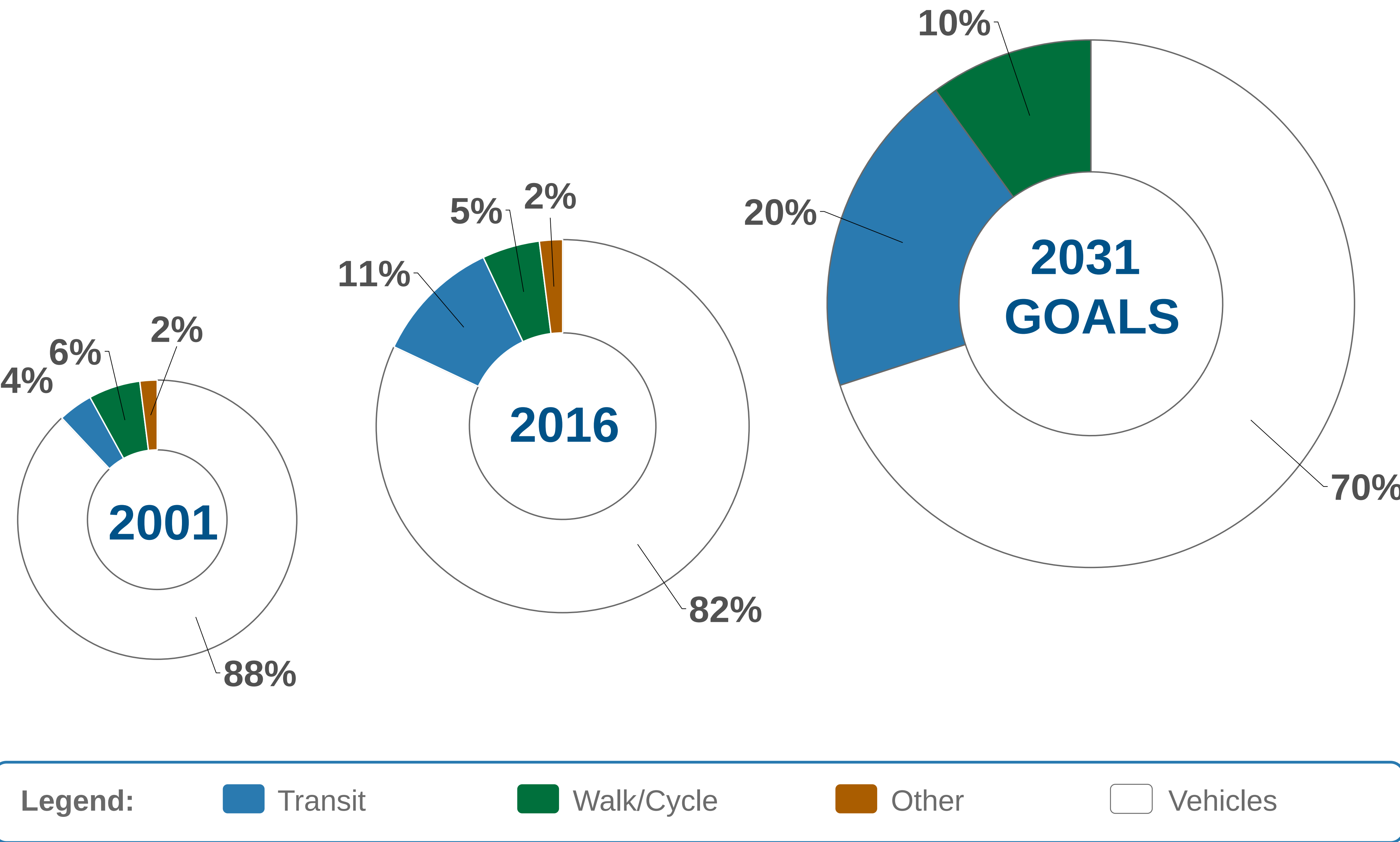
Maximum capacity of a single lane per direction at peak conditions with normal operations.

How Do People Move Along Simcoe Street?

People will choose the mode that is reliable, convenient, and comfortable.

Current travel along Simcoe Street shows:

- 25 per cent of all trips that start along Simcoe Street also end along Simcoe Street
- 11 per cent of all trips that start along Simcoe Street today use transit
- More than half of all trips along Simcoe Street are generated between Taunton and Adelaide
- Downtown Oshawa is a significant generator of trips in a compact form that is well served by transit

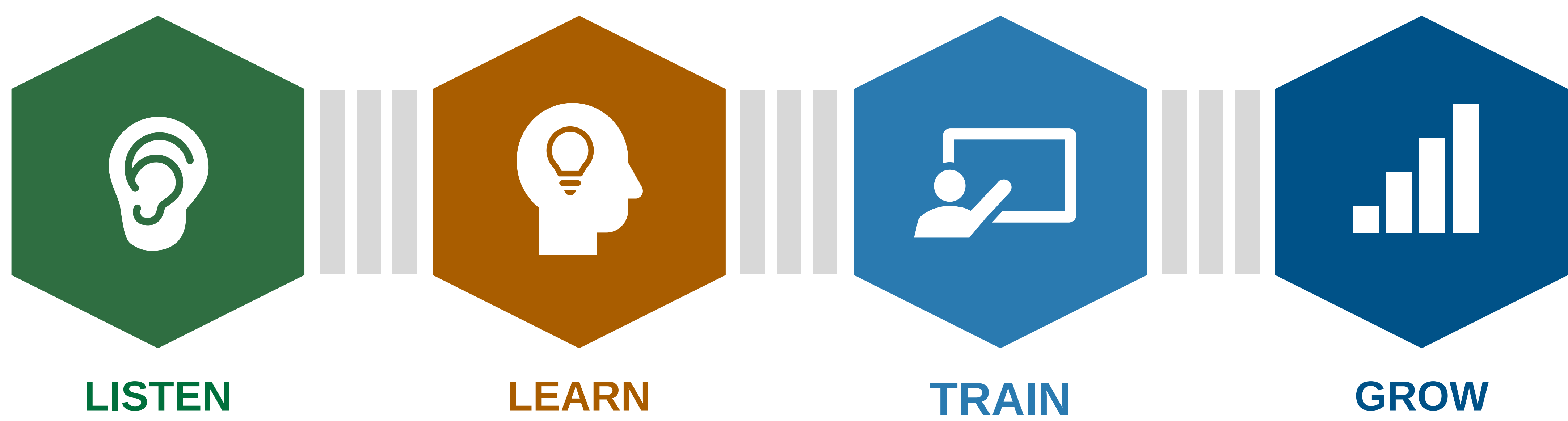


Source: Transportation Tomorrow Survey, Data Management Group, University of Toronto (<http://dmg.utoronto.ca/>)
Source: Durham Region Transportation Master Plan, Rapid Transit Corridors (2031 mode share)

Equity Considerations in a Changing Society

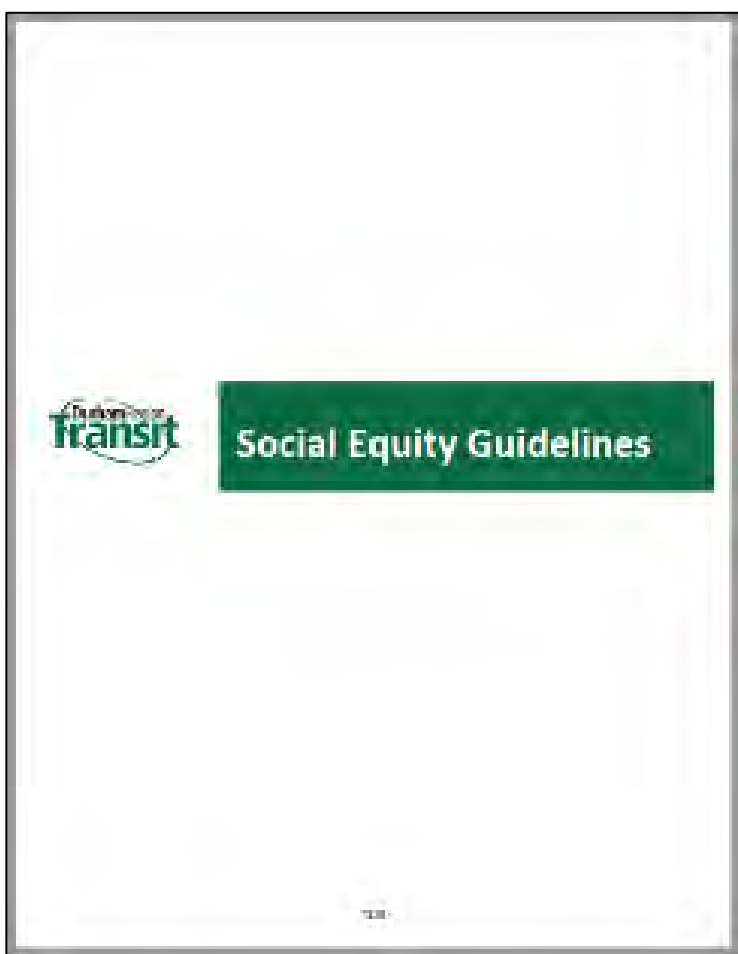
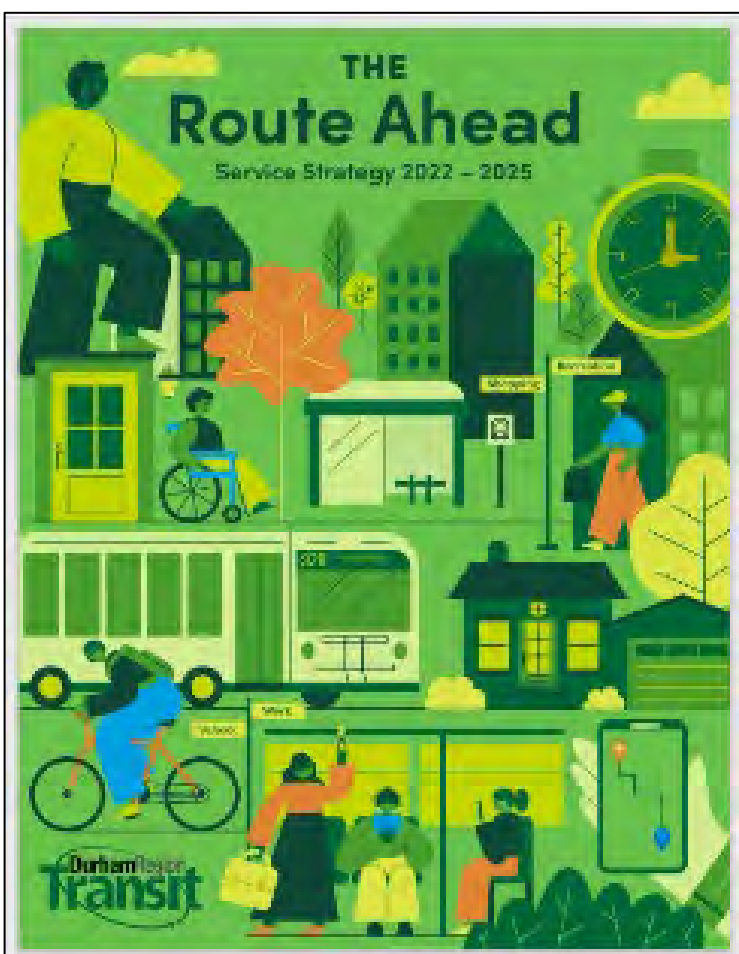
To understand how we approach equity, and giving everyone the opportunity to succeed, we must understand our own population. Society continues to evolve, and demographic patterns are shifting, each with unique experiences. For example:

- Seniors / Aging In Place
- Students, Children, and Youth
- Newcomers, Migrants, or Undocumented groups
- Family Structure / Sole Parent Families
- Disabilities and accessibility
- Diversity in ethnicity, culture and language
- Residents experiencing a high rate of poverty
- Women, gender minorities, and 2SLGBTQ+ Community members



Durham Region Transit has Social Equity Guidelines

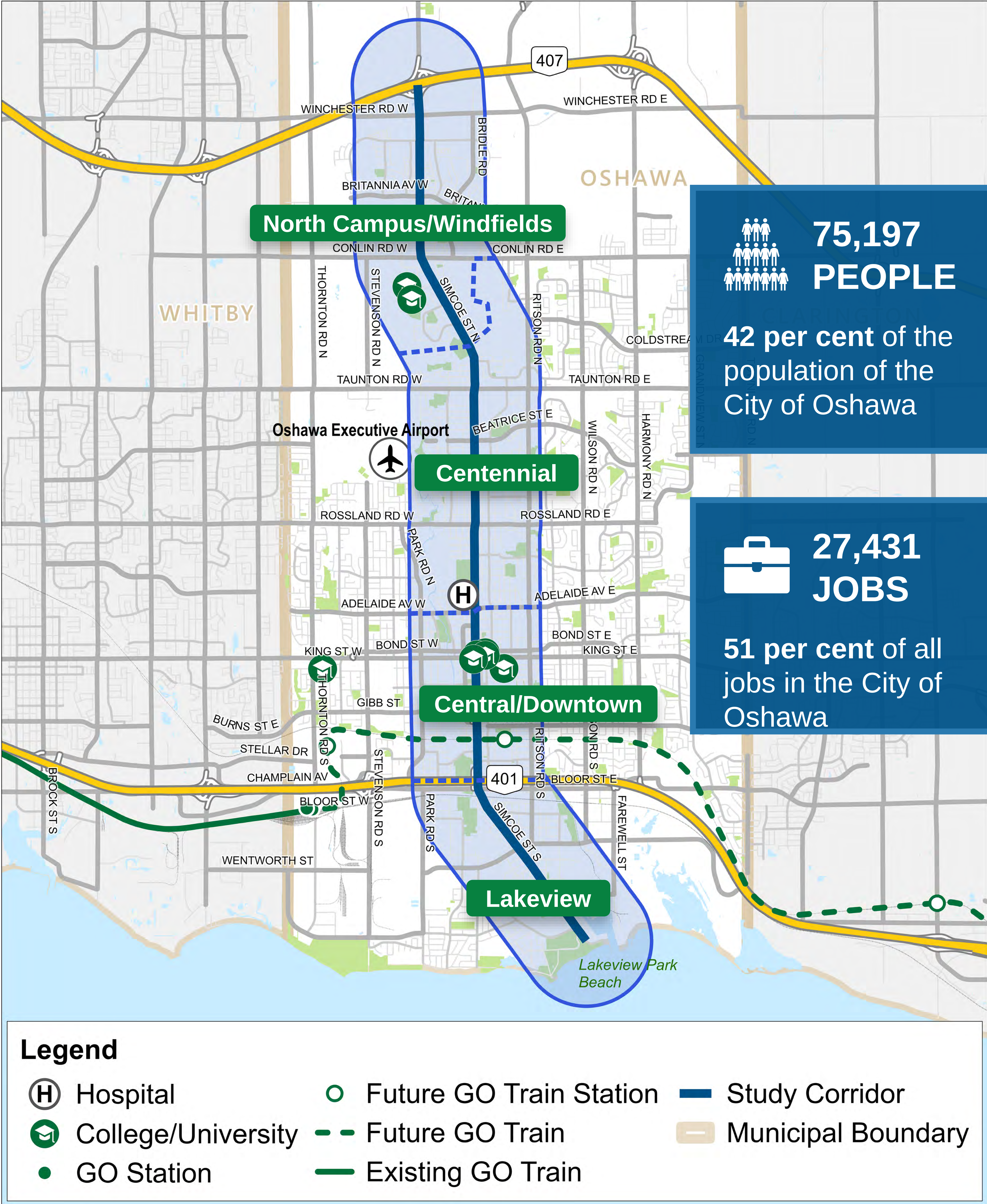
- Supported by policy and strategic plans
- Weighted minimums in priority neighbourhoods
- Guidelines for supporting infrastructure



To learn more about social equity guidelines, visit:



People and Jobs along Simcoe Street



All figures based on 1 km either side of Simcoe Street. Job figures from 2019. Population figures from 2021.

Vision Statement and Guiding Principles

Vision Statement

Durham Region will provide safe, reliable and efficient rapid transit options along Simcoe Street for people of all identities, abilities and means - linking more people to more opportunities.

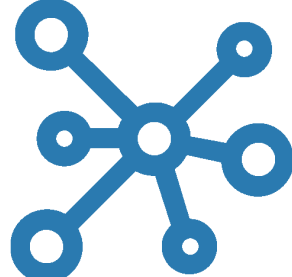
Simcoe Street will be upgraded to deliver rapid transit, support walking and cycling, enhance the streetscape, and accommodate goods movement and private vehicles.

By providing sustainable, inclusive, and affordable transportation solutions, the upgrades will be a catalyst for development and economic growth in Oshawa and across the Region.

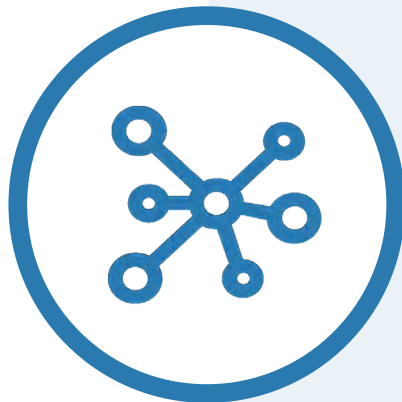
Guiding Principle Themes



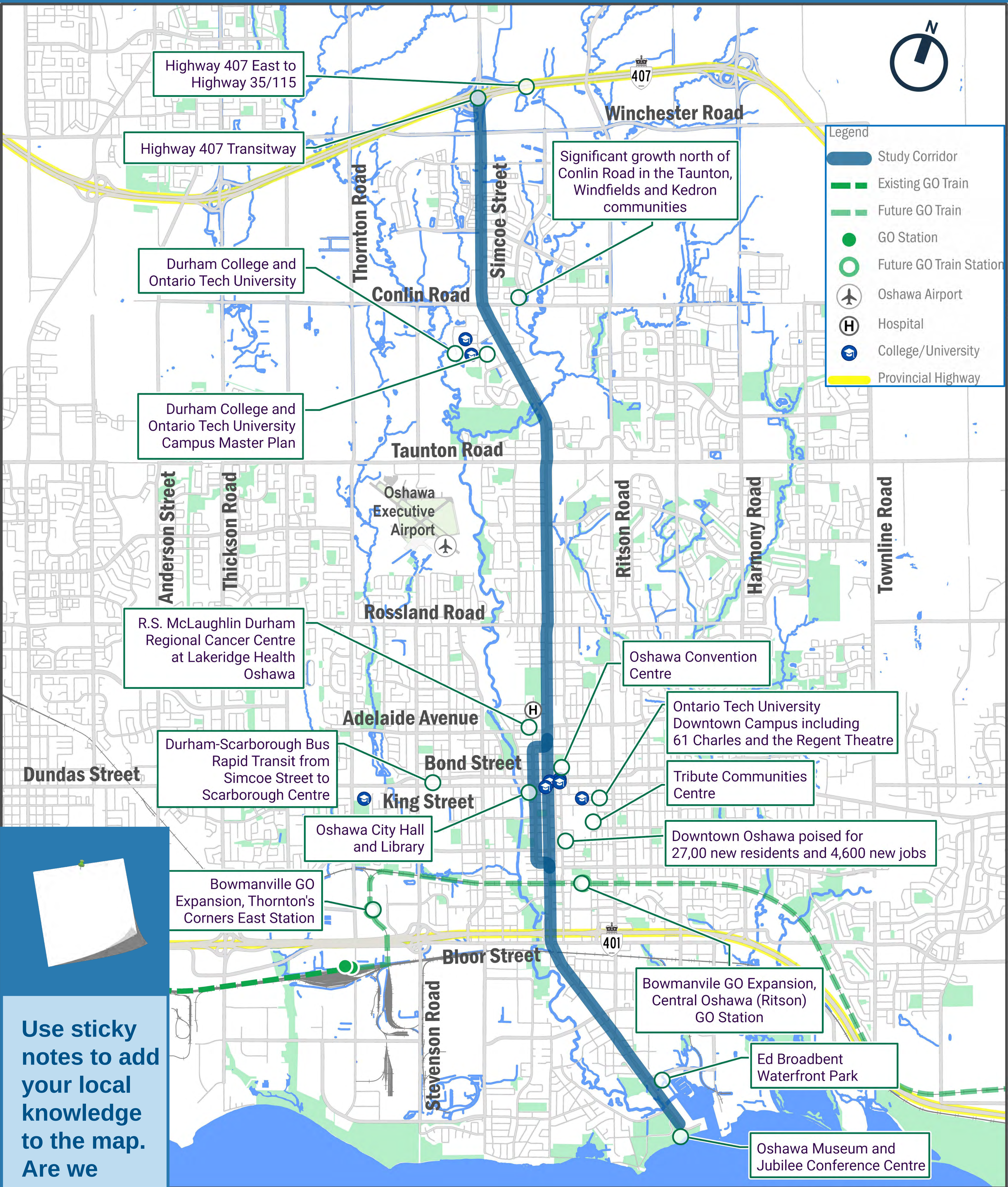
Which of the Guiding Principle Themes are most important to you?

-  **Efficient and Connected Mobility**
-  **Equity and Inclusion**
-  **Economic Prosperity**
-  **Environmental Sustainability**
-  **Healthy & Complete Communities**
-  **Safety and Security**

Vision Statement and Guiding Principles

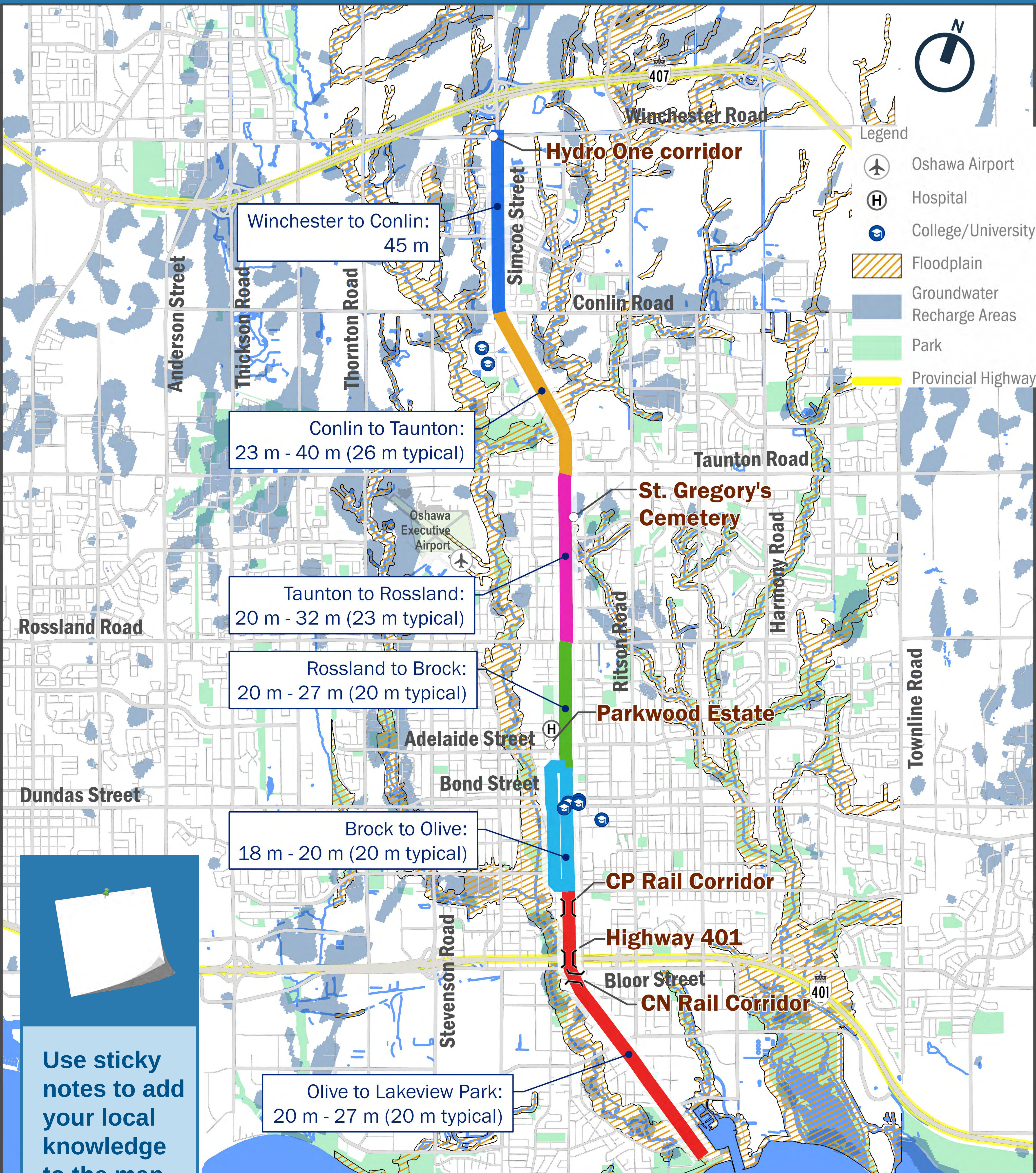
Theme		Guiding Principles
 Efficient and Connected Mobility		1. Strengthen the role of public transit 2. Increase connectivity within and between transit systems 3. Improve walking and cycling 4. Enhance the passenger experience 5. Accommodate general traffic and goods movement 6. Right-size the investment to meet projected needs
 Equity and Inclusion		1. Improve equitable and inclusive access to public transportation 2. Provide direct, safe and accessible connections for people of all identities, abilities and means 3. Support greater access to local and regional programs and services
 Economic Prosperity		1. Promote economic development opportunities and community investment readiness 2. Improve the economic vitality of Downtown Oshawa 3. Be a catalyst for future growth at key locations 4. Improve access to retail, services, community amenities, employment and educational institutions
 Environmental Sustainability		1. Improve the environmental performance of the transportation system by making transit more attractive 2. Support intensified built form patterns 3. Preserve natural environment systems 4. Respect cultural, and social heritage features 5. Improve resiliency of the transportation system to the effects of climate change
 Healthy & Complete Communities		1. Prioritize healthy mobility choices by creating a safe and reliable active transportation network 2. Promote mobility and independence through age-friendly and accessible design 3. Create attractive, inviting, and active public spaces 4. Catalyse compact, walkable, sustainable development (Transit Oriented Development) 5. Provide benefits to existing residents, businesses and institutions (traffic, stop locations, renewal)
 Safety and Security		1. Improve road safety for walking, rolling and driving 2. Locate and design rapid transit stations in high activity areas with good visibility 3. Provide a safe and secure customer experience

Opportunities and Destinations



Use sticky notes to add your local knowledge to the map. Are we missing anything?

Constraints and Considerations



Use sticky notes to add your local knowledge to the map. Are we missing anything?

The space available for improvements to Simcoe Street varies along the corridor. Most of Simcoe Street has 20 to 23 m existing road right-of-way. The road right-of-way is the area designated for use as a street including the travel lanes, sidewalks, curbs, gutters and utilities.

Technology Tour

Your input will help the technical team finalize the evaluation.

Instructions:

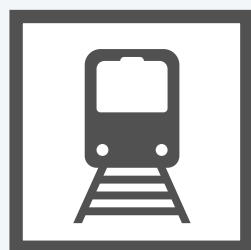
1.



Visit each station to learn more about rapid transit technologies:



Aerial



At-grade



Underground

2.



Review draft evaluation prepared by the technical team

3.



Complete your own evaluation

The technical team will study preferred options through the Initial Business Case and present findings in Fall 2023.

What is Aerial Rapid Transit?



Monorail

Qingdao City, Shandong Province, China*



Light Metro

Vancouver, BC



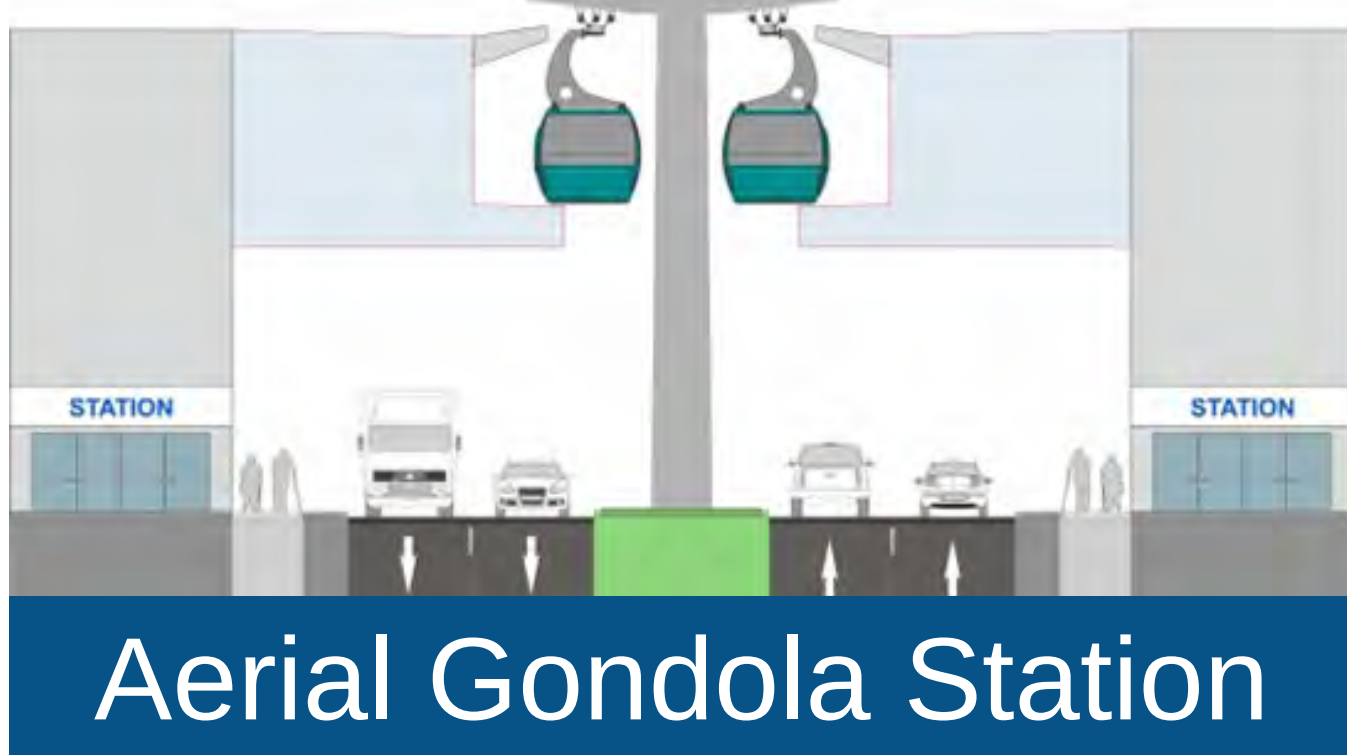
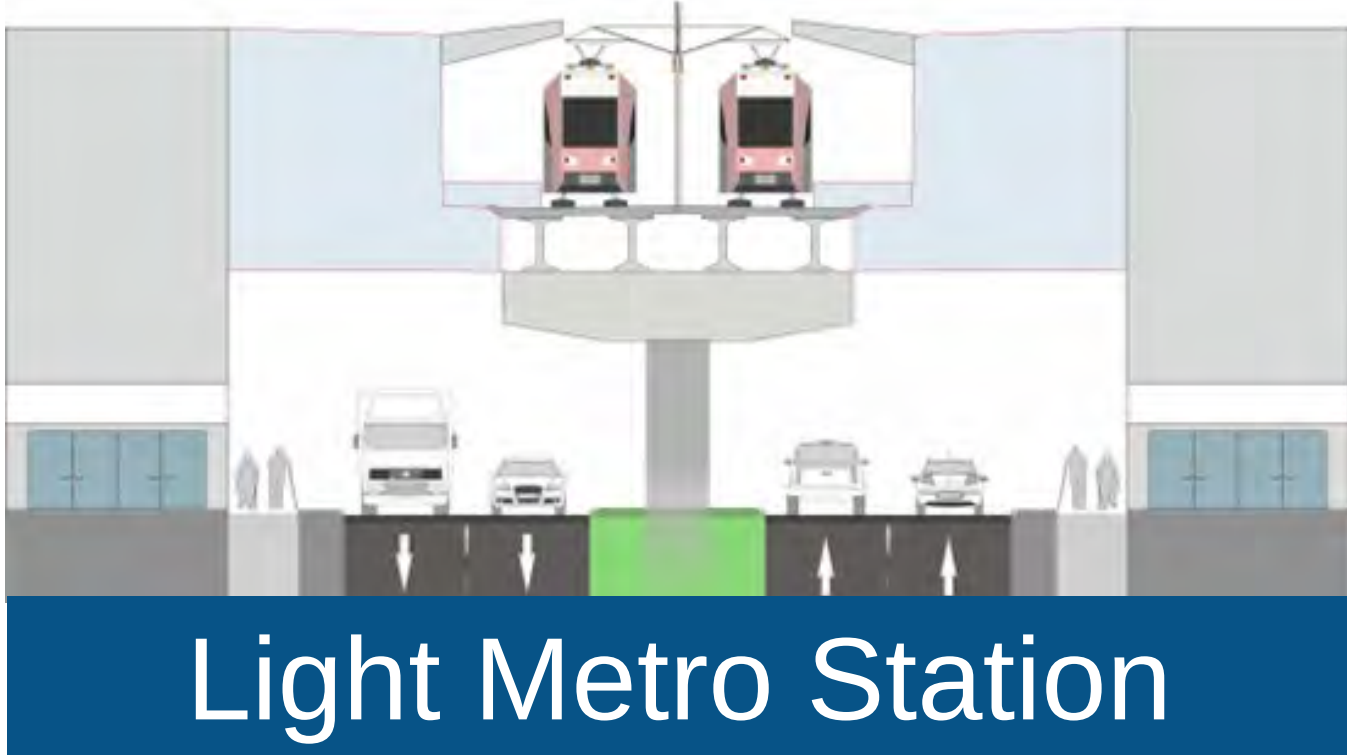
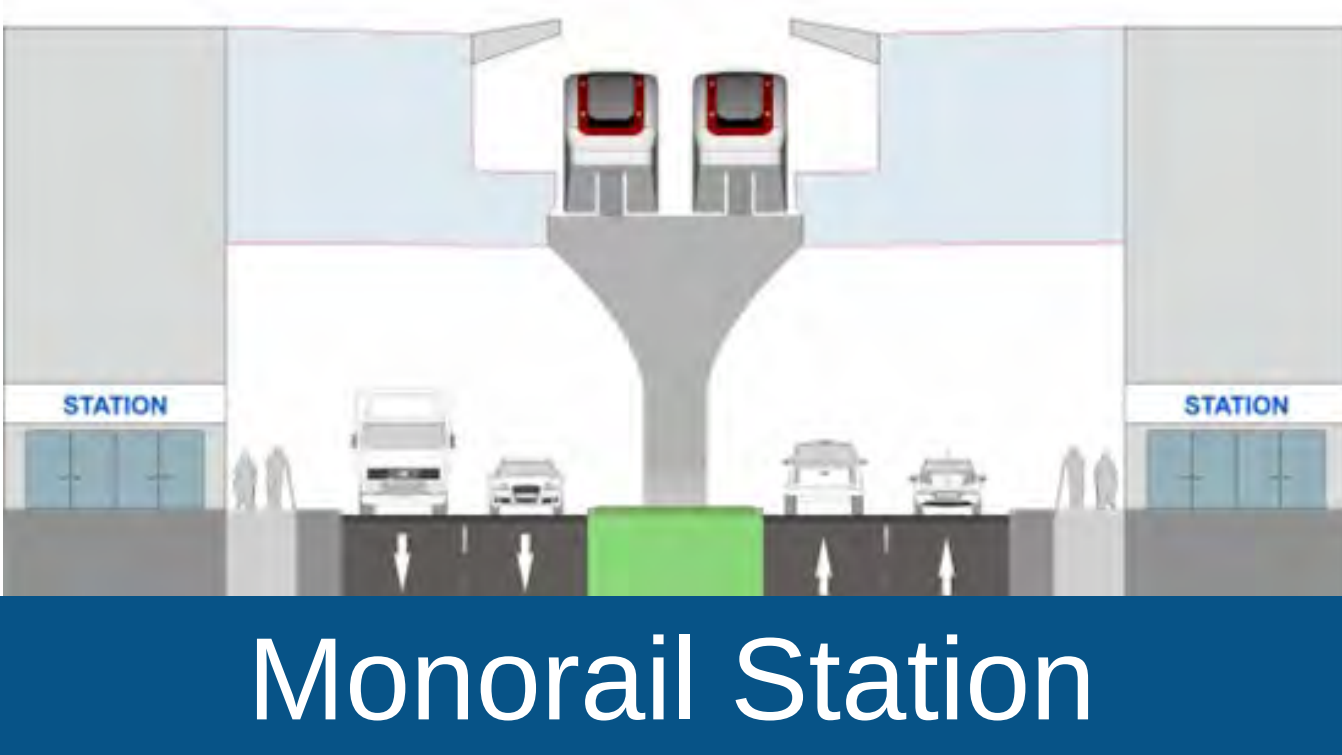
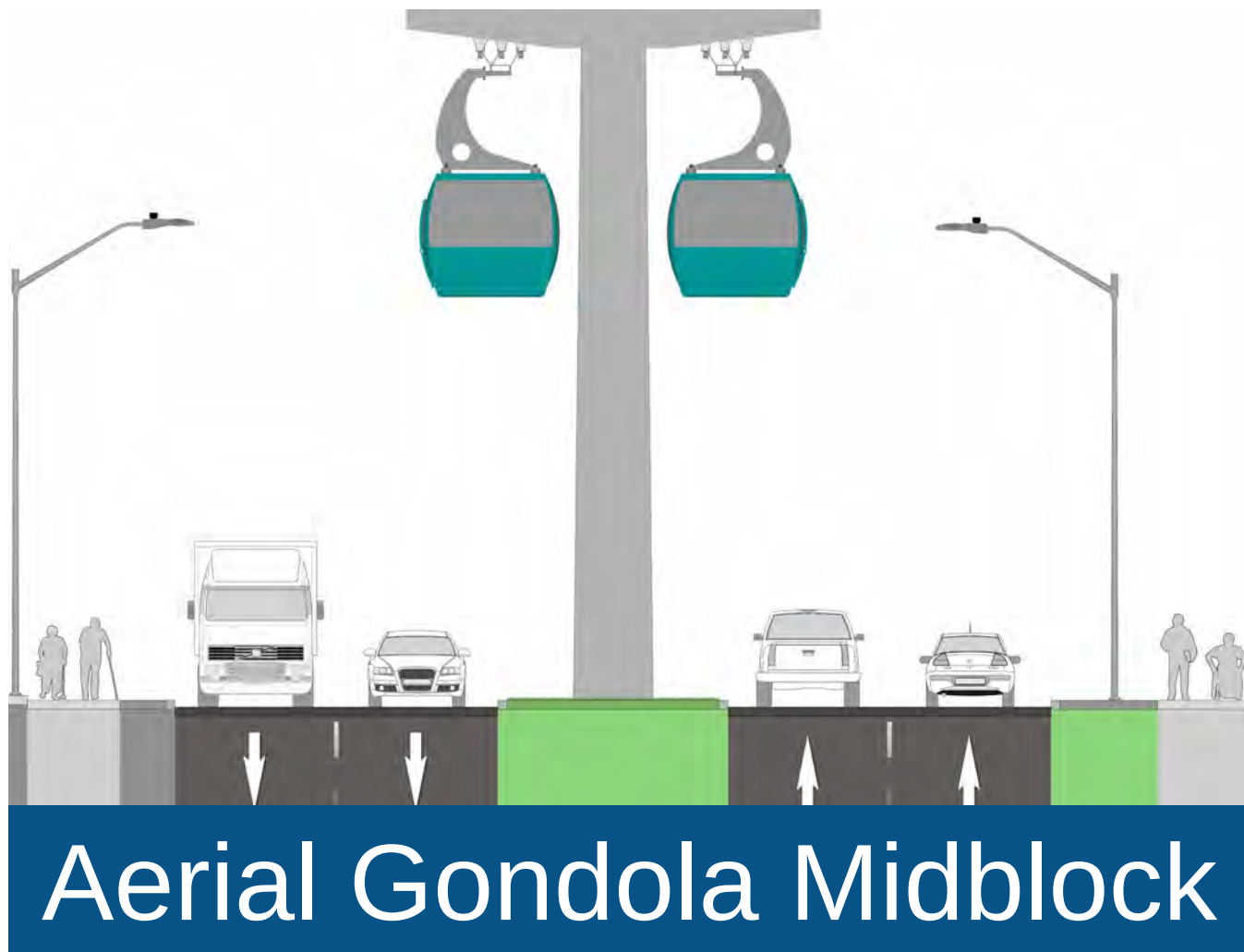
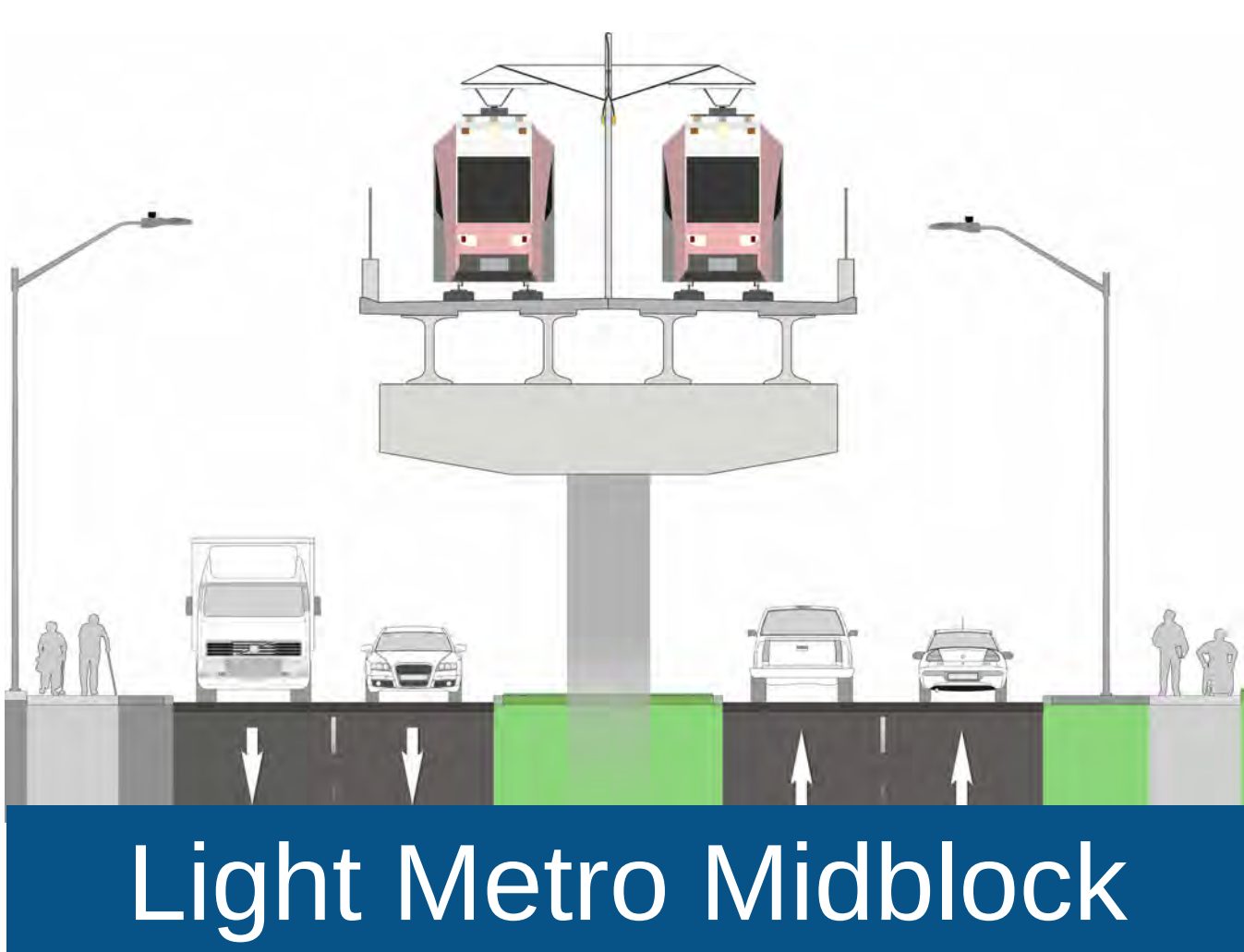
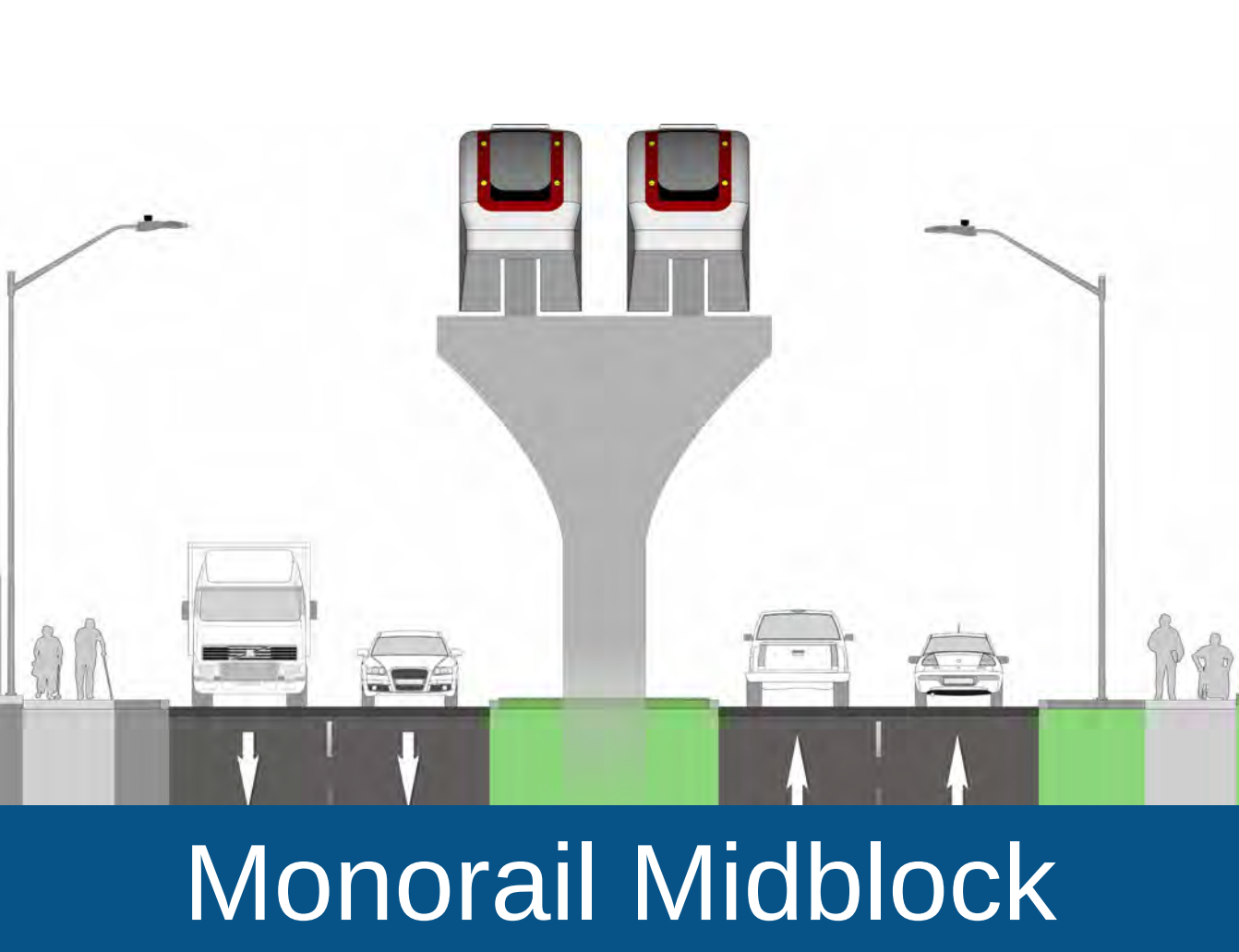
Gondola

Dodger Stadium, LA

- Transit operates on an **elevated structure** next to or over the roadway.
- Transit stops are typically **800 to 1500 metres apart** and require land next to the roadway. Station spacing may drive need for local bus terminals, pick-up and drop-off areas which require space at street level
- Exclusive transit infrastructure provides the **most reliable** transit travel times.
- Elevated structure 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. Piers to support elevated guideway require space at street level.
- **Includes:** Light Rail Transit, Light Metro/Subway, Aerial Gondola, Monorail (Suspended or Straddle), Automated People Mover

*Source: CRRC Corporation LtdI, <https://www.crrcgc.cc/en/g5160/m10408/en/g7389/s10408/t287171.aspx>

How would Aerial Rapid Transit work on Simcoe Street?



15 potential stations
At 900 metre average spacing

What do you think about the potential stop locations?



Aerial Transit Off-corridor Requirements



Electrification

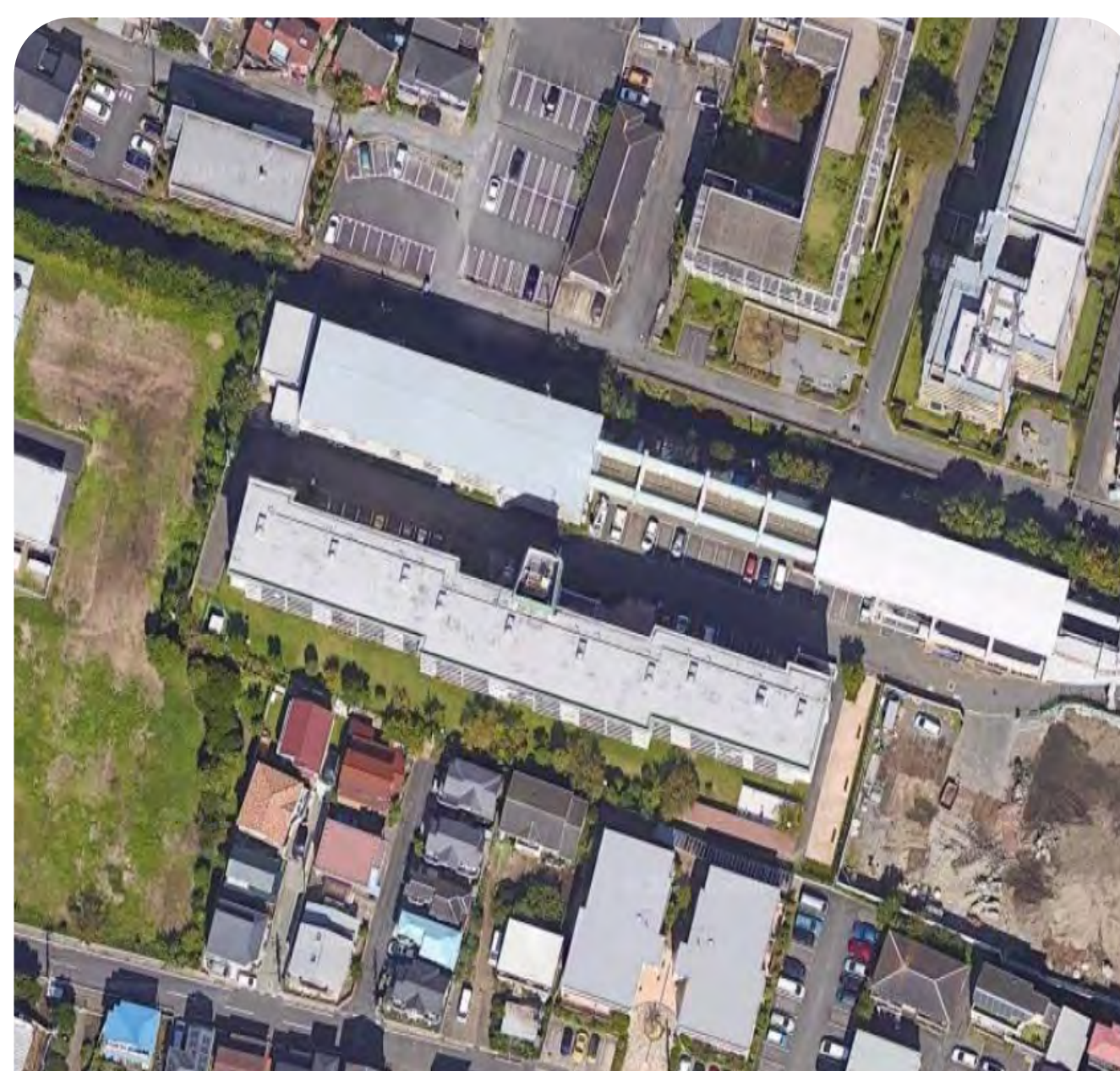
- To operate electric vehicles such as trains, monorails, or an automated people mover, power substations would be needed about every 1.5 to 2.0 km
- Power substations might result in property impacts. For the length of Simcoe Street, there would be about 7 or 8 substations. Substations might be located at passenger stations or between stations.
- Potentially use battery-powered vehicles.

Operations, Maintenance and Storage Facility

- A new vehicle type would require a new facility for:
 - Covered transit vehicle storage
 - Maintenance building
 - Workshops, offices, staff space
- Ideally the facility would be located within 500 metres of Simcoe Street to reduce operating costs
- Size of facility will depend on the vehicle technology and how many vehicles are needed to serve forecasted ridership



Power Substation
Ottawa LRT

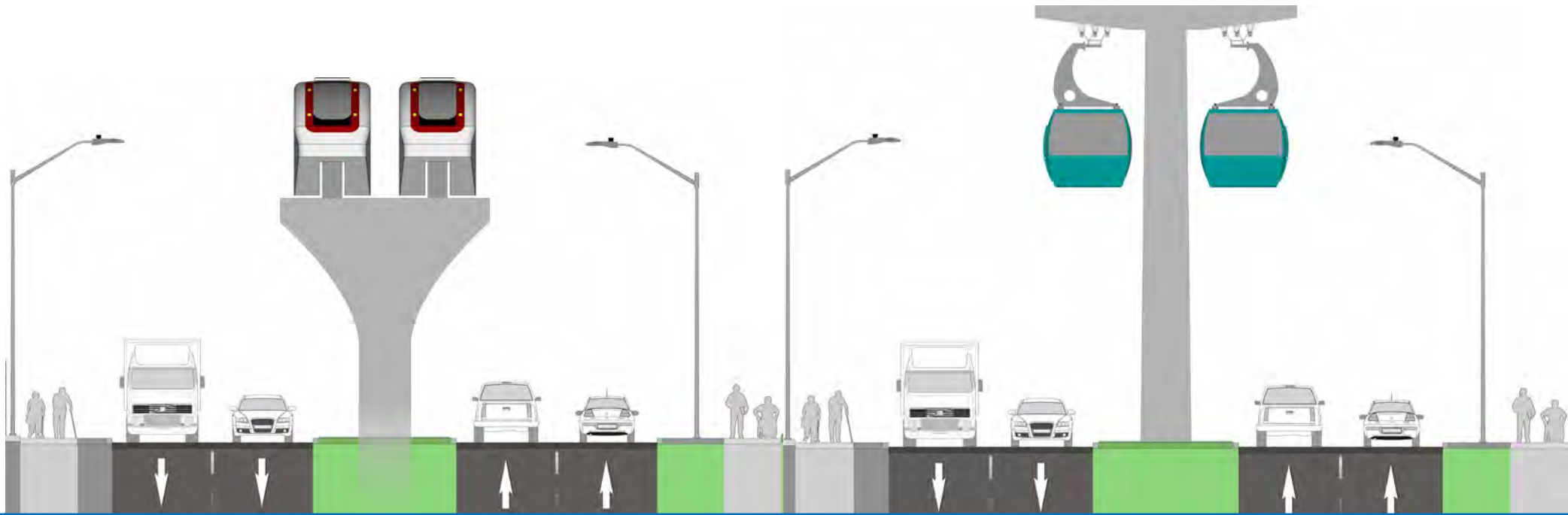


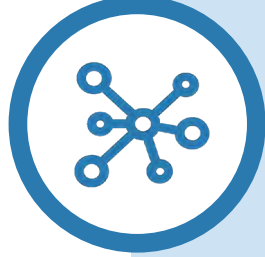
Shonan Monorail Facility
Japan



ION LRT Facility
Waterloo, ON

Does Aerial Rapid Transit fit the vision for Simcoe Street for 2051?



Theme		No Rapid Transit	Monorail or Light Metro	Gondola
 Efficient and Connected Mobility				
 Equity and inclusion				
 Economic Prosperity				
 Environmental Sustainability				
 Healthy and Complete Communities				
 Safety and Security				
Overall				

Aerial option strikes a balance between improved transit service and fewer surface impacts. Stations are closer together than underground and further apart than at-grade. Travel times for gondolas are longer than monorail and light rail. Potential to minimize road widening or avoid reductions in vehicle lanes.

Scoring:


Definitely Yes

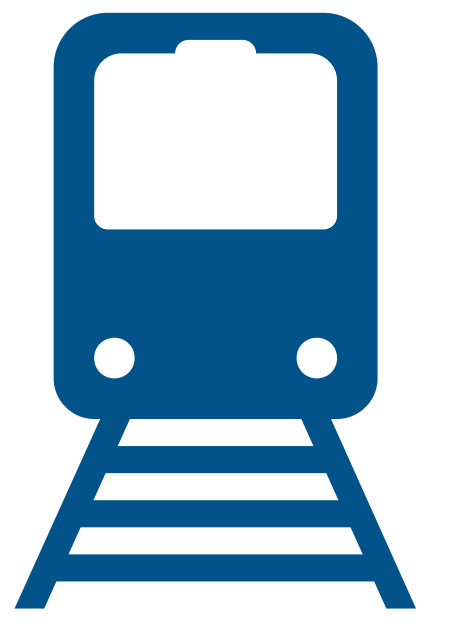

Yes


Maybe


No


Definitely Not

What is At-grade Rapid Transit?



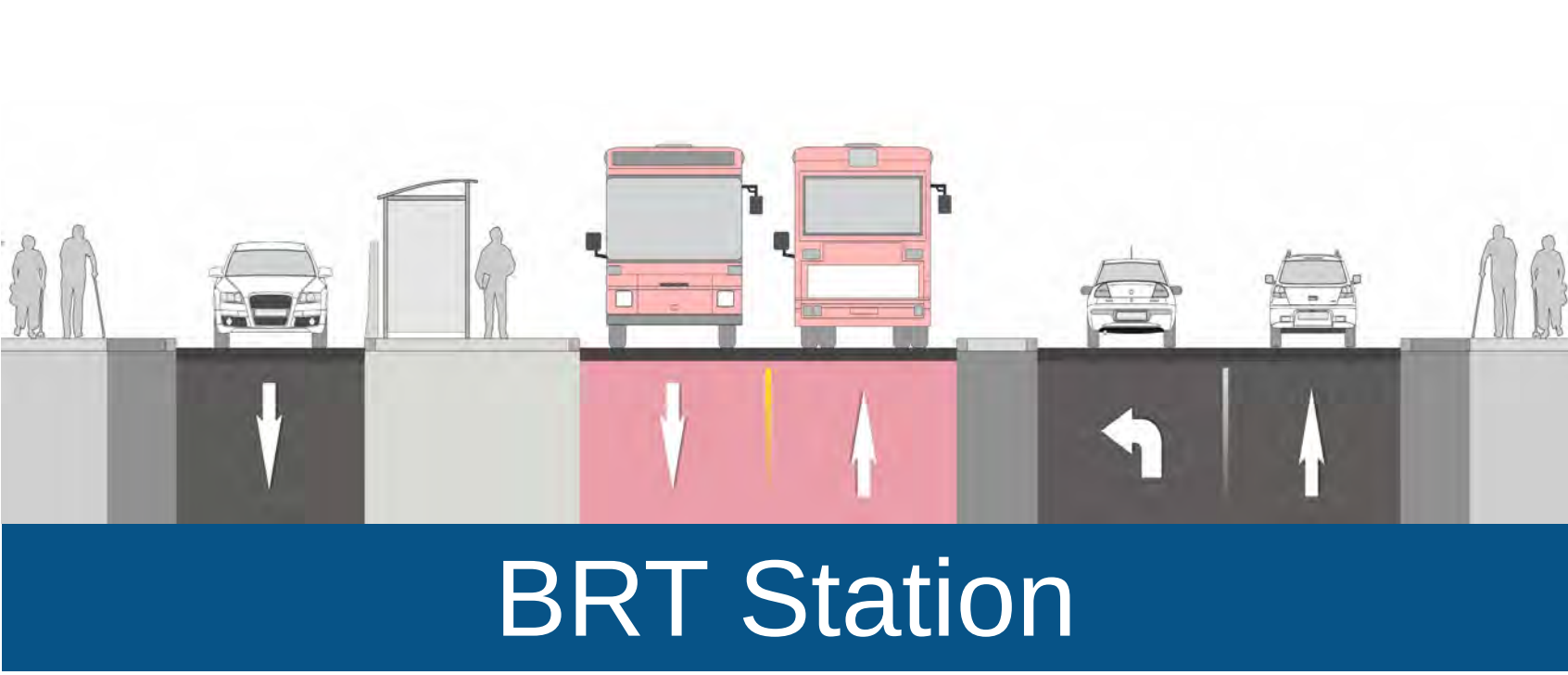
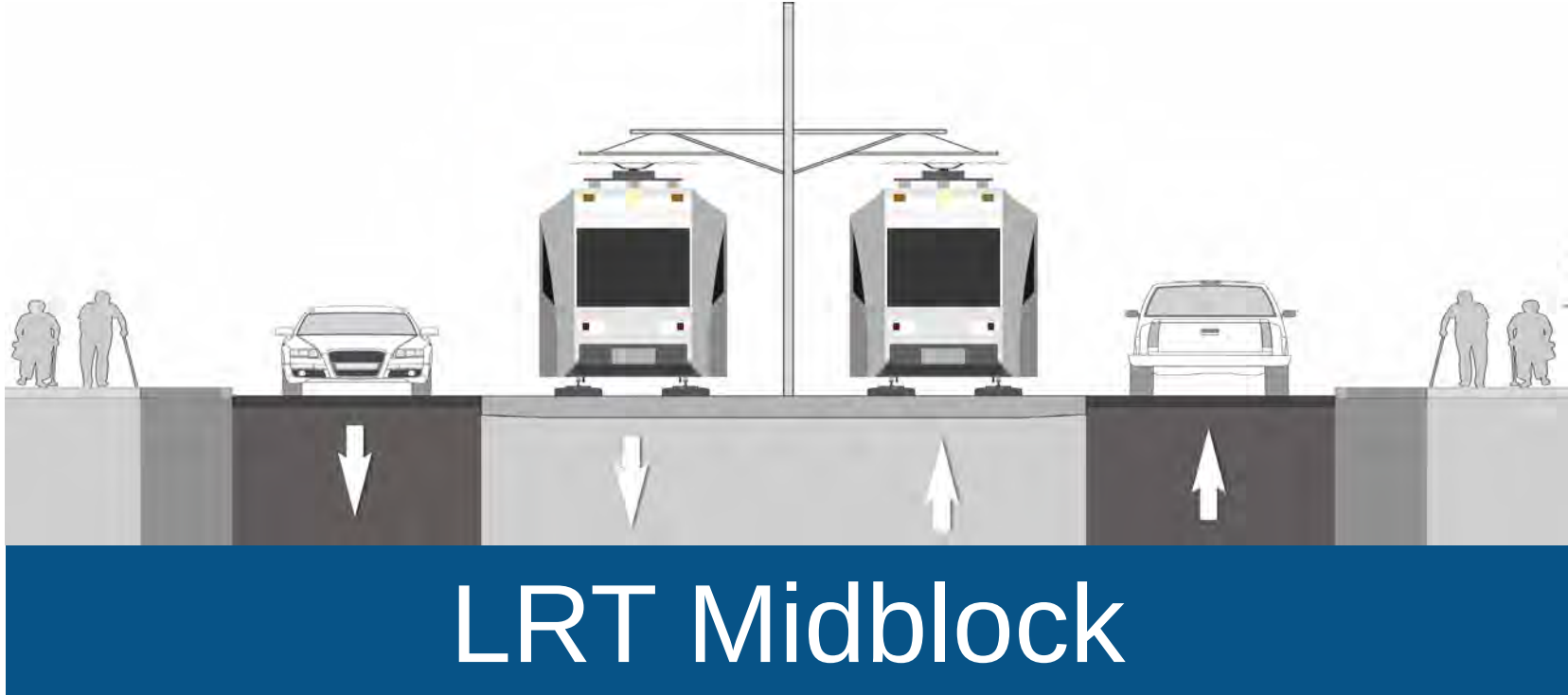
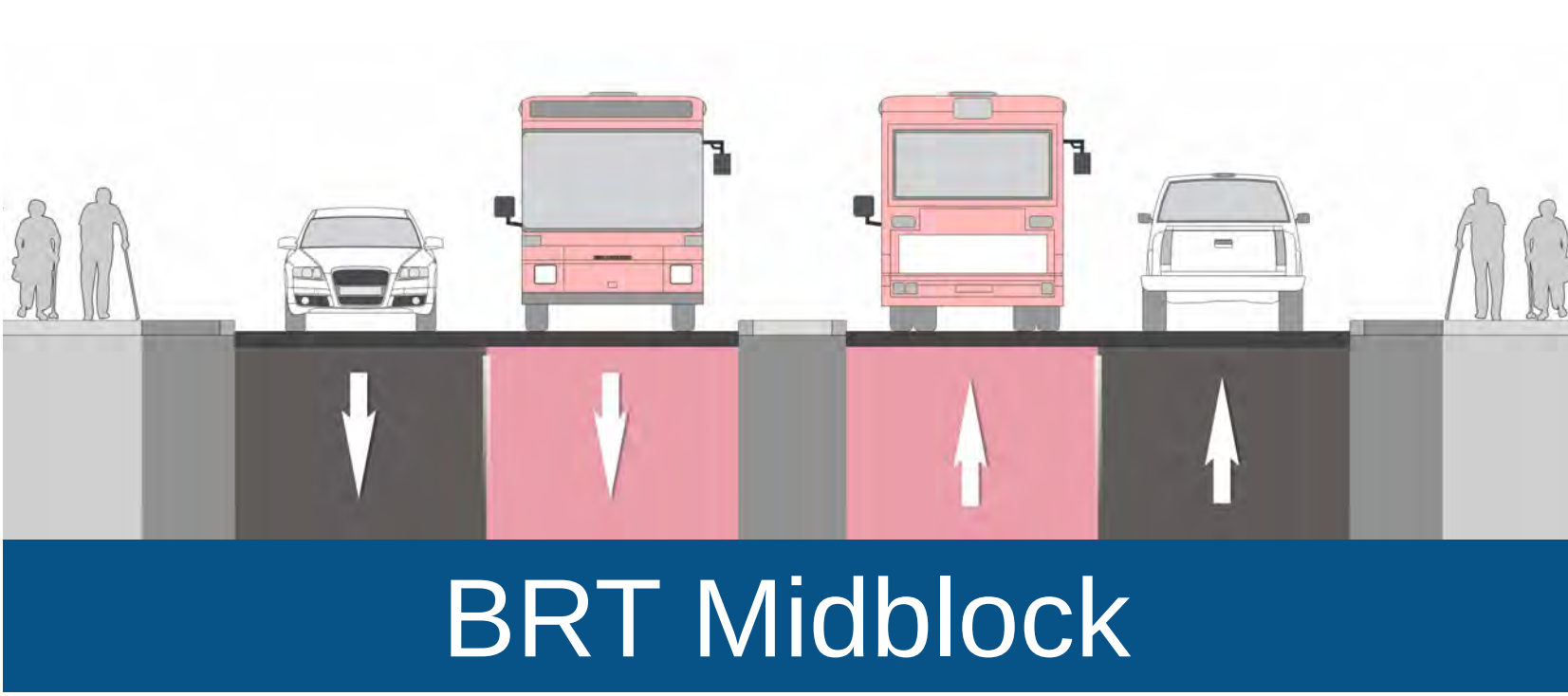
Bus Rapid Transit
Ottawa, ON



Light Rail Transit
Stockholm, Sweden

- Transit operates separate from general traffic in partially exclusive lanes in the centre of the road or on the side of the road.
- Transit stops are typically 600 to 1000 metres apart and located at a traffic signal. Passengers transfer between local bus routes using the traffic signal.
- Dedicated lanes provide fast and reliable travel times but can be impacted by roadway conditions.
- Dedicated lanes enables more frequent and higher capacity transit, which attracts ridership and supports growth.
- Requires some widening along corridor and at stations. May not provide room for more active transportation and public space at street level.
- Technologies supported: Bus Rapid Transit, Light Rail Transit, Connected Autonomous Vehicles.

How would At-grade Rapid Transit work on Simcoe Street?

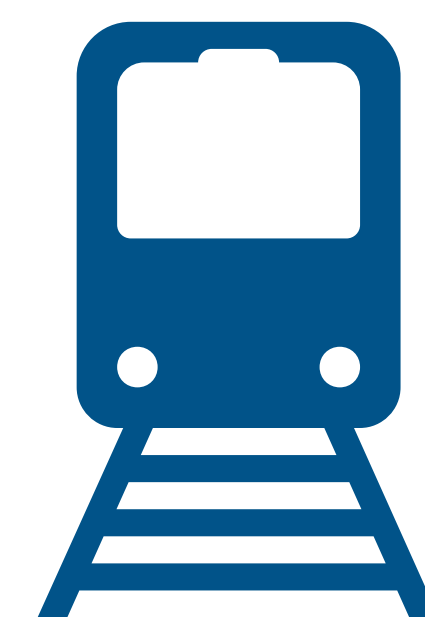


16 potential stations
At 875 metre average spacing

What do you think about the potential stop locations?



At-grade Transit Off-corridor Requirements



Electrification

- To operate electric buses, charging can occur at the end of the route, along the route, or at the maintenance facility.
- To operate electric trains, power substations would be needed about every 1.5 to 2.0 km.
- Power substations might result in property impacts. For the length of Simcoe Street, there would be about 7 or 8 substations. Substations might be located at passenger stations or between stations.

Operations, Maintenance and Storage Facility

- Buses would be stored and maintained at existing DRT facility
- Trains would require a new facility for:
 - Covered transit vehicle storage
 - Maintenance building
 - Workshops, offices, staff space
- Ideally the facility would be located within 500 metres of Simcoe Street to reduce operating costs
- Size of facility will depend on the vehicle technology and how many vehicles are needed to serve forecasted ridership



Power Substation
Eglinton Crosstown LRT

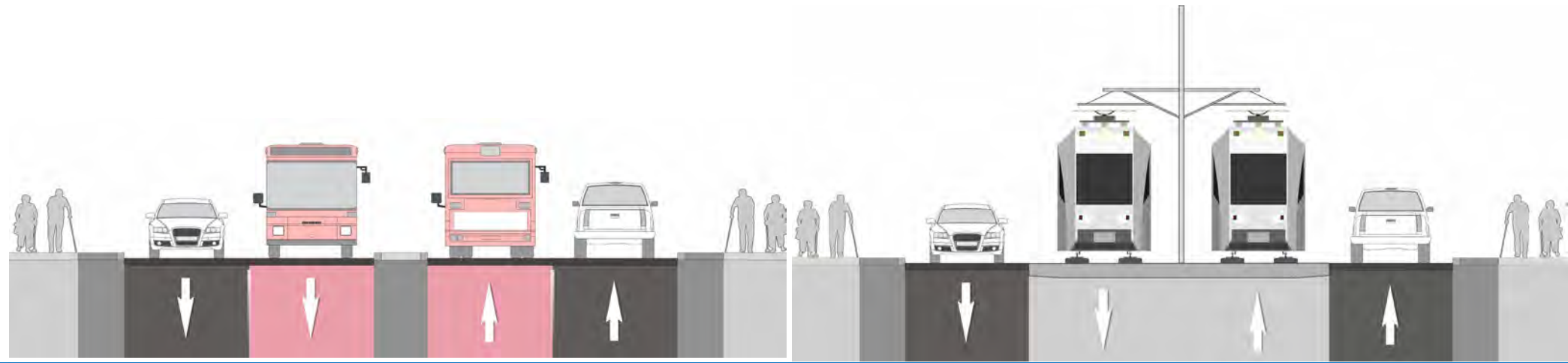
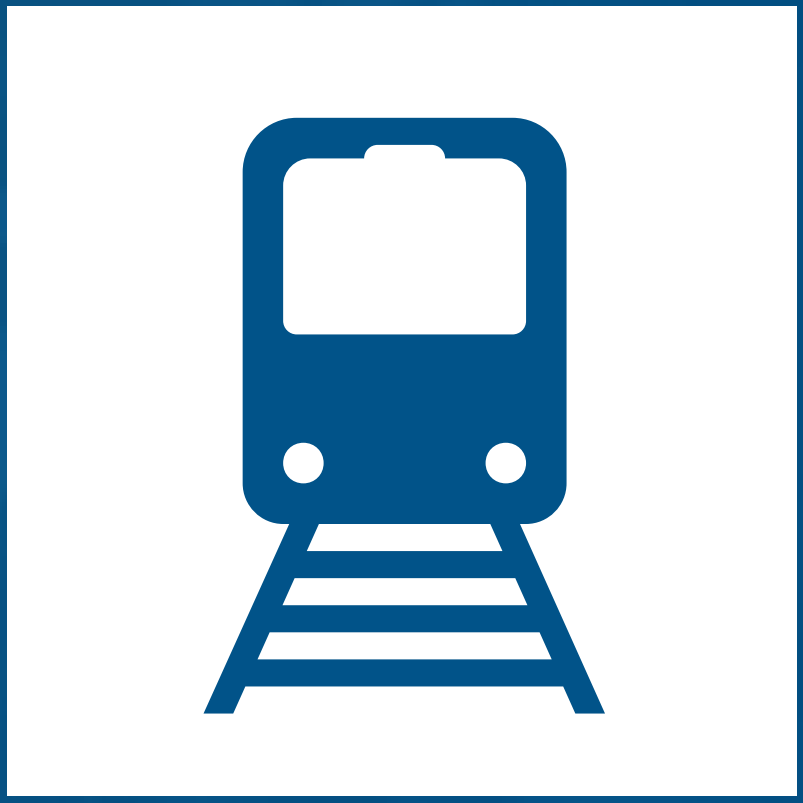


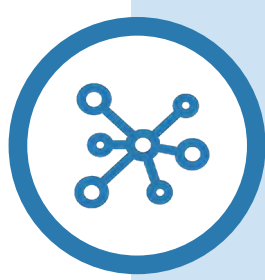
Existing DRT
Maintenance Facility



ION LRT Facility
Waterloo, ON

Does At-grade Rapid Transit fit the vision for Simcoe Street for 2051?



Theme		No Rapid Transit	Bus Rapid Transit	Light Rail Transit
 Efficient and Connected Mobility				
 Equity and inclusion				
 Economic Prosperity				
 Environmental Sustainability				
 Healthy and Complete Communities				
 Safety and Security				
Overall				

At-grade option provides greater access and supports growth. Stations are closer together with improved and more reliable travel times. May require road widening or reductions in vehicle lanes.

Scoring:

 Definitely Yes

 Yes

 Maybe

 No

 Definitely Not

What is Underground Rapid Transit?



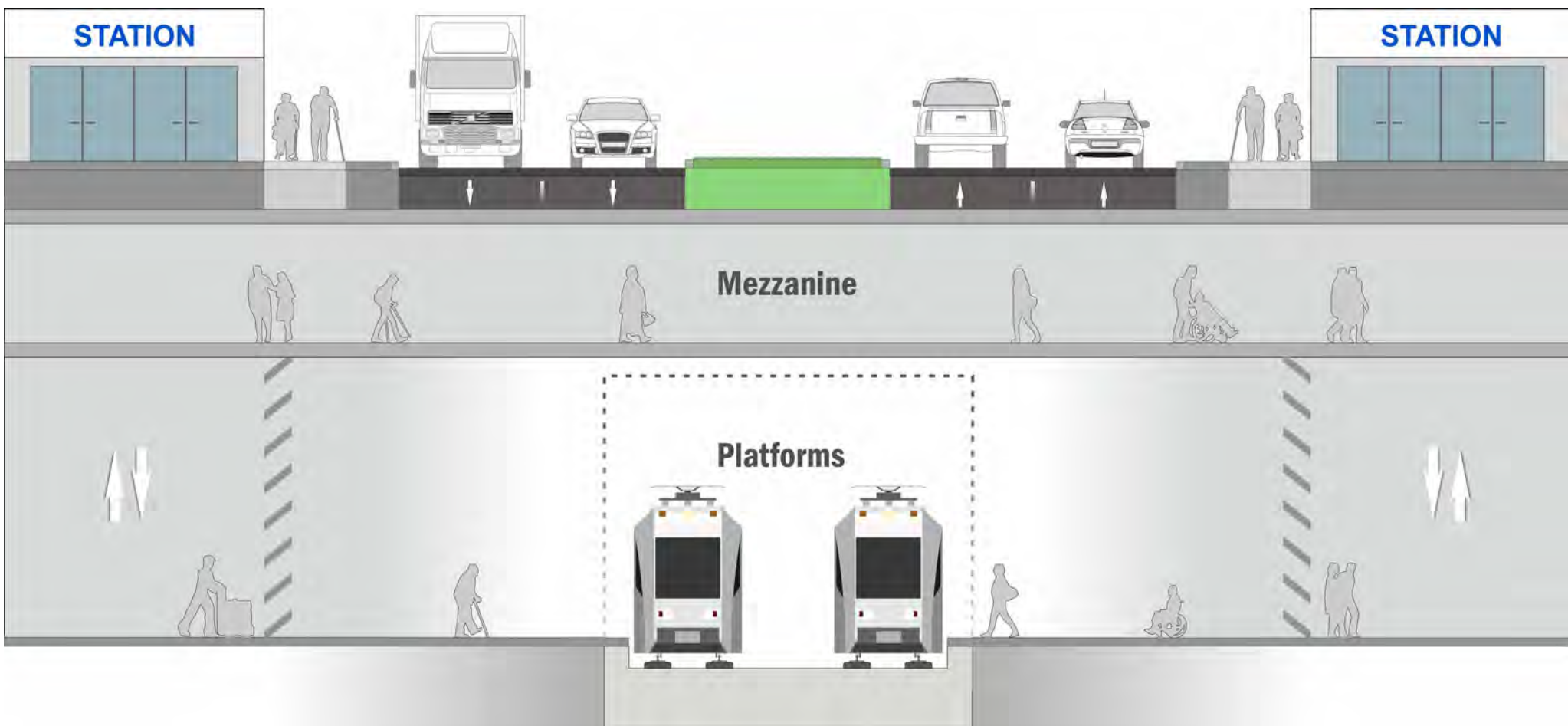
Light Rail Transit
Confederation Line,
Ottawa, ON



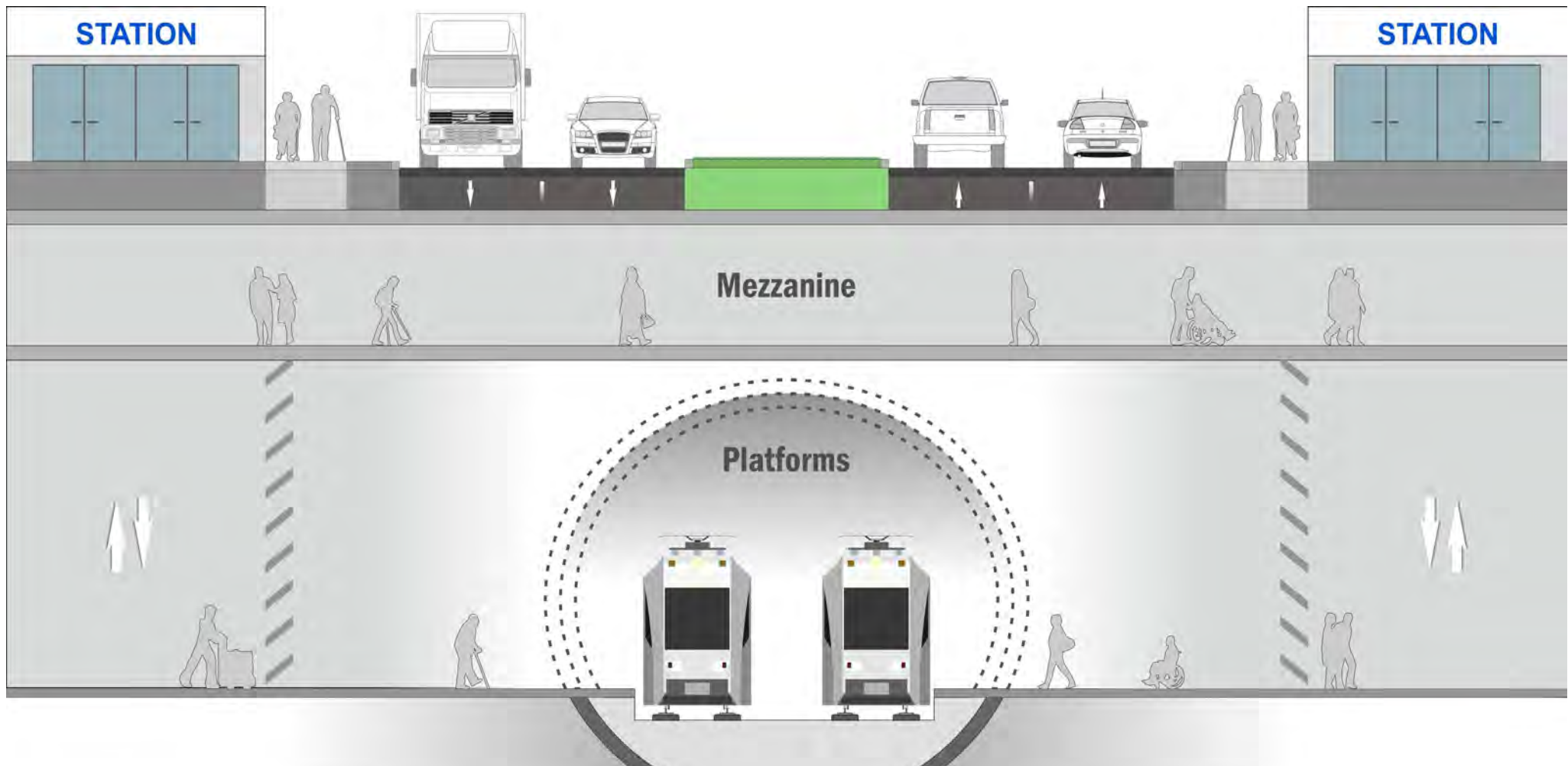
Subway
Sheppard Subway,
Toronto, ON

- Transit operates in a tunnel under the roadway in a fully exclusive right-of-way.
- Transit stations are typically 800 to 1500 metres apart and require land next to the roadway. Station spacing may drive need for local bus terminals, pick-up and drop-off areas which require space at street level.
- Exclusive transit infrastructure provides the fastest and 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.
- Technologies supported: Light Rail Transit, Light Metro/Subway, Automated People Mover.

How would Underground Rapid Transit work on Simcoe Street?



Subway Station
(Cut and Cover)



Subway Station
(Bored Tunnel)

11 potential stations
At 1600 metre average spacing

What do you think about the potential stop locations?



Underground Transit Off-corridor Requirements



Electrification

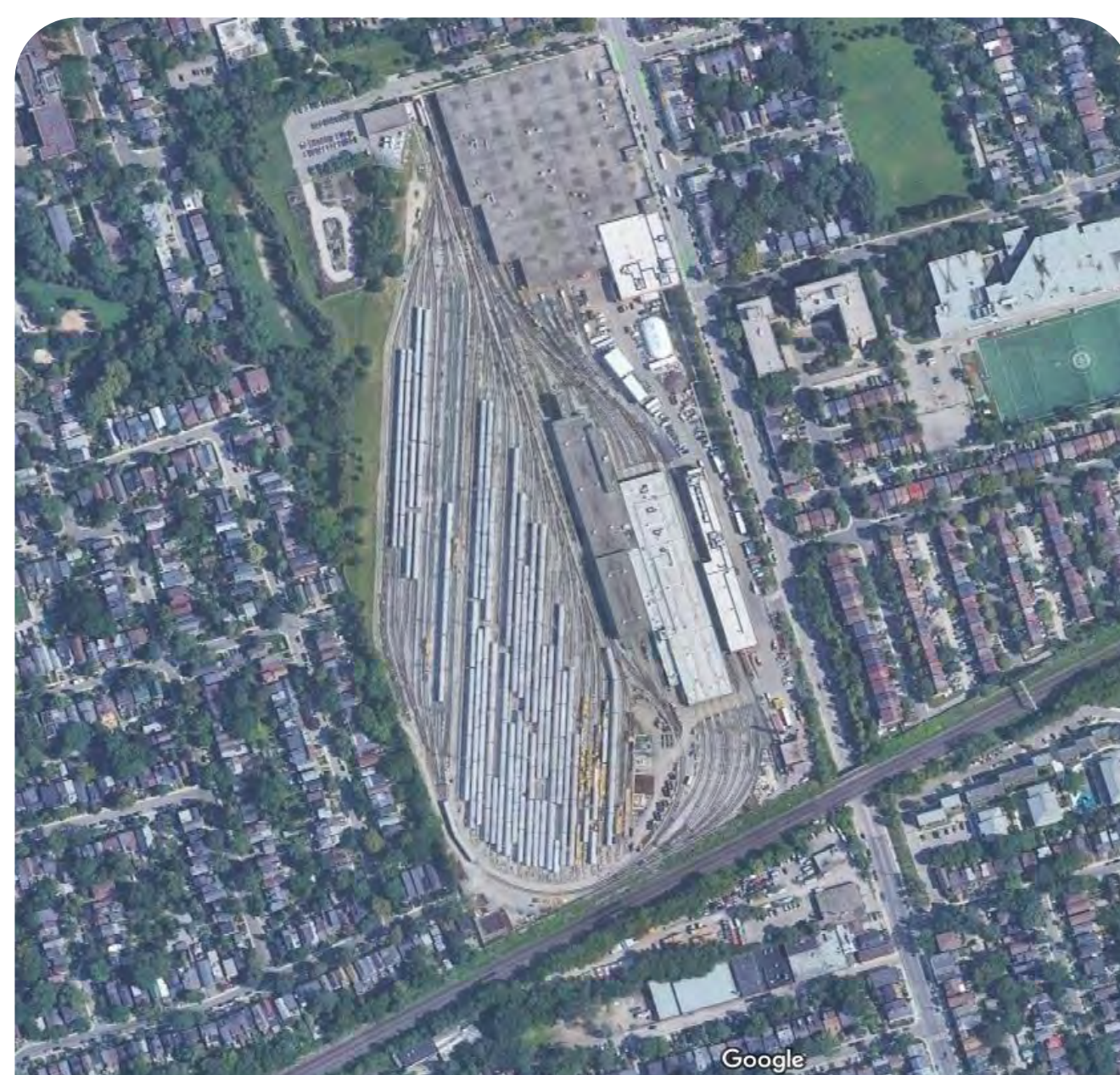
- To operate electric vehicles such as trains or an automated people mover, power substations would be needed about every 1.5 to 2.0 km.
- Power substations might result in property impacts. For the length of Simcoe Street, there would be about 7 or 8 substations. Substations might be located at passenger stations or between stations.

Operations, Maintenance and Storage Facility

- A new vehicle type would require a new facility for:
 - Covered transit vehicle storage
 - Maintenance building
 - Workshops, offices, staff space
- Ideally the facility would be located within 500 metres of Simcoe Street to reduce operating costs
- Size of facility will depend on the vehicle technology and how many vehicles are needed to serve forecasted ridership



Power Substation
Ottawa LRT

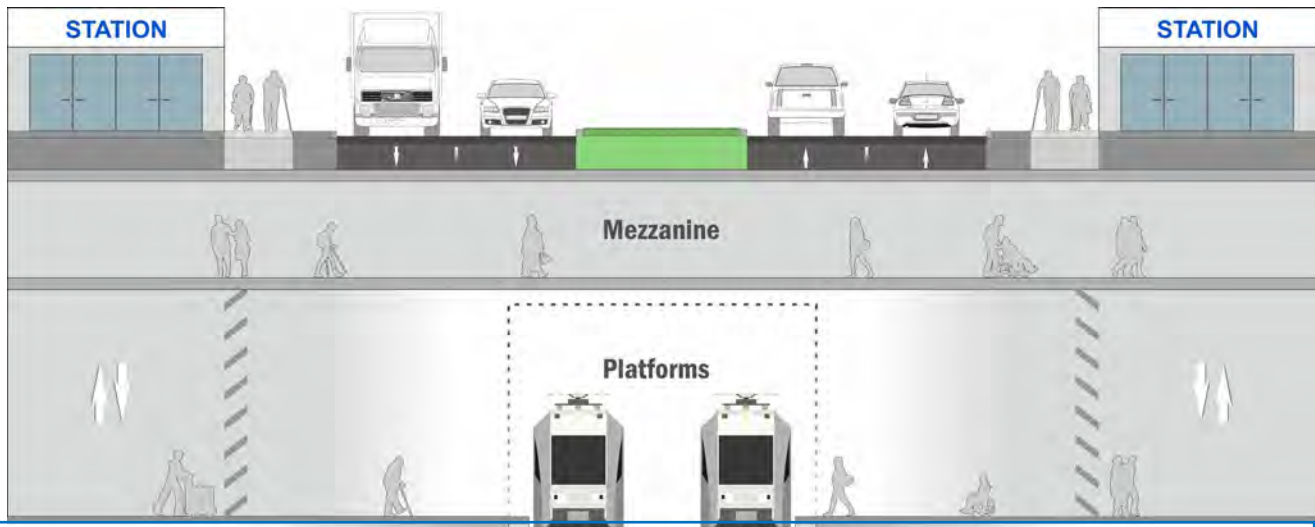


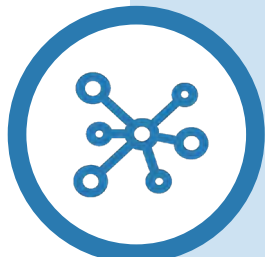
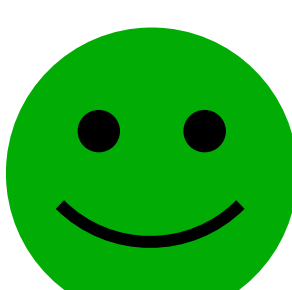
TTC Subway Facility
Toronto, ON



ION LRT Facility
Waterloo, ON

Does Underground Rapid Transit fit the vision for Simcoe Street for 2051?



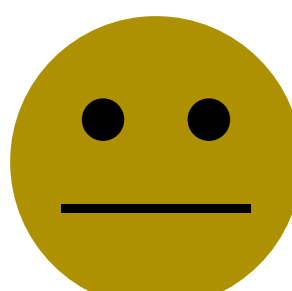
Theme	No Rapid Transit	Underground
 Efficient and Connected Mobility		
 Equity and inclusion		
 Economic Prosperity		
 Environmental Sustainability		
 Healthy and Complete Communities		
 Safety and Security		
Overall		

Underground option has much higher cost. Longer distance between stations reduces access and expected ridership. This option is not well suited for Simcoe Street.

Scoring:

 Definitely Yes

 Yes

 Maybe

 No

 Definitely Not

Summarize your input

The technical team recommends Monorail/Light Metro, Gondola, Bus Rapid Transit, and Light Rail Transit be carried forward to the Initial Business Case.

Your input will help the technical team finalize the evaluation.

Instructions:

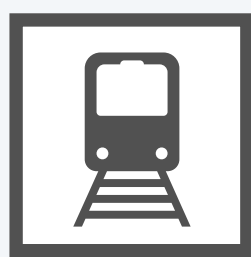
1.



Review what you learned about rapid transit technologies:



Aerial



At-grade



Underground

2.



Review the evaluation summary prepared by the technical team

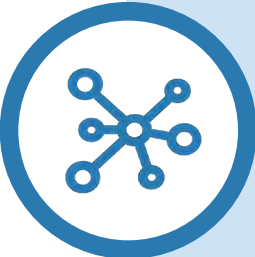
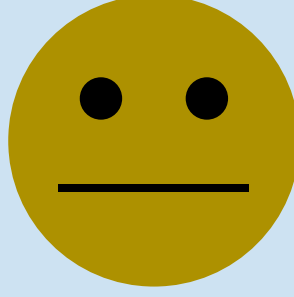
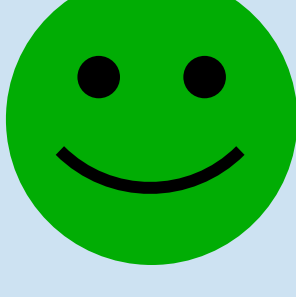
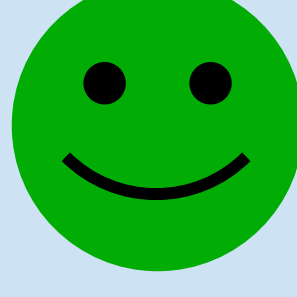
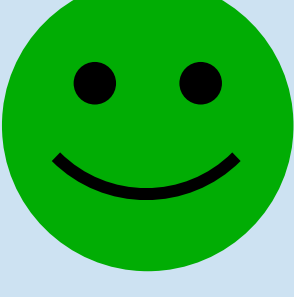
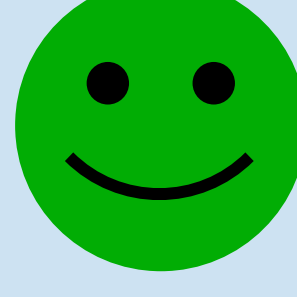
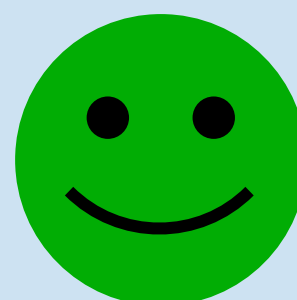
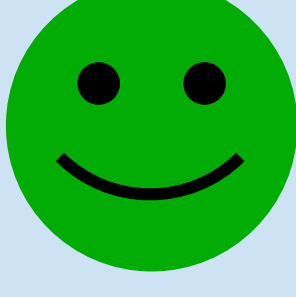
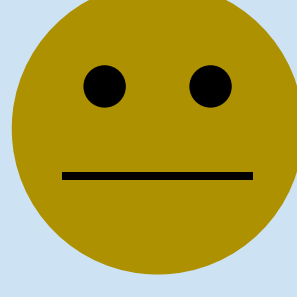
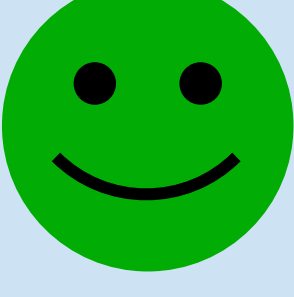
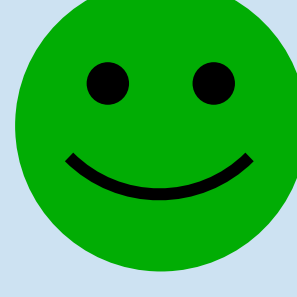
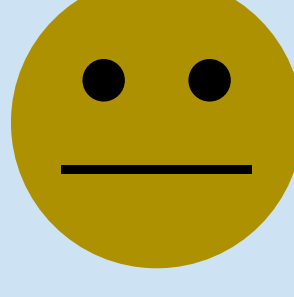
3.



Complete your own evaluation

The technical team will study preferred options through the Initial Business Case and present findings in Fall 2023.

Evaluation Summary

Theme	No Rapid Transit	Monorail or Light Metro	Gondola	Bus Rapid Transit	Light Rail Transit	Underground
 Efficient and Connected Mobility						
 Equity and inclusion						
 Economic Prosperity						
 Environmental Sustainability						
 Healthy and Complete Communities						
 Safety and Security						
Overall						

Aerial rapid transit strikes a balance between improved transit service with less impacts at the surface. Aerial and at-grade have stations closer together than underground, providing greater access to communities and supporting growth. Underground is not well suited for Simcoe Street. At- grade transit may require road widening or reductions in vehicle lanes.

Scoring:

 Definitely Yes

 Yes

 Maybe

 No

 Definitely Not

Next Steps

The technical team will review all input before finalizing the evaluation. A presentation to Regional and City council is planned for June 2023.



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

Contact: [SimcoeStreetRapidTransit.ca](https://simcoe-street-rapid-transit.ca)

Email: Simcoe@durham.ca

Phone: 905-668-7711 extension 2198

Visit the project website to:

- Join the study mailing list
- Leave your thoughts on specific opportunities and concerns using the interactive map and online forms
- Who do you know that might be interested in this study?
- Tell your friends, colleagues, family and neighbours!
- More public consultation planned for Fall 2023

Appendix E – Billboard Signs

IBI GROUP PUBLIC CONSULTATION ROUND 3 REPORT
SIMCOE STREET RAPID TRANSIT VISIONING STUDY
Prepared for The Regional Municipality of Durham

