Welcome!

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



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

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

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

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

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.

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.

Scan this QR code to visit the study website:

SimcoeStreetRapidTransit.ca

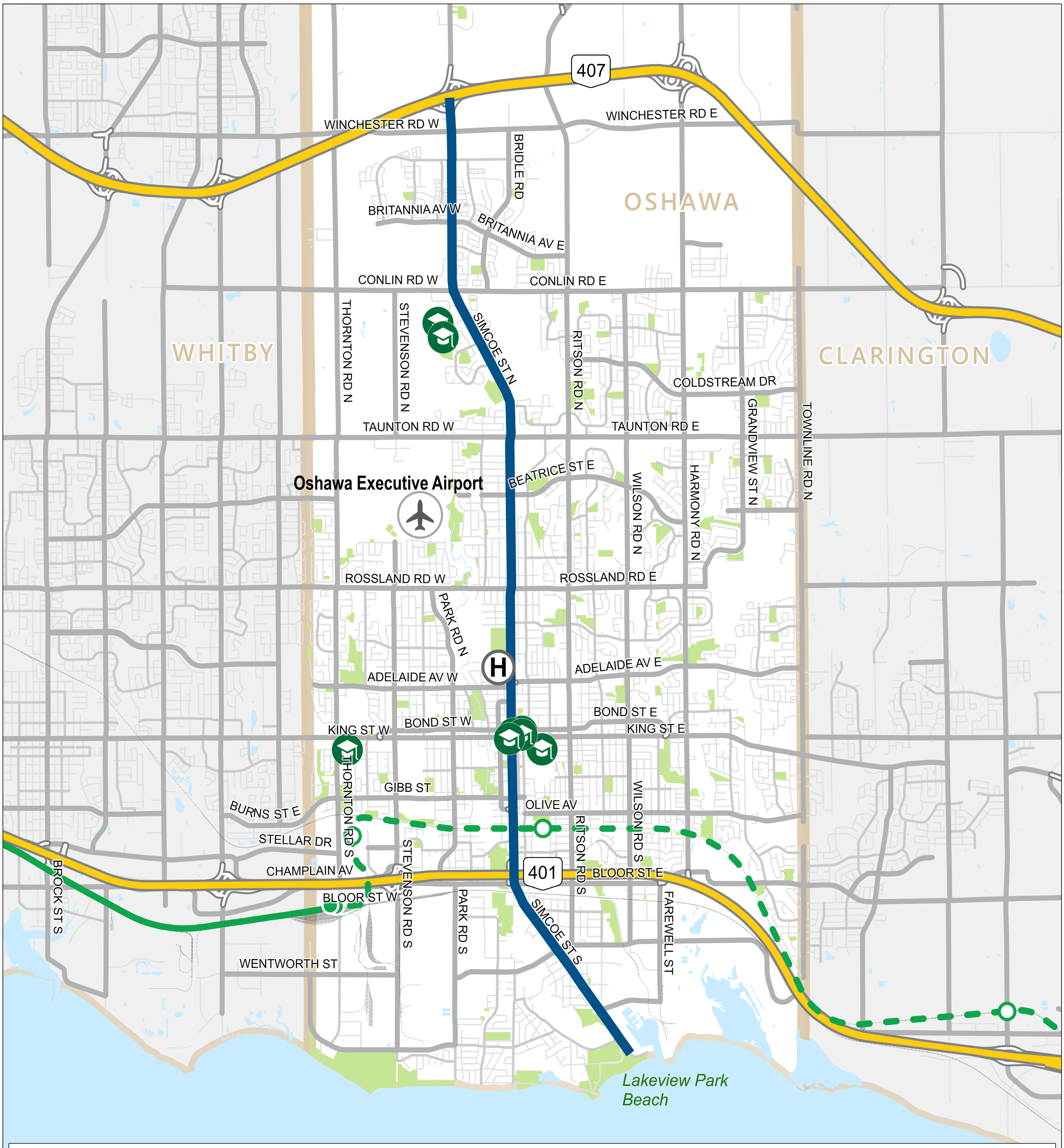
Send us an email:
Simcoe@Durham.ca

Or call:
905-668-7711
Ext. 2198

Provide feedback through the study website until:

November 17, 2023

- 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)



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

ROUND #3

2 Pop-ups:
March 28, 29, 2023

On-line Survey:
March 2023 to April 14, 2023

2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031

2017 to 2021
Strategic Planning
- Durham Region Transportation Master Plan
- Oshawa Integrated Transportation Master Plan
- Metrolinx 2041 Regional Transportation Plan
- DRT Launches PULSE 901 on Simcoe Street

2022 to 2023
Visioning Study and Initial Business Case
- To identify preferred options for Simcoe Street Rapid Transit

WE ARE HERE

2024 to 2025
Environmental Assessment and Preliminary Design
- Technical Studies and Public Consultation

2026 to 2028
Design and Procurement*
*Timing will depend on funding and approvals.

2029 to 2031
Construction Commencement*
*Timing will depend on funding and approvals.

What is Rapid Transit?

Rapid transit is a combination of measures, including:



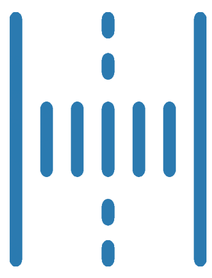
Dedicated space for transit, where feasible, resulting in shorter travel times.



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 achieve the Guiding Principles, fit the vision for the future of Simcoe Street and strengthening of Oshawa's downtown.

Support and agreement for potential at-grade and aerial transit improvements, including efficient and 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.

Interest in the inclusion of safe active transportation infrastructure. Need to support walking and cycling, including improving accessibility, 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 and impacts to businesses, adjacent properties and heritage properties due to rapid transit construction, including noise and traffic diversion.

The input collected from the community so far has been used to refine 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:

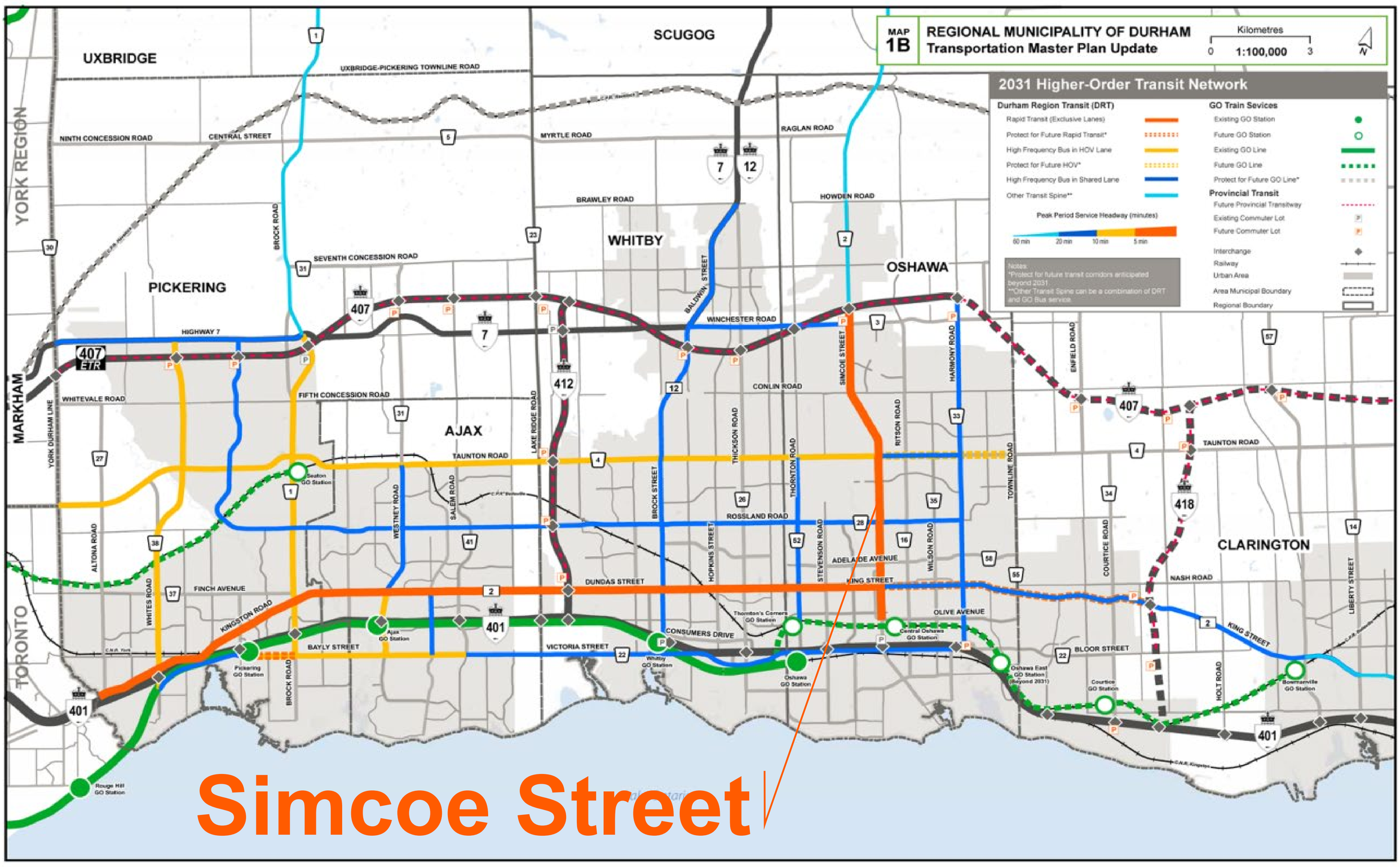
- Traffic congestion will **worsen** resulting in longer driving trip times.
- Transit trips today take **three to seven times longer** than car trips. Transit trip times will worsen and inefficient service will increase costs.
- The reduction in basic mobility provided by public transit will **negatively 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.

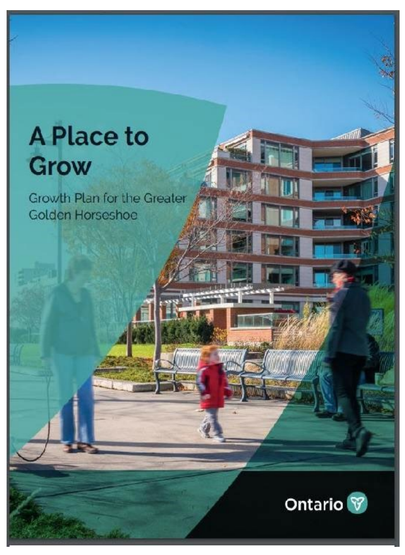
Durham Region's Transportation and Transit Network

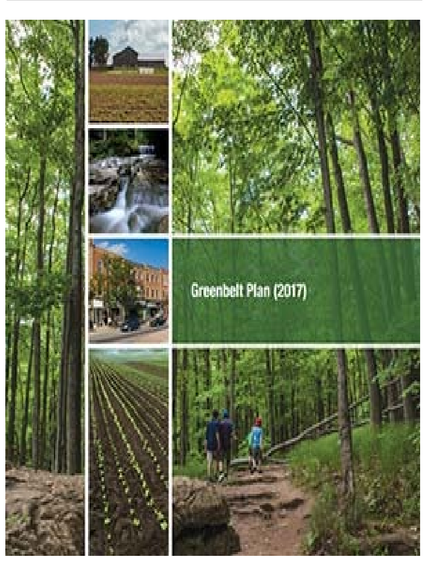
Based on the recommendation from the Transportation Master Plan, this visioning study for Simcoe Street will look at ways to make the best use of Simcoe Street to move more people safely and efficiently.

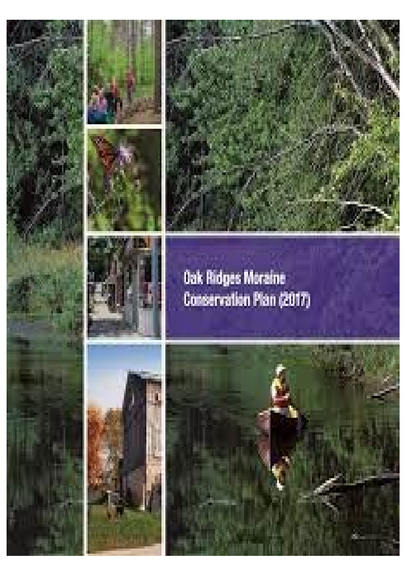


Source: Durham Transportation Master Plan 2017 https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-07-09-web-accessible.pdf

ENVISION DURHAM







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

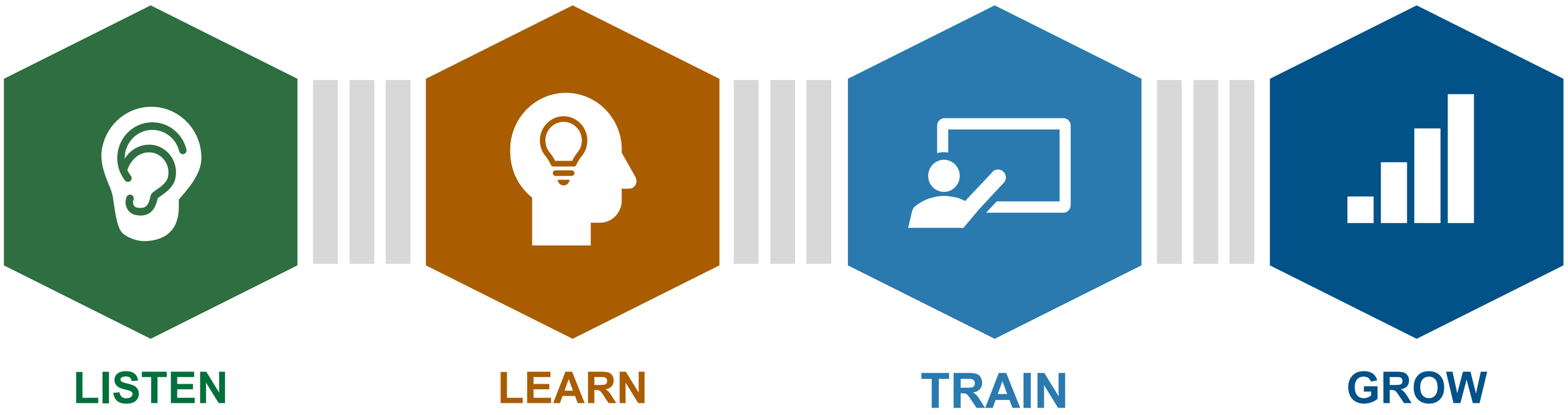
For more information on the Envision Durham study to shape long-term growth and development, and the new Council-adopted Regional Official Plan (May 2023), visit: **www.durham.ca/EnvisionDurham**

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.

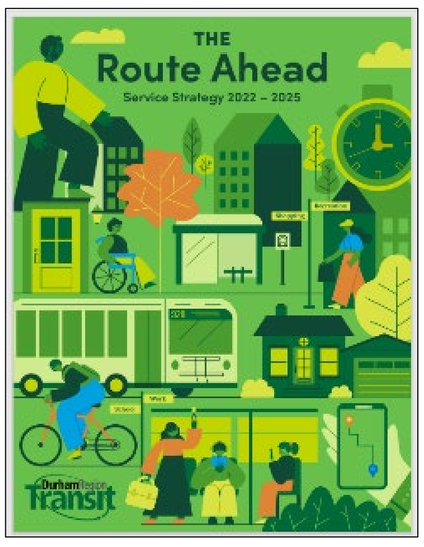
For example:

- 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

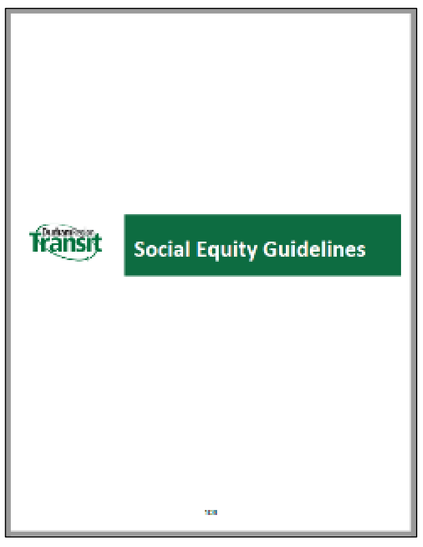


Durham Region Transit has Social Equity Guidelines

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







To learn more about social equity guidelines, visit:

Vision Statement and Guiding Principles

The following Vision Statement and Guiding Principles were presented during Public Consultation Round 3 for the community to provide their feedback. Based on public feedback, the Vision Statement and Guiding Principles Themes were confirmed.

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

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

What is an Initial Business Case (IBC)?





- The IBC is one of the key decision-making steps to explore transit options and advance the project.
- After the IBC, the project will move to the next stage such as an Environmental Assessment and Feasibility Study or Preliminary Design.
- The IBC for Simcoe Street will follow a four-case approach:
  - **Strategic Case and Economic Case:** Describe the rationale for pursuing an investment.
  - **Financial Case and Deliverability & Operations Case:** Describe the requirements for successful implementation of the investment.
- Each transit option will be evaluated against the year 2051.

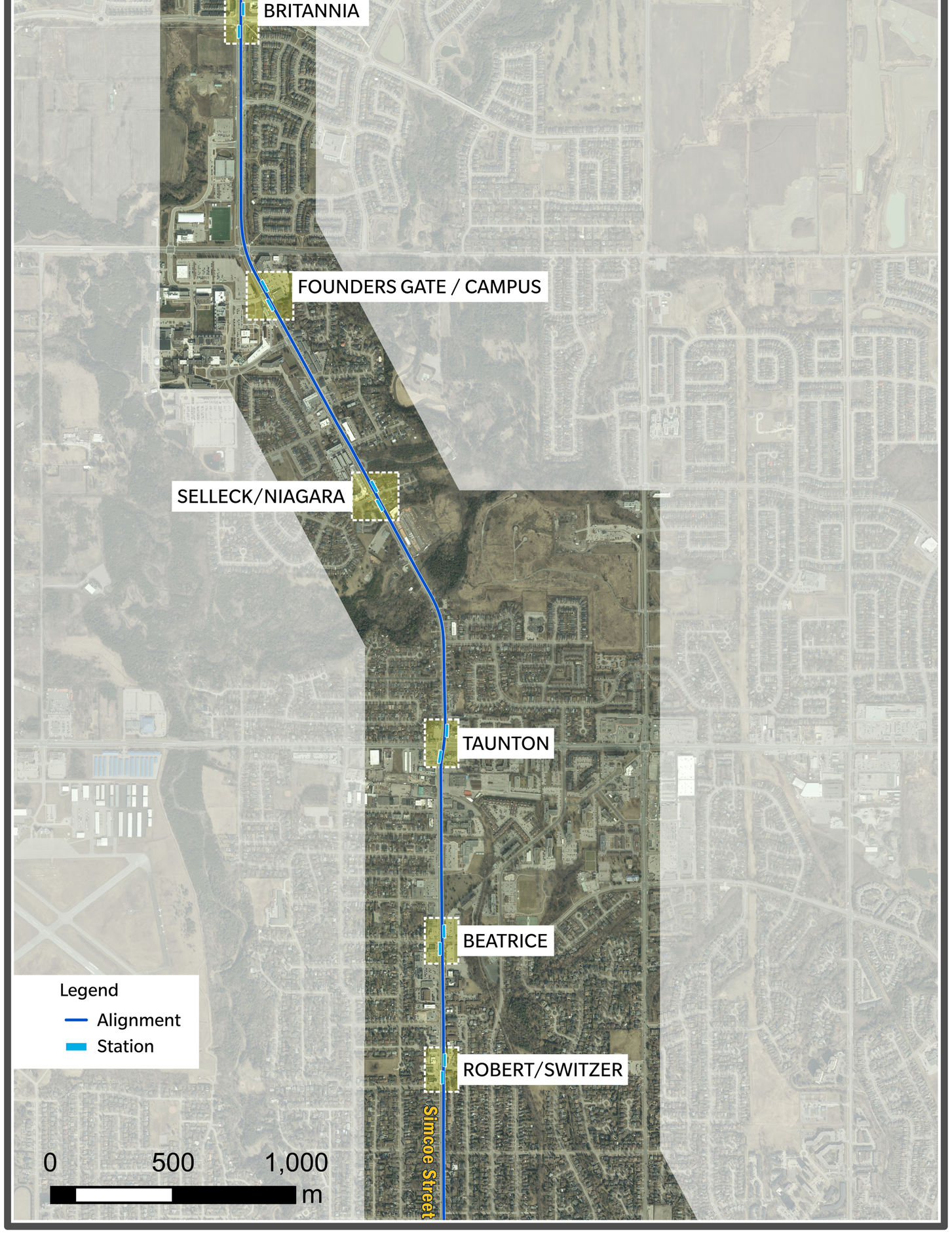
Bus Rapid Transit (BRT)

#	Proposed Stop Locations
1	Winchester Road/Highway 407
2	Windfields Farm Drive
3	Britannia Avenue
4	Founders Gate (Campus)
5	Selleck Lane/Niagara Drive
6	Taunton Road
7	Beatrice Street
8	Robert Street/Switzer Drive
9	Rossland Road
10	Hillcroft Street/Buckingham Avenue
11	Lakeridge Health Oshawa
12	King Street
13	John Street
14	Gibb/Elm Street
15	Future Central Oshawa GO Station
16	Bloor Street
17	Wentworth Street
18	Wellington Avenue
19	Lakeview Park



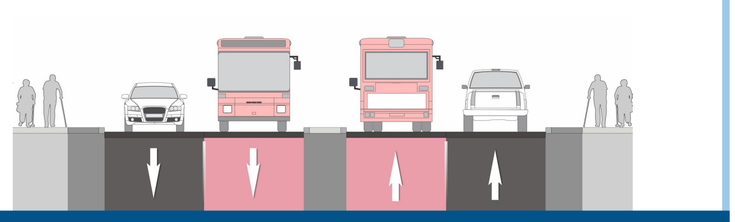
Bus Rapid Transit
Ottawa, ON

BRT Stops (Map 1 of 2)

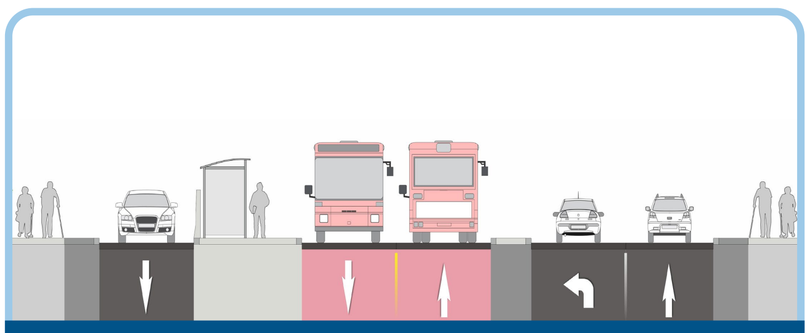


Bus Rapid Transit (BRT)

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BRT Midblock



BRT Station

Conceptual illustration only.
Design subject to change

BRT Stops (Map 2 of 2)



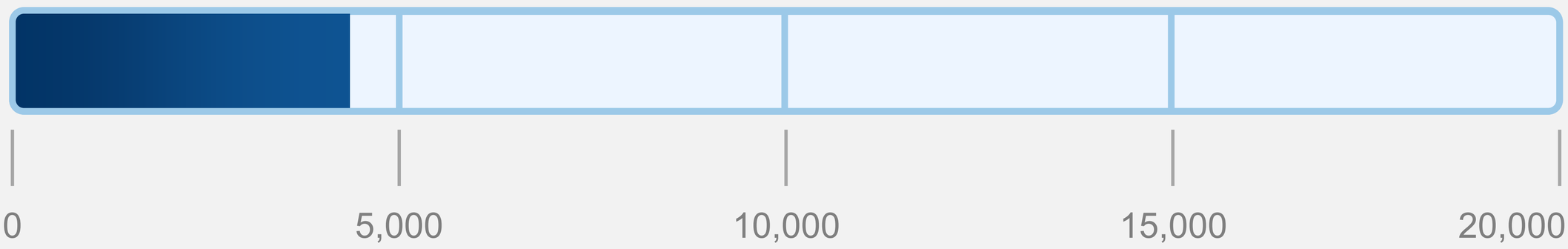
Bus Rapid Transit (BRT)

BRT Facts & Figures

Capital Cost Range	$350 to $550 million
Number of Stations	19
Average Stop Spacing	740 metres
Average Operating Speed	25 km/h
Vehicle Type	Low-floor Articulated Bus
Forecasted Ridership (2051)	
Daily Boardings	39,000 to 47,000 people
Peak Point Peak Direction Peak Hour	1,200 to 1,400 people
Total Travel Time Saved for Transit Riders	6,000 hours each day

BRT — Standard Carrying Capacity

(People per Direction per Hour)



Durham Region Transit aims to transition to alternative fuel propulsion systems with the goal of achieving zero emissions by 2045. Buses operating on Simcoe Street will be part of that transition. Read more at: **https://www.durhamregiontransit.com/en/about-us/about-e-mission-zero.aspx**

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

Advantages

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

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

Impediments

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

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

Mitigations

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

Maybes

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

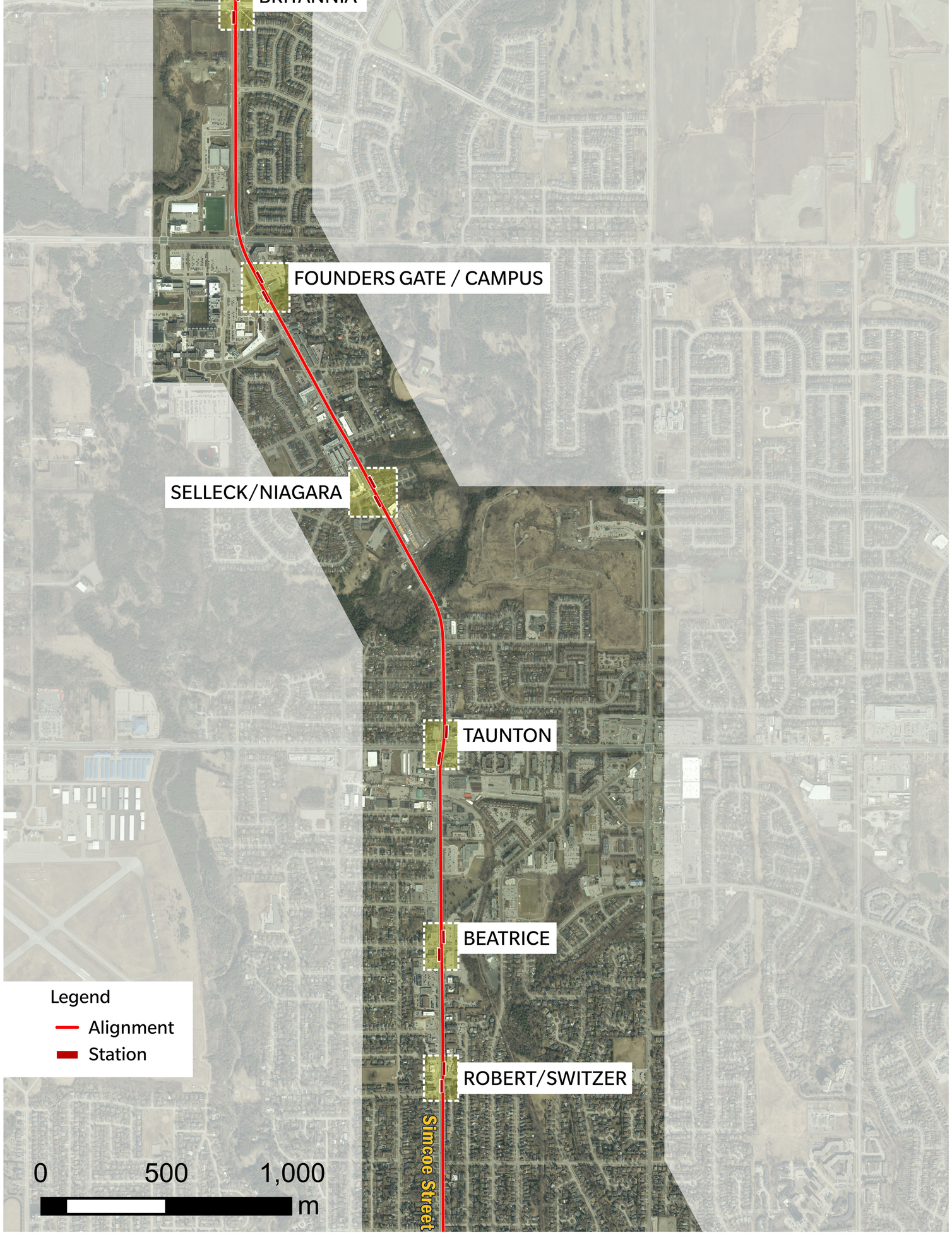
Light Rail Transit (LRT)

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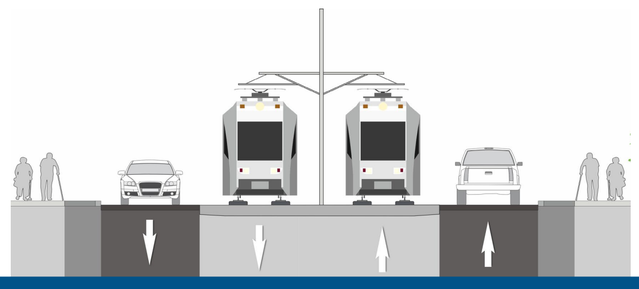
Light Rail Transit
Stockholm, Sweden

LRT Stops (Map 1 of 2)

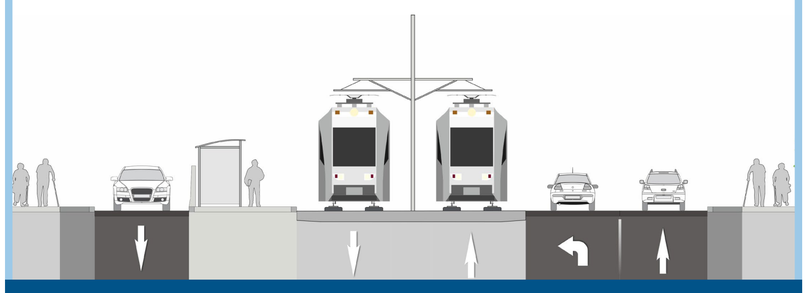


Light Rail Transit (LRT)

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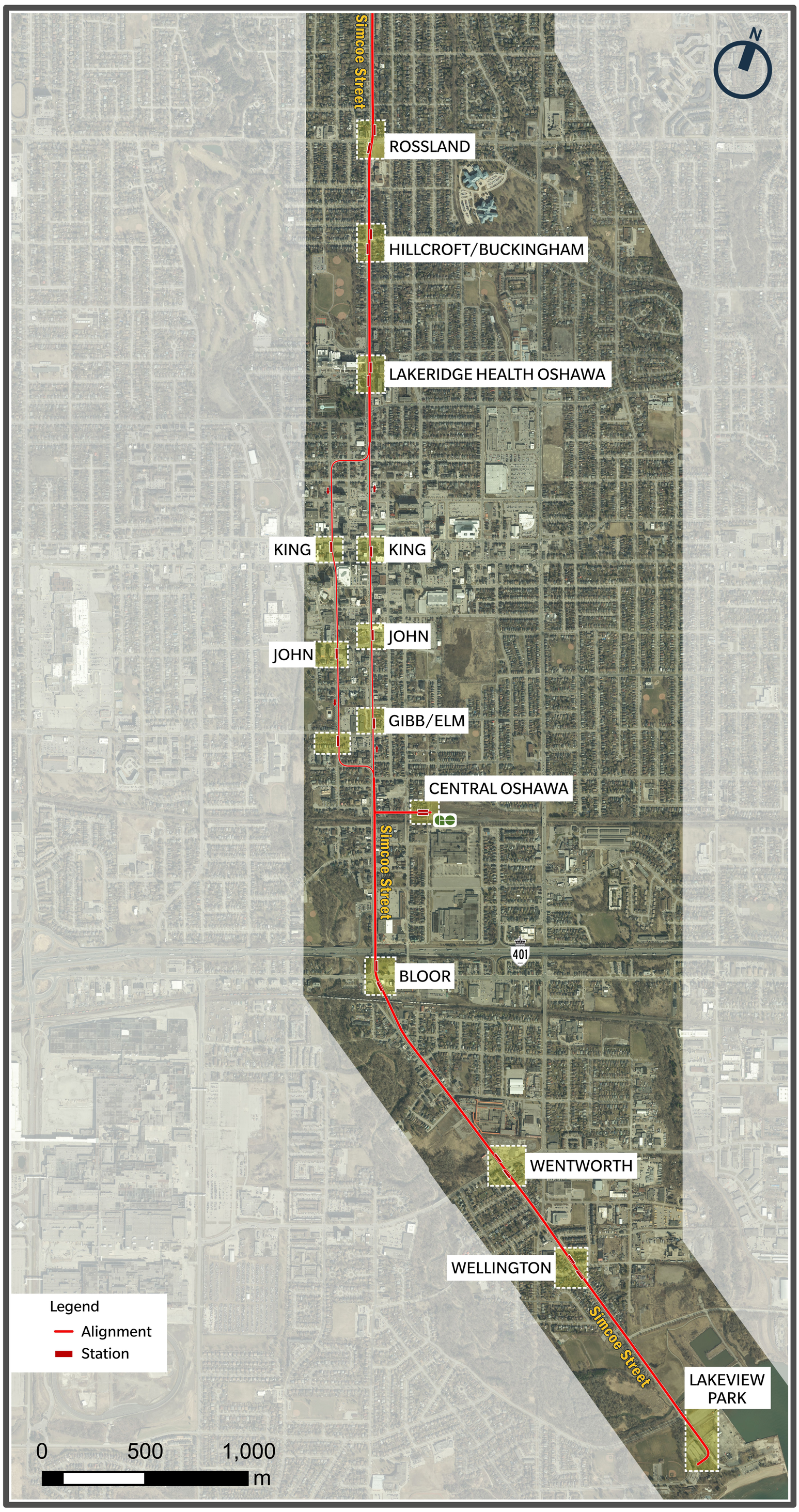
LRT Midblock



LRT Station

Conceptual illustration only.
Design subject to change

LRT Stops (Map 2 of 2)



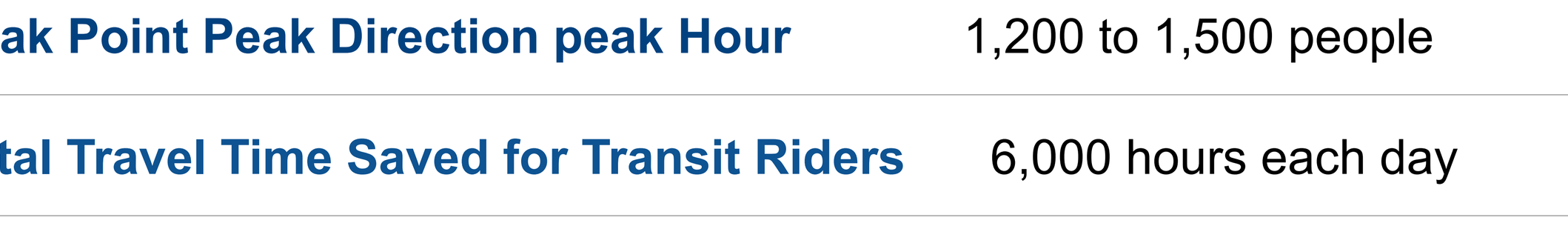
Light Rail Transit (LRT)

LRT Facts & Figures

Capital Cost Range	$3 to $4 billion
Number of Stations	19
Average Stop Spacing	740 metres
Average Operating Speed	30 km/h
Vehicle Type	Low-floor Double-ended Light Rail Vehicle
Forecasted Ridership (2051)	
Daily Boardings	39,000 to 48,000 people
Peak Point Peak Direction peak Hour	1,200 to 1,500 people
Total Travel Time Saved for Transit Riders	6,000 hours each day

LRT — Standard Carrying Capacity

(People per Direction per Hour)



Tell Us Your Thoughts on the Light Rail Transit (LRT) Option

Advantages

What do you like about the Light Rail Transit option? Consider:

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

Impediments

What are your concerns about the Light Rail Transit option? Consider:

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

Mitigations

How can impediments or concerns about Light Rail Transit be addressed, reduced or eliminated?

Maybes

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

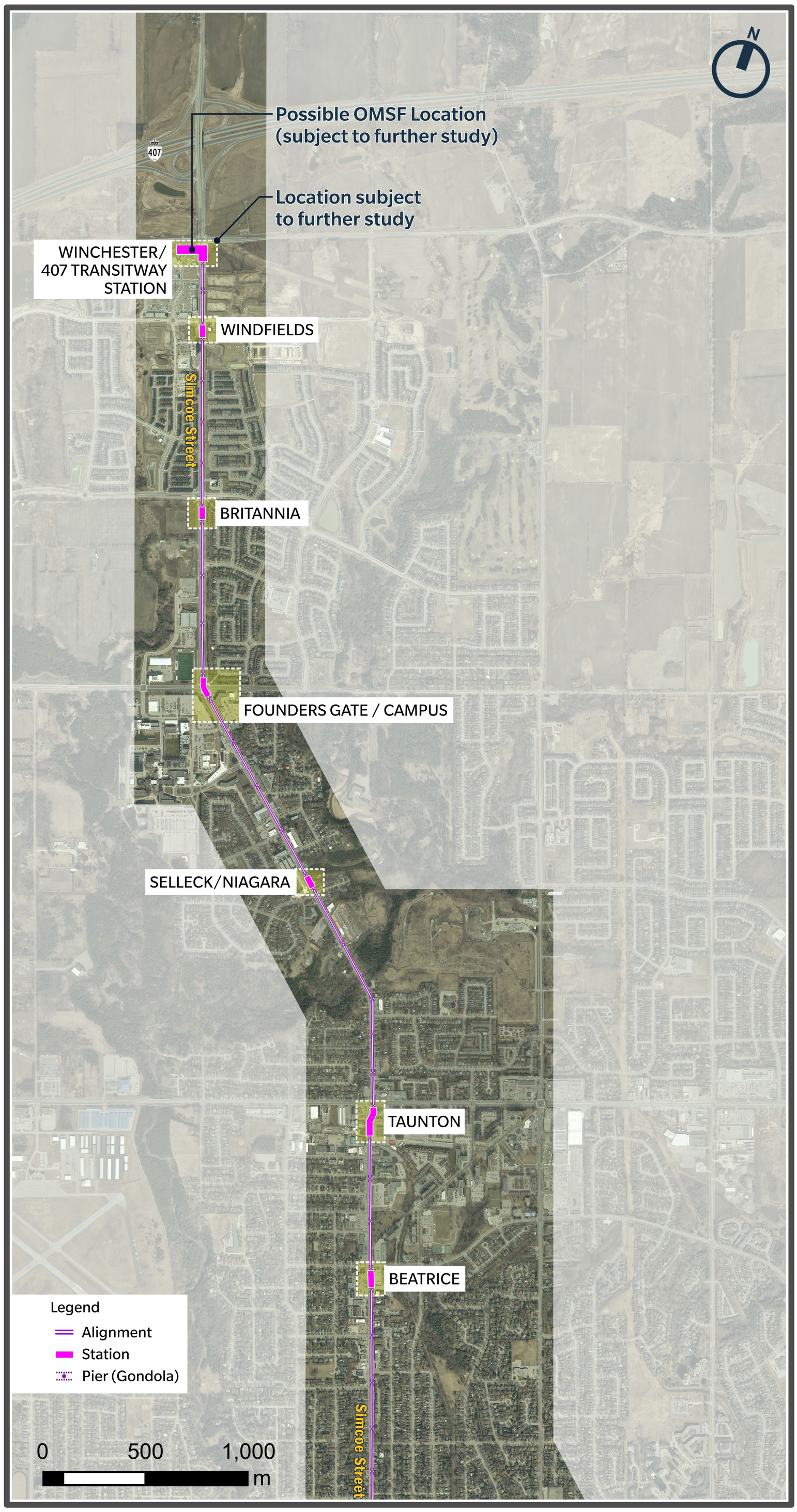
Gondola

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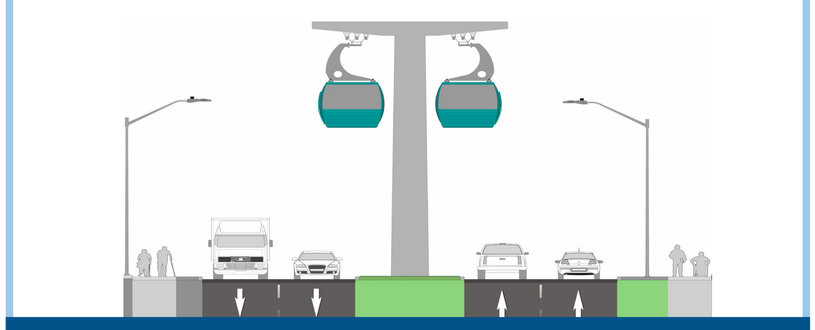
Gondola
Dodger Stadium, LA

Gondola Stations (Map 1 of 2)



Gondola

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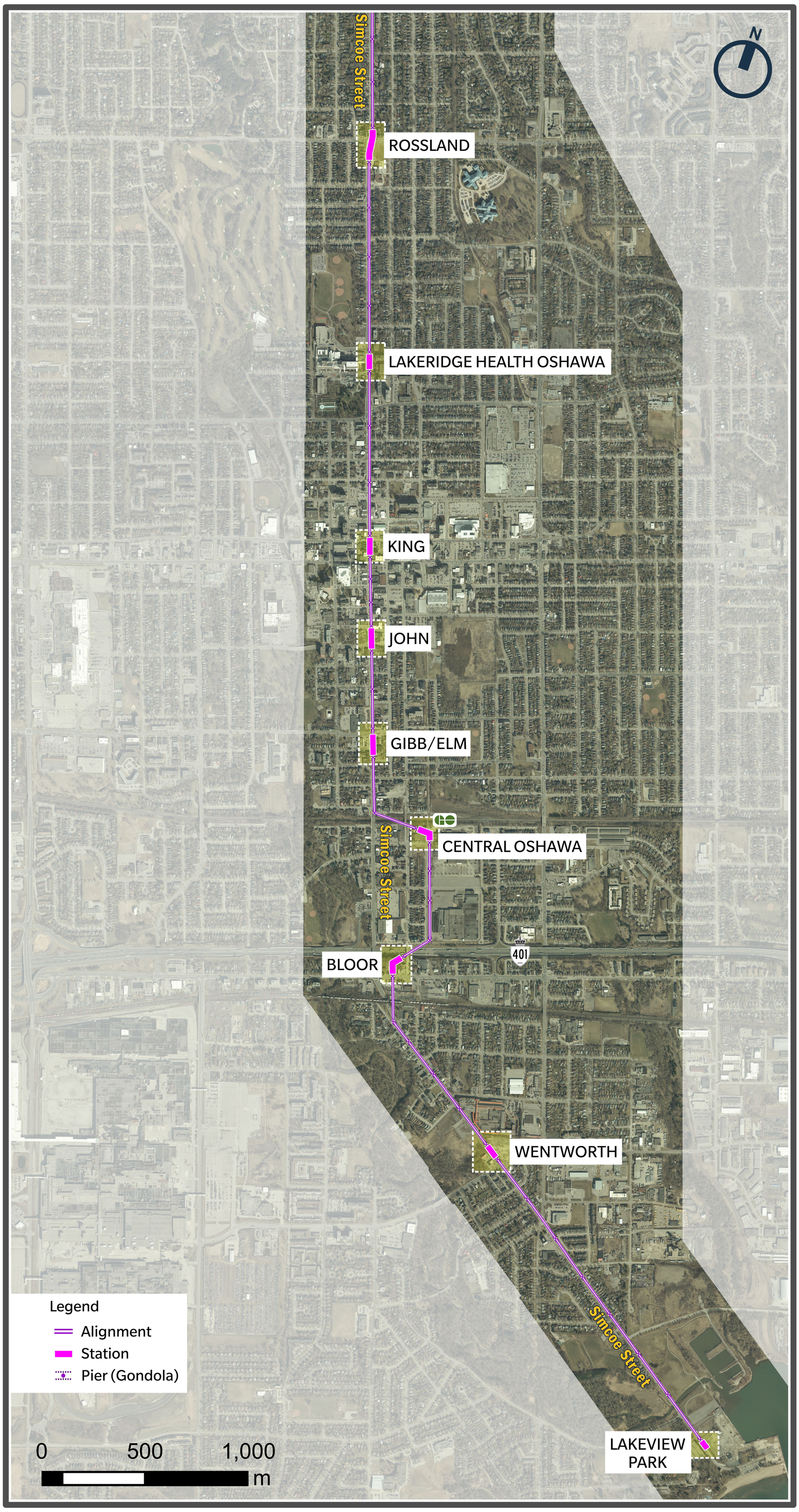


Gondola Midblock

Gondola Station

Conceptual illustration only.
Design subject to change

Gondola Stations (Map 2 of 2)

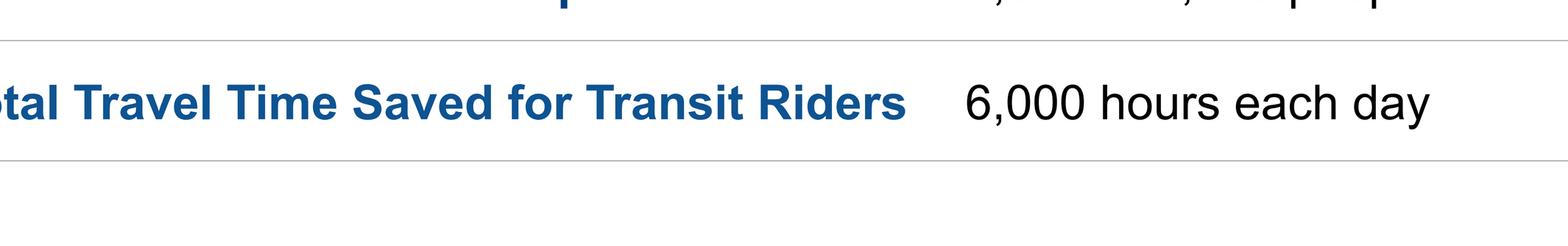


Gondola

Gondola Facts & Figures

Capital Cost Range	$600 million to $1 billion
Number of Stations	16
Average Stop Spacing	875 metres
Average Operating Speed	21 km/h
Vehicle Type	25 passenger cabin
Forecasted Ridership (2051)	
Daily Boardings	39,000 to 48,000 people
Peak Point Peak Direction peak Hour	1,300 to 1,600 people
Total Travel Time Saved for Transit Riders	6,000 hours each day

Gondola — Standard Carrying Capacity
(People per Direction per Hour)



Tell Us Your Thoughts on the Gondola Option



Advantages

What do you like about the Gondola option? Consider:

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

Impediments

What are your concerns about the Gondola option? Consider:

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

Mitigations

How can impediments or concerns about the Gondola option be addressed, reduced or eliminated?

Maybes

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

Suspended Monorail

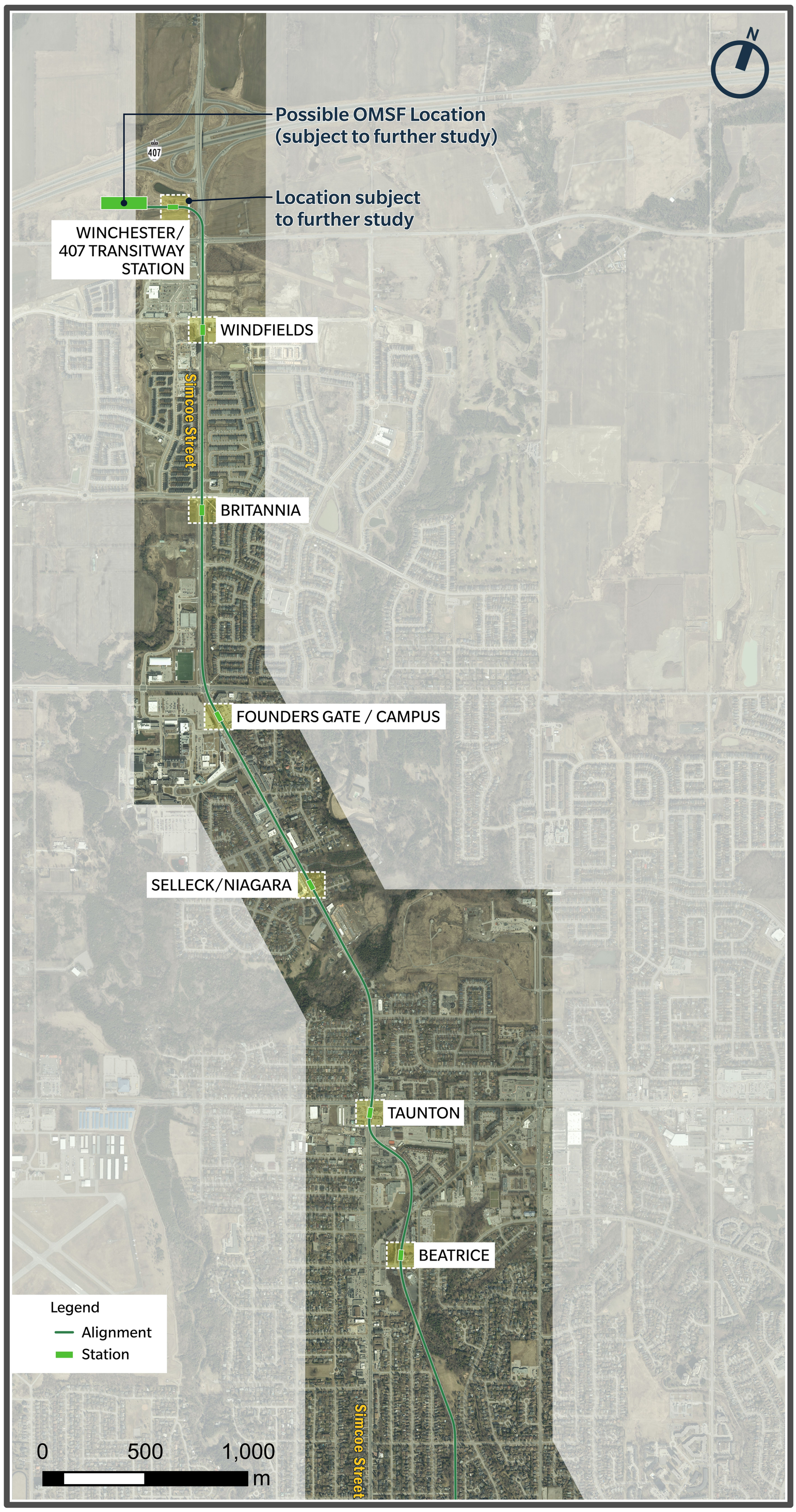
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9	Hillcroft Street/Buckingham Avenue
10	Adelaide/Costco Plaza
11	King Street at Bond Street
12	King Street at Mary Street (Tribute Communities Centre)
13	John/Michael Starr Trail
14	Future Central Oshawa GO Station
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17	Lakeview Park



Monorail
Qingdao City, Shandong Province, China*

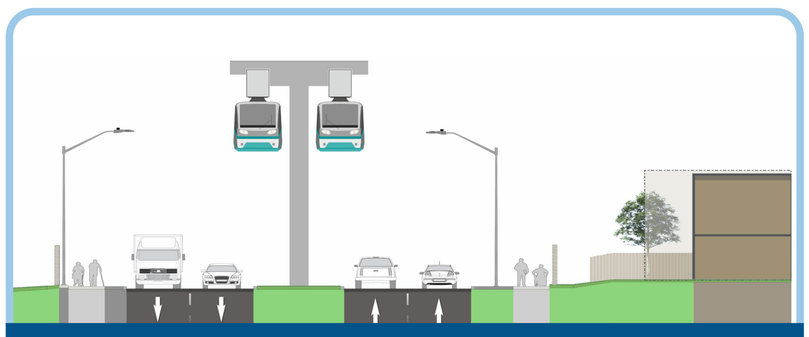
*Source: CRRC Corporation Ltdl, https://www.crrcgc.cc/en/g5160/m10408/en/g7389/s10408/t287171.aspx

Suspended Monorail Stations (Map 1 of 2)

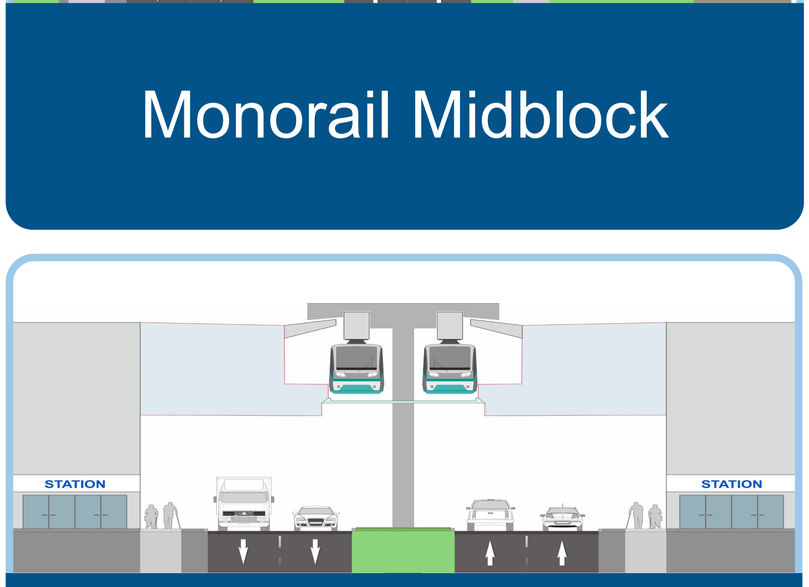


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13	John/Michael Starr Trail
14	Future Central Oshawa GO Station
15	Bloor Street
16	Wentworth Street
17	Lakeview Park



Monorail Midblock



Monorail Station

Conceptual illustration only.
Design subject to change

Suspended Monorail Stations (Map 2 of 2)

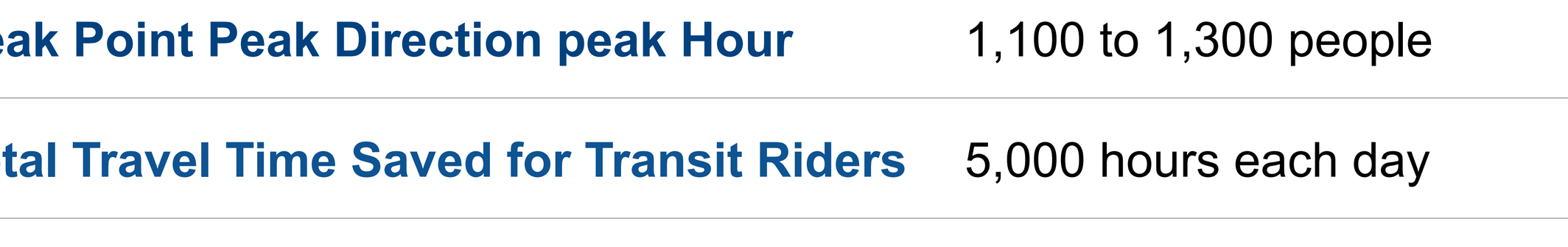


Monorail

Monorail Facts & Figures

Capital Cost Range	$7 to $8 billion
Number of Stations	17
Average Stop Spacing	875 metres
Average Operating Speed	40 km/h
Vehicle Type	200 passenger suspended vehicle
Forecasted Ridership (2051)	
Daily Boardings	28,000 to 34,000 people
Peak Point Peak Direction peak Hour	1,100 to 1,300 people
Total Travel Time Saved for Transit Riders	5,000 hours each day

Monorail — Standard Carrying Capacity (People per Direction per Hour)



Tell Us Your Thoughts on the Monorail Option



Advantages

What do you like about the Monorail option? Consider:

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

Impediments

What are your concerns about the Monorail option? Consider:

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

Mitigations

How can impediments or concerns about the Monorail option be addressed, reduced or eliminated?

Maybes

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

Initial Business Case Analysis

Based on the emerging analysis of costs and benefits:

- **Bus Rapid Transit (BRT)** is likely to deliver greater overall economic and financial benefits compared to Light Rail Transit
- **Gondola** is likely to deliver greater overall economic and financial benefits compared to Suspended Monorail

As a result, the BRT and Gondola systems are recommended for further study. Recommended next steps include:

- Complete the Initial Business Case
- Conduct a feasibility study including assessment of property impacts, parking impacts, and traffic operations
- Continued refinement of ridership forecasting to refine the fleet size and OMSF requirements

Simcoe Street at Conlin Road, looking south with BRT



Conceptual illustration only — design subject to change

Simcoe Street at Conlin Road, looking south with Gondola



Conceptual illustration only — design subject to change

Emerging Preferred Options: Bus Rapid Transit and Gondola

BRT Facts & Figures		Gondola Facts & Figures	
Capital Cost Range	$350 to $550 million	**Capital Cost Range**	$600 million to $1 billion
Daily Boardings	39,000 to 47,000 people	**Daily Boardings**	39,000 to 48,000 people
Total Travel Time Saved for Transit Riders	6,000 hours each day	**Total Travel Time Saved for Transit Riders**	6,000 hours each day

Simcoe Street at Wentworth Street, looking northwest with BRT



Conceptual illustration only — design subject to change

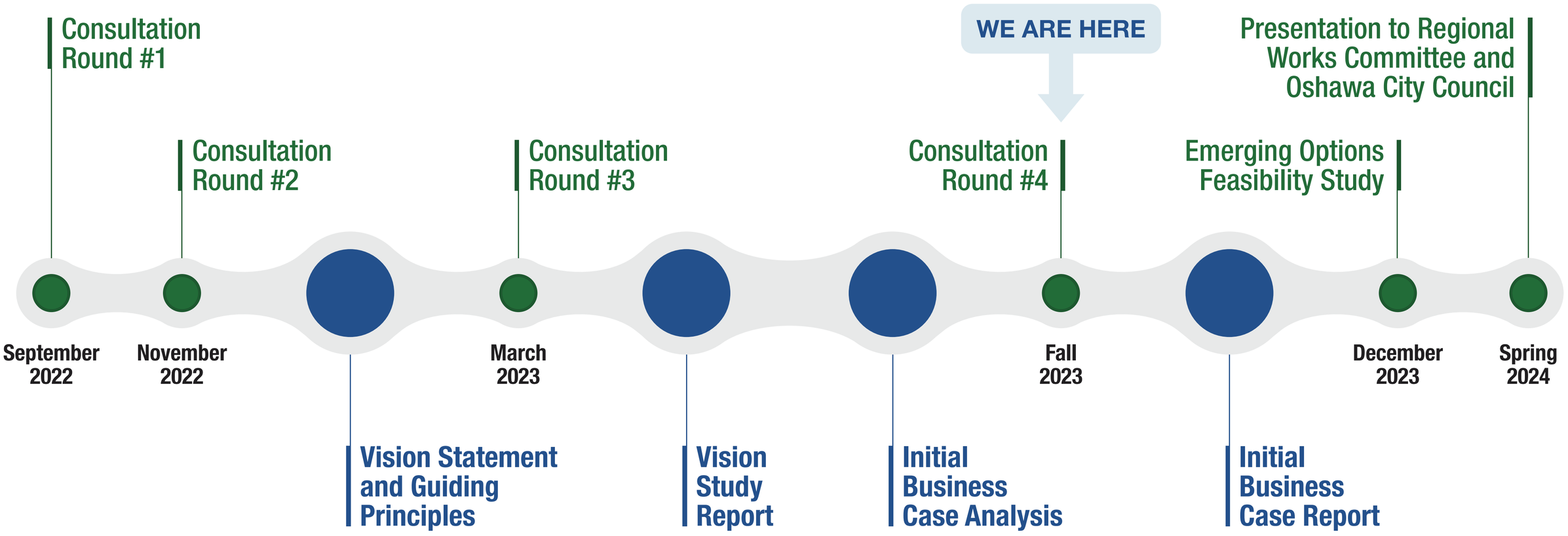
Simcoe Street at Wentworth Street, looking northwest with Gondola



Conceptual illustration only — design subject to change

Next Steps

The technical team will review all input before finalizing the Initial Business Case. Next, a Feasibility Study will be completed for the emerging preferred options, prior to going to council (Spring 2024) with a recommended preferred option.



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

Contact: SimcoeStreetRapidTransit.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!