

Durham-Scarborough Bus Rapid Transit

Preliminary Design Business Case Completion

Durham Region Committee of the Whole

January 15, 2025

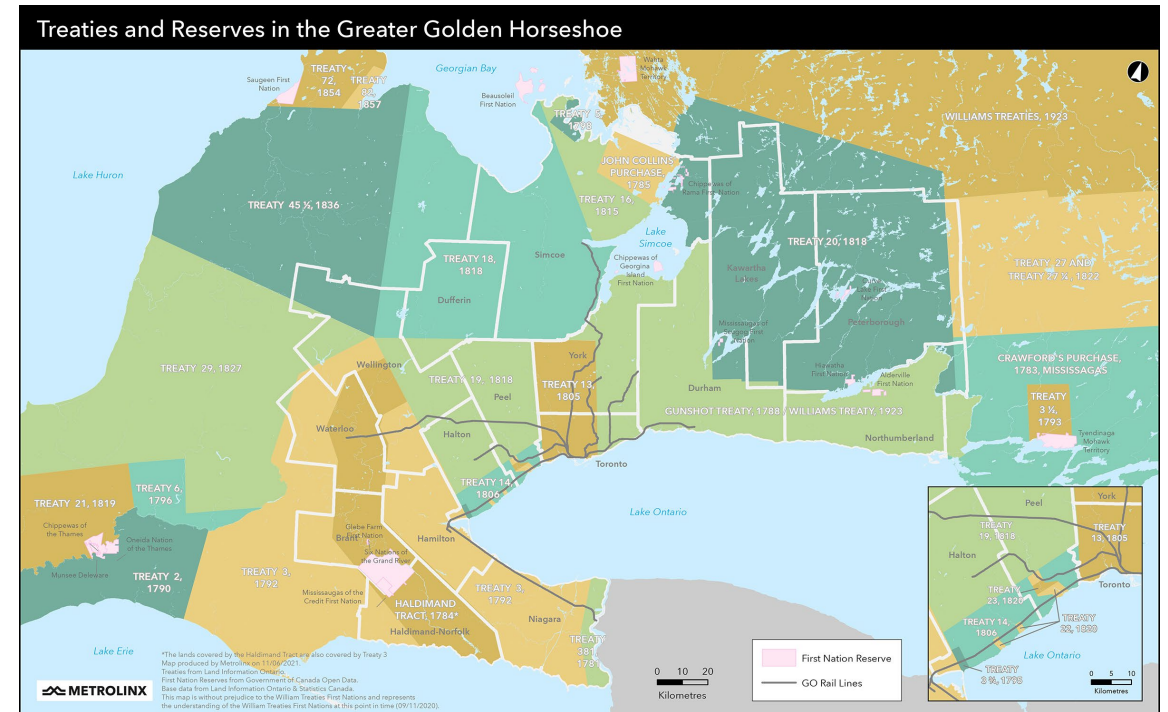
LAND ACKNOWLEDGMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Huron-Wendat peoples, for whom these lands continue to have great importance.

Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.



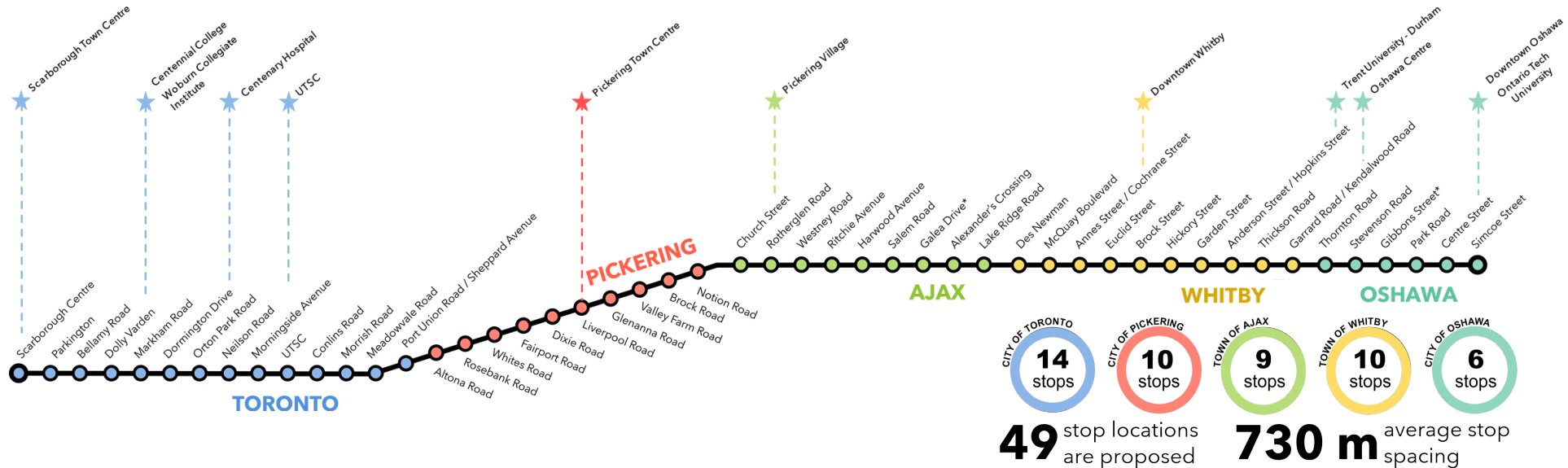
AGENDA

1. Context
2. Options
3. Key Findings
4. Next Steps

CONTEXT

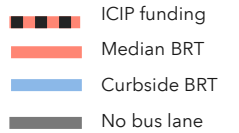
The Durham Scarborough Bus Rapid Transit (DSBRT) is a proposed 36 km Bus Rapid Transit (BRT) project along the Highway 2 - Ellesmere corridor, connecting Downtown Oshawa and Scarborough Centre Station at Line 2 Scarborough Subway Extension (SSE). The Initial Business Case (IBC) was completed and shared with municipalities in 2018. **The Preliminary Design Business Case (PDBC), which builds upon the IBC analysis, has now been completed, and its key findings, results and next steps are ready to be shared.**

The PDBC evaluated three BRT investment options. A key goal of the PDBC within the Metrolinx Business Case Framework is to assess alternative approaches to delivering a project (which the investment options represent) and identify the drivers of and impacts to cost and benefits. While the PDBC does not make a recommendation on a preferred investment option, it explored different approaches to implementation timing depending on different criteria for prioritization/deferral of construction.



DSBRT PDBC OPTIONS

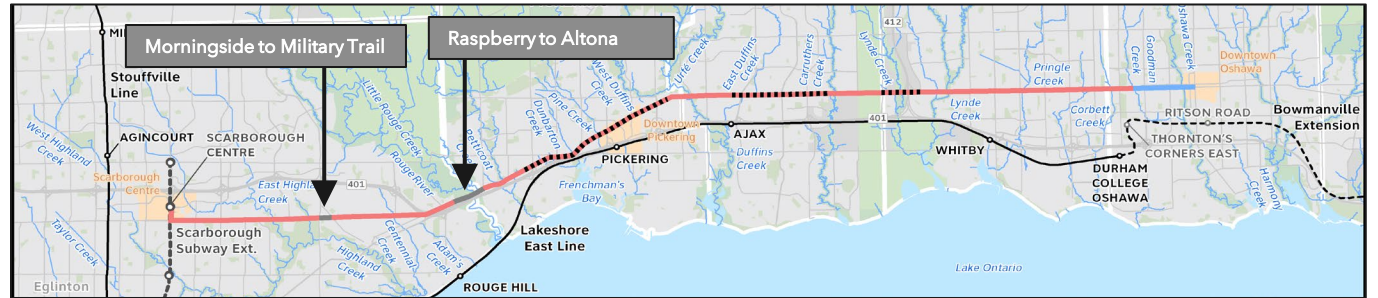
The PDBC considered three investment options based on the IBC's preferred alternative of a combination of both centre-median and curbside BRT infrastructure. A major differentiator between options is the timing of implementation, with different criteria for prioritization/deferral of segments (Options 2 and 3) impacting the length of BRT guideway (median vs curbside) and the number of BRT stops.



Option 1 - Full BRT implementation

30% preliminary design (TPAP)

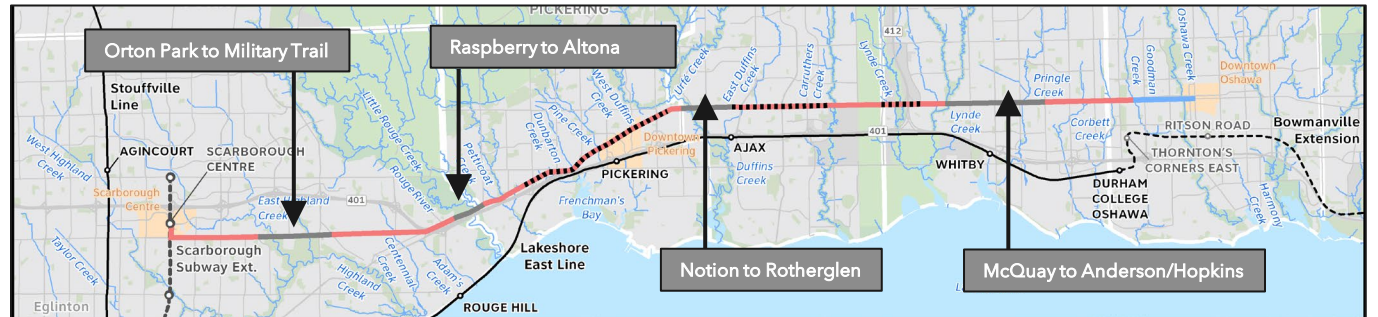
- **BRT guideway: 35.3km**
- **New BRT stops: 49**



Option 2 - Defer high-cost segments

Delay sections with above average capital cost or more building impacts, such as: bridge/culvert widening, road widening, utility relocations, retaining walls, property takes, etc.

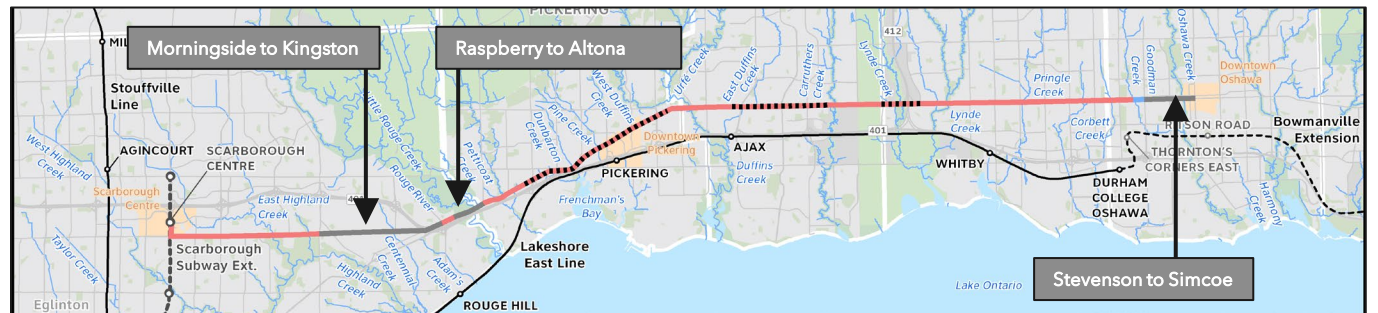
- **BRT guideway: 25km** (~10km less than Option 1)
- **New BRT stops: 40**



Option 3 - Prioritize high-traffic segments

Delay construction of sections with intersections operating with Levels of Service (LOS) C or better in 2041 without BRT

- **BRT guideway: 27km** (~8km less than Option 1)
- **New BRT stops: 42**



DSBRT PDBC KEY FINDINGS

Highway 2/Ellesmere is a **high demand cross-boundary corridor** serving population that relies on transit all day (college students and essential workers).

DSBRT will enable **frequent, faster (14 to 19 min travel time savings) and more reliable transit connections** from Downtown Oshawa to the Scarborough Subway Extension, **serving multiple higher education institutions and future high-density population and jobs** along the Highway 2-Ellesmere corridor.

DSBRT will **support existing and future population growth**, including the ~4,600 existing and planned affordable housing units within a 10-minute walkshed of a DSBRT stop.

Investment will increase capacity, expanding ridership from 3,100 boardings in the morning one-hour peak (Investment BAU) to 4,300 boardings under a Closed-Door policy, and up to 5,300 AM one-hour peak boardings under an Open-Door policy*.

Full implementation (Option 1) results in most benefits due to highest travel time savings, but at the highest capital cost. Deferring/prioritizing segments (Options 2 and 3) still ensure comparable levels of ridership and economic performance and adds an opportunity to deliver a project at comparable performance for less capital investment.

In all options, **benefits can increase without any additional infrastructure costs through an Open-Door policy** between the Toronto Transit Commission (TTC) and Durham Region Transit (DRT), which would allow DRT to provide additional capacity and service in Toronto by permitting the pick-up and drop-off of passengers within Toronto.

NEXT STEPS

Metrolinx has now completed the Durham-Scarborough Bus Rapid Transit (DSBRT) Preliminary Design Business Case (PDBC) and the Stage 2 package of Planning works.

Durham Region has received Investing in Canada Infrastructure Program (ICIP) funding for delivery of core segments of DSBRT and is leading detailed design, planning, and construction for those select segments.

While there are no further plans for Metrolinx involvement in the construction and delivery of the remaining segments of the DSBRT project, municipal stakeholders are welcome to leverage the completed PDBC and associated planning and design works to seek further funding from sources such as Canada Public Transit Fund.

Metrolinx will support municipalities with reporting to appropriate municipal governance processes and responding to public inquiries from your constituents on the project. The Durham-Scarborough Bus Rapid Transit (DSBRT) Preliminary Design Business Case (PDBC) was publicly released on October 8, 2024, and is available [here](#).

For further information related to the in-delivery segments in Durham Region, please contact David Dunn at david.dunn@durham.ca. For further information related to segments in the City of Toronto, please contact Riad Rahman at riad.rahman@toronto.ca or Patrick Fung at patrick.fung@toronto.ca.

