

To: Community Services Committee

From: Ron Diskey, Commissioner,  
Community Services Department

Report Number: CS-20-44

Date of Report: September 16, 2020

Date of Meeting: September 21, 2020

Subject: Durham Region Transit and Metrolinx Requests for Expanded  
Downtown Bus Stop Locations and relocating of Bus layover in  
downtown Oshawa

File: E-1400

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## **1.0 Purpose**

The purpose of this report is to respond to requests from Durham Region Transit (D.R.T.) regarding a bus layover in downtown Oshawa and Metrolinx and D.R.T. for the expansion of their bus stops in downtown Oshawa.

## **2.0 Recommendation**

That the Community Services Committee recommend to City Council:

1. That based on Report CS-20-44, dated September 16, 2020, that the bus stops and bus layover on City Streets in downtown Oshawa be expanded and relocated as requested by Durham Region Transit and Metrolinx; and,
2. That Traffic By-law 79-99, as amended, be further amended to remove the paid on-street parking stalls, and implement 'No Stopping, Buses Excepted' restrictions at the expanded bus stop and bus layover locations; and,
3. That a copy of this report be sent to Durham Region Transit and Metrolinx.

## **3.0 Executive Summary**

Not applicable.

## **4.0 Input From Other Sources**

- Durham Region Transit (D.R.T.)
- Metrolinx
- Development Services

- Finance Services

## 5.0 Analysis

### 5.1 Durham Region Transit/Metrolinx Bus Stops

Durham Region Transit and Metrolinx recently met with staff to request the expansion of some existing bus stops in downtown Oshawa. Expansion of the bus stops is to accommodate additional buses and trips at existing bus stops shared by Durham Region Transit and Metrolinx. Some of these expansions require the removal of existing paid on-street parking stalls. Please refer to map showing the bus stop locations appended as Attachment 1.

Durham Region Transit and Metrolinx have also made a formal request to City Clerks for the requested changes. These letters are appended as Attachment 2 and 3.

#### 5.1.1 Bus Stop Expansion - Bond Street West and Centre Street North

This bus stop is located on the north side of Bond Street West from Centre Street North to a point 40 metres east of Centre Street North. This area can accommodate two (2) large transit buses. Metrolinx has requested expanding this bus stop location on the north side of Bond Street West from Centre Street North to Prince Street, an extension of approximately 30 metres in length. This extension will provide additional bus capacity allowing for Durham Region Transit and Metrolinx to share the bus stop, and provide extra space for maneuvering buses.

This on-street bus stop expansion is being requested by Metrolinx to replace their existing bus stop located directly across the street within the Oshawa Bus Terminal (47 Bond Street West). Metrolinx has recently relocated their main bus terminal location from the Oshawa Bus Terminal to the Oshawa GO Station and have decided to terminate their Memorandum of Understanding (M.O.U.) for the use of the Oshawa Bus Terminal. Since Metrolinx decided to terminate their M.O.U. they will no longer have an off-street bus stop location in this area on Bond Street West. Expansion of the on-street bus stop on Bond Street West is desirable to Metrolinx as it can serve as a replacement for the bus stop currently located within the bus terminal.

Expansion of the on-street bus stop will require the removal of four (4) paid on-street parking stalls on the north side of Bond Street West directly west of Prince Street. These paid parking stalls are in front of Parkwood Residences (44-50 Bond Street West) and allow 2 hour maximum paid parking from 8:00am-6:00pm, Monday to Friday. The estimated annual parking revenue at this location is \$1,000.

There are eight (8) paid on-street parking stalls along the Prince Street side of the Parkwood Residences. There is no on-street parking on the south side of Bond Street West across from Parkwood Residence, however there is a layby bay for drop offs.

Although this expanded bus stop will result in a removal of four (4) on-street parking stalls, staff recommend the expanded bus stop. To improve access for buses, staff also

recommend that a 'No Stopping, Buses Excepted' area be implemented along the north side of Bond Street West between Prince Street and Centre Street North.

### **5.1.2 Bus Stop Expansion – Simcoe Street North and Bond Street East**

This bus stop is located on the east side of Simcoe Street North between Bond Street East and a point 40 metres north of Bond Street East. This area can accommodate two (2) large transit buses. Metrolinx has requested expanding this bus stop on the east side of Simcoe Street North from Bond Street East to Richmond Street East, an extension of approximately 40 metres. This extension will allow for additional bus capacity and provide extra space for maneuvering buses.

The bus stop expansion requires the removal of four (4) paid on-street parking stalls on the east side of Simcoe Street North. These paid parking stalls are directly in front of the Ontario Regiment (53 Simcoe Street North) and allow 2 hour maximum paid parking from 8:00 a.m. - 6:00 p.m., Monday to Friday. The estimated annual parking revenue at this location is \$4,450.

There are currently eight (8) on-street paid parking stalls located on the west side of Simcoe Street North between Bond Street West and Richmond Street West, and on-street paid parking stalls nearby along both sides of Richmond Street East.

The Ontario Regiment is the only building located on the east side of this block and all of the businesses are along the west side of the street where parking will not be impacted.

Approval for these modifications has been provided by the Region of Durham as Simcoe Street is under their jurisdiction.

### **5.1.3 Bus Stop Expansion - Centre Street North at Bond Street East**

This existing bus stop is located on the west side of Centre Street North, north of Bond Street West. This area can accommodate one (1) large transit bus. Metrolinx has requested expanding this bus stop to accommodate an additional large transit bus. There is currently space at this location to expand the bus stop without affecting the existing on-street parking located to the north.

Approval for these modifications has been provided by the Region of Durham as Centre Street is under their jurisdiction.

### **5.1.4 New Bus Stop – Centre Street South at Athol Street West**

Metrolinx is requesting a new bus stop on the west side of Centre Street South, to the north of Athol Street West. There is currently no on-street parking along this section of Centre Street South.

Approval for these modifications has been provided by the Region of Durham as Centre Street is under their jurisdiction.

## **5.2 Durham Region Transit – Bus Layover Relocation**

Durham Region Transit has requested relocating their existing temporary bus layover area from Richmond Street East to William Street East. Please refer to map appended as Attachment 4.

In the past, Durham Region Transit had a bus layover area along the east side of Mary Street North, north of Bond Street East. This layover area was temporarily relocated to its current location on Richmond Street East due to construction of the residential building at 80 Bond Street East.

The proposed new bus layover area is on the north side of William Street East between Division Street and a point approximately 120 metres east of Division Street. This new bus layover area would require the removal of 14 paid on-street parking stalls. The estimated annual parking revenue at this location is \$4,900.

This bus layover area will replace the existing bus layover on the south side of Richmond Street East between Ontario Street and a point 75 metres east of Ontario Street. By removing the bus layover area on Richmond Street East, the City will be able to restore 10 paid on-street parking stalls. Parking demand on Richmond Street East is much higher than on William Street East due to its close proximity to McLaughlin Square, YMCA, and other downtown businesses. Demand will also increase with the new residential development at 80 Bond Street East, which is currently under construction. Staff have also received comments from residents that more on-street parking is required on Richmond Street East. Therefore, staff recommend relocating the bus layover area to William Street East as requested by Durham Region Transit. To improve access for buses, staff also recommend that a 'No Stopping, Buses Excepted' area be implemented along the north side of William Street East between Division Street and a point 120 metres east of Division Street.

Staff have provided temporary approval for this relocated bus layover, pending final approval from City Council. Staff will monitor this area for any potential negative impacts resulting from the removal of these 14 parking spaces and if required would look to convert some of the long-term on-street permit parking in this area to hourly pay parking.

## **5.3 Status of Bus Terminal Agreement between City and Metrolinx,**

In 1998, Metrolinx (then referred to as the Toronto Area Transit Operating Authority "GO Transit" at the time) and the City of Oshawa entered into a Memorandum of Understanding (M.O.U.), effective October 1, 1998. The purpose of the M.O.U. was to document the terms, conditions and issues relating to Metrolinx's use of the Oshawa Bus Terminal, including the use of one (1) bus platform for their buses.

The 1998 M.O.U. has since been amended on several occasions as a result of Metrolinx's significant increase in service levels over the years in Oshawa, and now allows Metrolinx to use up to three (3) bus platforms. In addition, Metrolinx was given permission to install a Ticket Vending Machine in the outside platform area of the Oshawa Bus Terminal. As a condition of the M.O.U, as amended, Metrolinx pays the City an annual access fee of \$62,040 plus applicable taxes.

Under the current M.O.U., as amended, either party has the right to terminate the agreement upon 30 days' notice. On August 25, 2020 via email, Metrolinx confirmed with Development Services staff that their June 16, 2020 letter (see Attachment 5) also serves as their notice to terminate the M.O.U. with the City.

Development Services staff are currently working with Metrolinx to ensure that they will be removing their equipment and signage in accordance with the terms and conditions of the M.O.U., as amended.

Development Services will prepare a Report on the future use of the Bus Terminal

#### **5.4 Durham Region Transit – Bus Stop Expansions for Articulated Buses**

Beginning in Fall of 2020, Durham Region Transit will begin using articulated buses along their PULSE Highway 2 route. The articulated buses are longer than the standard buses, and require more space at bus stops to maneuver. To accommodate the articulated buses, Durham Region Transit has requested the expansion of three (3) bus stops which would result in the removal of 3 paid on-street parking stalls in total. The bus stop locations are;

1. King Street West, south side, east of Centre Street South, and,
2. King Street East, south side, west of Drew Street, and,
3. Bond Street East, north side, between Simcoe Street North and Ontario Street.

Please refer to map appended as Attachment 6.

The estimated annual parking revenue at these three (3) locations is \$1,425. Although these three (3) expanded bus stops will result in a removal of three (3) on-street parking stalls, staff recommend the expanded bus stops. To improve access for buses, staff also recommend that a 'No Stopping, Buses Excepted' area be implemented at each of these bus stops.

#### **6.0 Financial Implications**

The costs associated with implementing the expanded bus stops is \$2,000 for sign and pavement marking modifications and relocation of the paid parking equipment. DRT and Metrolinx will be asked to cover the costs associated with these changes.

The removal of the 25 paid parking stalls for the expanded bus stops and relocating the bus layover to William Street East will result in an estimated reduction of \$11,775 in downtown parking revenue annually.

In addition, as a result of Metrolinx terminating their M.O.U. with the City for their use of the Oshawa Bus Terminal, the City will no longer be receiving an annual access fee from Metrolinx of approximately \$62,040 plus applicable tax.

## 7.0 Relationship to the Oshawa Strategic Plan

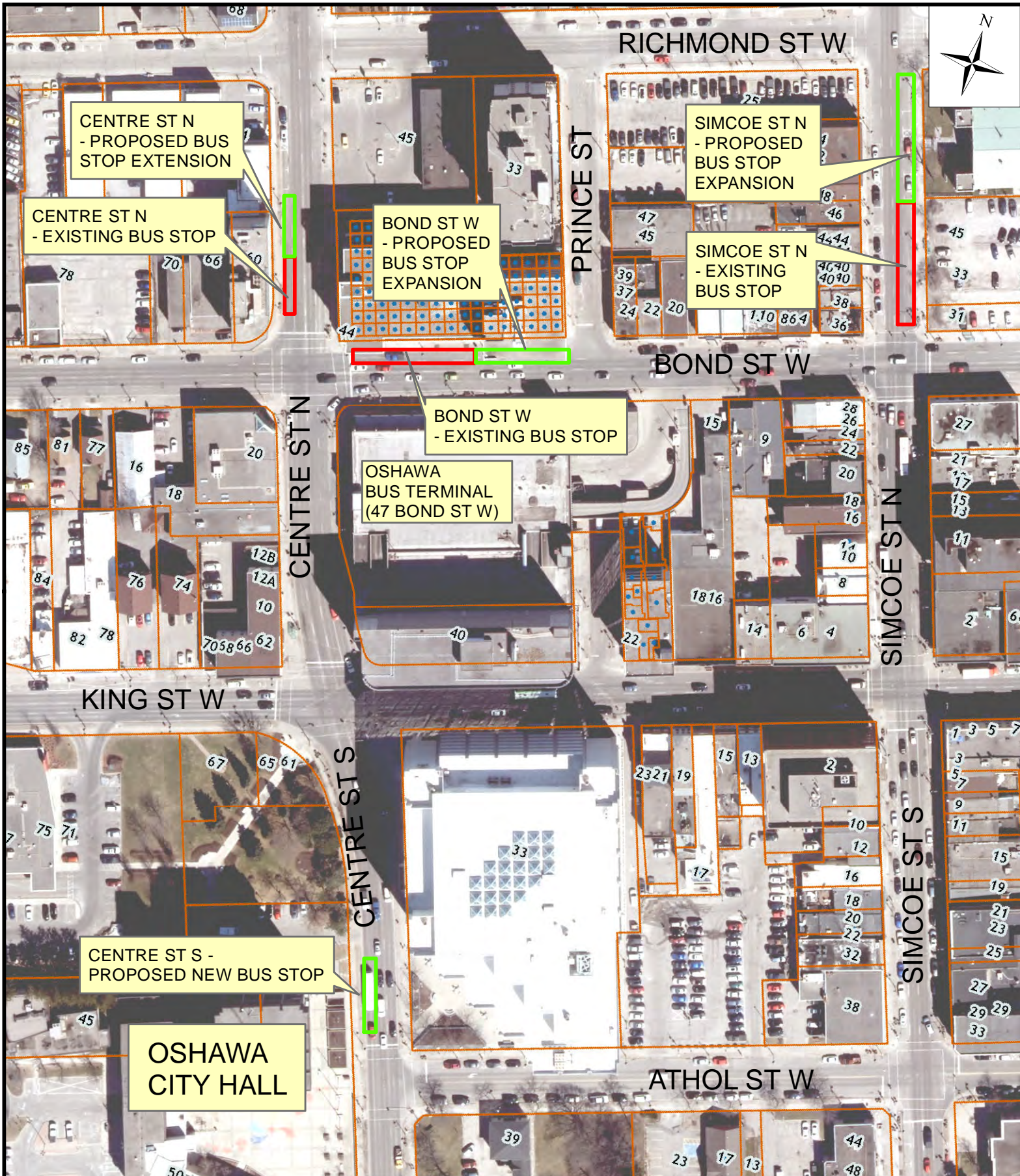
This report responds to the Oshawa Strategic Plan goal of Social Equity.



Beth Mullen, Director,  
Strategic and Business Services



Ron Diskey, Commissioner,  
Community Services Department



**LEGEND** CS-20-44 Attachment 1

- Existing DRT/Metrolinx Bus Stop

- Proposed New/Expanded DRT/Metrolinx Bus Stop

CITY OF OSHAWA  
DEPARTMENT OF COMMUNITY SERVICES

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DOWNTOWN DRT/METROLINX BUS STOPS

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DATE: 06 26 2020

SCALE: NTS



Doug Spooner  
Director, Service Planning  
Doug.Spooner@metrolinx.com

June 16, 2020

Mary Medeiros  
City Clerk  
City of Oshawa  
50 Centre Street South  
Oshawa, ON L1H 3Z7

Dear Ms. Medeiros,

**Re: GO bus routes 52 and 92**

I am writing to advise you that this September, Metrolinx will be extending GO bus routes 52 and 92 from downtown Oshawa to the Oshawa GO Station. As a result, Metrolinx buses will no longer enter the Oshawa Bus Terminal.

In advance of these changes, we consulted with Durham Region Transit (DRT) and the City of Oshawa to determine how bus stop capacity will be affected at select stops in downtown Oshawa.

To accommodate both DRT and GO Transit bus services, requesting that Oshawa City Council approve the following Bus Stop changes:

**1: Westbound Bond Street West at Centre Street North (City of Oshawa roadway)**

Extend the existing bus stop zone along the north side of Bond Street West, which currently occupies about half the block between Centre Street North and Prince Street, to encompass the entire block. Separate stop locations would be provided for DRT and GO Transit buses. This change will require the removal of 4 paid on-street parking stalls.

**2: Northbound Simcoe Street North at Bond Street West (Region of Durham roadway)**

Extend the existing bus stop zone along the east side of Simcoe Street North, which currently occupies about half the block between Bond Street East and Richmond Street East, to encompass the entire block. Separate stop locations would be provided for DRT and GO Transit buses. This change will require the removal of 4 paid on-street parking stalls.

**3: Southbound Centre Street North at Bond Street West (Region of Durham roadway)**

Extend the existing bus stop zone along the west side of Centre Street North at Bond Street, north 15 metres. Separate stop locations would be provided for DRT and GO Transit buses. No on-street parking will be impacted by this bus stop extension.

**4: Southbound Centre Street South at Athol Street (Region of Durham roadway)**

Establish a new bus stop on the west side of Centre Street North, north of Athol Street. GO Transit buses would serve this stop. No on-street parking will be impacted by this new bus stop location.

Please note that the Regional Municipality of Durham has approved the changes to the bus stops on Simcoe Street North, Centre Street North and Centre Street South.

If you have any questions or concerns, please do not hesitate to contact me.

Regards,



**Doug Spooner**

Director, Service Planning

Metrolinx

cc: Chris Norris, Manager of Customer Experience, Durham Region Transit



June 15, 2020

Mary Medeiros  
City Clerk  
City of Oshawa  
50 Centre Street South  
Oshawa ON L1H 3Z7

**RE: Downtown Oshawa PULSE 900 Highway 2 Terminus**

Ms. Medeiros:

Since launching on June 29, 2013, the PULSE 900 Highway 2 service has grown to be DRT's most popular route with one-in-four customers using it every day. The current terminus is located in the Mary and Bond street area where new residential and commercial developments are flourishing, and downtown Oshawa development continues to grow east. DRT has been working with the City of Oshawa's Traffic Engineering team to explore new locations for the PULSE 900 service that fits the needs of customers, residents and businesses.

DRT is requesting, with support from City of Oshawa staff, that Oshawa City Council approve a new bus parking location on the northside of William Street between Ritson Road and Division Street. This location will replace the temporary one located on the south side of Richmond Street East between Ontario Street and Mary Street North. This new location provides benefits to transit customers through the eastward extension of the PULSE service east to Ritson Rd and is consistent with future plans to extend the service to the future Ritson GO Transit rail station.


City of Oshawa staff have indicated that the William Street right-of-way is sufficiently wide to support transit operations and provides suitable space for buses, up to four, to park between trips. City of Oshawa staff have advised that up to 14 paid on-street parking spaces will be removed on William Street and 10 paid on-street parking spaces will be reinstated at the current terminus on Richmond Street.


Regards,

Michael Binetti  
Supervisor, Service Design, Durham Region Transit



**LEGEND** CS-20-44 Attachment 4

 - Proposed New Bus Layover Area.

 - Existing Temporary Bus Layover Area to be removed.

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CITY OF OSHAWA  
DEPARTMENT OF COMMUNITY SERVICES

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PROPOSED BUS LAYOVER

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DATE: 07/03/2020	SCALE: NTS
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**From:** [Doug Spooner](#)  
**To:** [Paul Ralph](#); [Warren Munro](#); [Meaghan Harrington](#)  
**Cc:** [Tom Goodeve](#); [Ron Diskey](#)  
**Subject:** RE: MOU for Metrolinx's use of Oshawa Bus Terminal  
**Date:** Tuesday, August 25, 2020 9:38:35 AM  
**Attachments:** [image001.png](#)

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Good Morning Oshawa Team,

Meaghan – once again apologies for the delay in response! I'm back in the office now full time, so will be much quicker.

All – I do want to confirm that the letter dated June 16, 2020 was intended to serve as Metrolinx's notice to terminate the MOU agreement between Metrolinx and the City. It is our understanding that the terminal will no longer be in use, and as such we are seeking on-street stops.

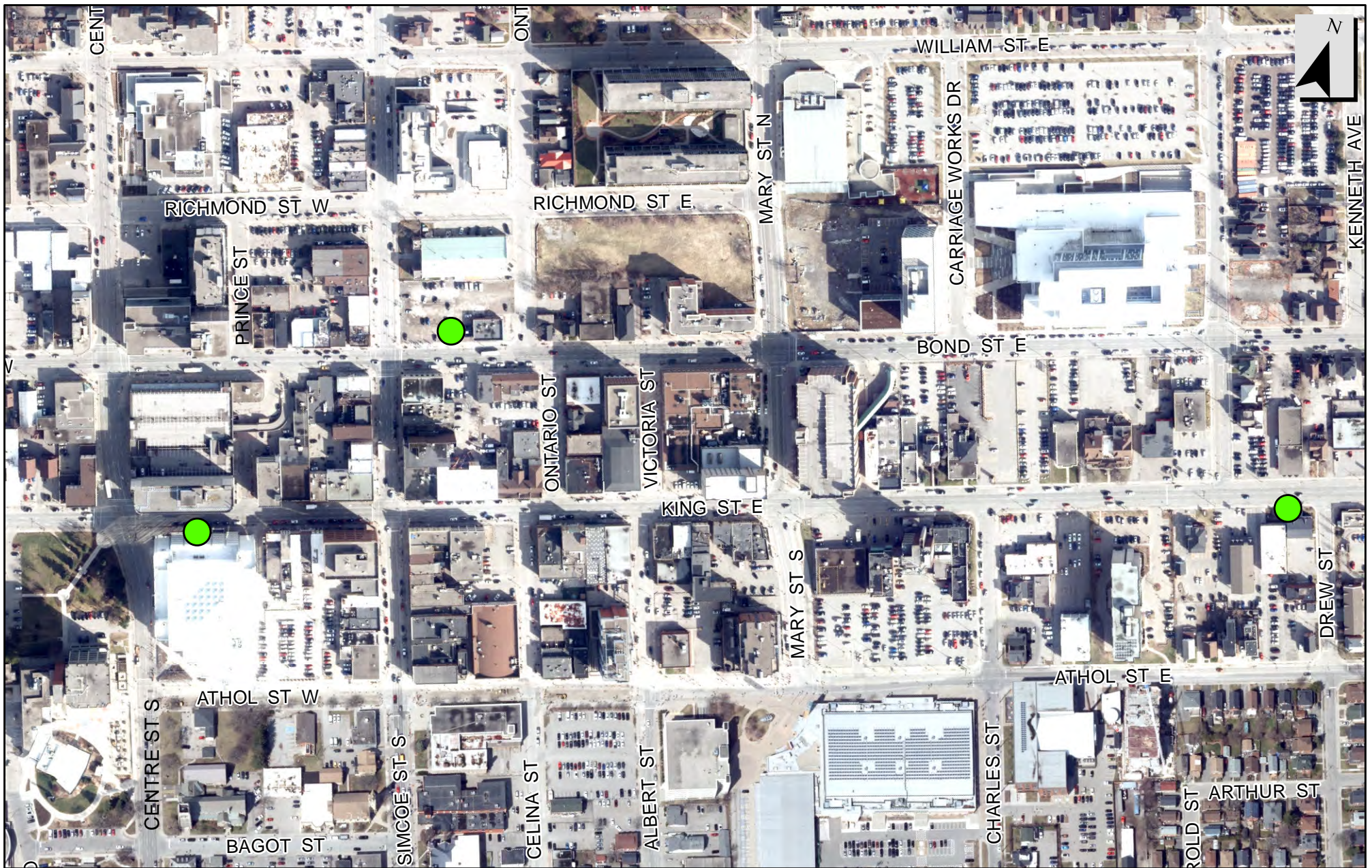
Please let me know if there are additional supporting documents required, or how we can support.

Thank you,  
Doug


**DOUG SPOONER**

Director, Service Planning, Planning & Design  
Metrolinx  
97 Front Street West | Toronto | Ontario | M5J 1E6  
C: 416.725-0598





**LEGEND** CS-20-44 Attachment 6

 - Bus Stop Location to be expanded for articulated buses.

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CITY OF OSHAWA  
 DEPARTMENT OF COMMUNITY SERVICES  
 PROPOSED BUS STOP EXPANSIONS  
 FOR ARTICULATED BUSES

DATE: 09/09/2020      SCALE: NTS