

**Subject: Transit Transfer Terminal**

**Department: Infrastructure Services**

**Division: Transportation and Development**

**Report #: INS-2021-032**

**Meeting Date: 2021-05-10**

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### **Recommendations**

**That Report INS-2021-032, Transit Transfer Terminal be received;**

**And that Council endorse the Transit Transfer Terminal Plan as set out in Report INS-2021-032;**

**Council direct Staff to engage an engineering consultant to complete the final design of the Transit Transfer Terminal.**

### **Background and Analysis**

At its meeting on November 23, 2020 Council revisited and ultimately overturned a resolution to locate the transit transfer point on Broadway. Subsequently, Dufferin County Council at their meeting on December 10, 2020 passed a motion to work with the Town of Orangeville to investigate potential options to locate a transit transfer point at the County's Edelbrock Social Services Building located on Centre Street.

On December 14, 2020, Council directed staff to work with the County to assess the feasibility for locating the transit transfer point at the Edelbrock Centre, connecting Centre Street with Dawson Road based on preliminary design work prepared by Triton Engineering Services Limited (TESL). The following report provides an update on this matter.

Infrastructure Services has spoken with Staff at the County of Dufferin. County Staff have been co-operative and as a result of preliminary discussions the County's Infrastructure and Environmental Services Committee received a report from the County's Director of Public Works on January 28, 2021. The report recommended that County Staff continue to work with the Town of Orangeville to support and endorse a transit hub design at the County owned Edelbrock Centre lands. The Committee's recommendations were adopted by County Council at their meeting held February 11,

2021. As such the concept plan as described below is being recommended by Town staff:

- A dedicated drive through road, 6.5 metres in width for Orangeville Transit buses from Centre Street to Dawson Road;
- A terminal that has made provisions for future expansion and as such the concept has provided space for six buses meeting specifications for Orangeville's vehicle fleet;
- A pedestrian connection to link Centre Street to Dawson Road thus reducing the need for the public to seek passage through the County lands;
- A simple bus shelter that is unheated and with no washroom facilities;
- A terminal that does not include parking facilities; and
- A drive through road that will be lighted for appropriate safety measures.

The Town concept plan is illustrated on TESL's Drawing Number B, provided with this report as Attachment No.1.

The County report highlighted a number of technical matters County staff wanted to have addressed. Specific details have been highlighted in correspondence recently received from the County on April 26<sup>th</sup>, 2021. The following Table documents the technical matters:

Technical Issue	County Staff Comments	Town Staff Comments
Route Alignment	Attachment 2, TESL's Drawing Number A presented to the County is their preferred option. It offers the maximum separation from the Edelbrock Centre and is optimal for future expansion of the building and for noise mitigation.	<p>Town staff prefer a central alignment. This alignment keeps the transit road well away from the Edelbrock Centre while also providing setback from the floodplain, poorer soil conditions, and higher groundwater conditions. The central alignment is illustrated on Attachment 1, TESL's Drawing Number B. Geotechnical studies will determine the most appropriate alignment and minor shifts in alignment are anticipated based on the results of this investigative work.</p> <p>Attachment 3, TESL's Drawing Number C is the original concept plan showing an alignment next to the Edelbrock Centre. This alignment has been rejected by the County as it significantly impacts the County's potential to expand the property.</p>

Parking	The County requests that a parking area be shown on the Plan to illustrate how additional parking could be added in the future if needed.	The Orangeville Transit System does not require a parking area. While there have been discussions at the political level regarding making this a hub for other transit systems, this is not a reality at this time. Without technical input and financial contributions from other forms of Transit, the addition of parking is premature.
Pedestrian Connection	The County is requesting that a pedestrian connection be provided at each end of the proposed road alignment to reduce the need for transit seeking pedestrians passage through County lands and existing parking lot.	The final design will ensure that the pedestrian connections contemplated by the County are included in the final design. The current concept has shown a sidewalk from Centre Street through to Dawson Road.
Shelter and All-Season Facility	The County understands that at this time washrooms and an all-season facility is not deemed a requirement of the project.	Currently Orangeville Transit does not have, nor is there a need for an all-season facility. This is not a need for Orangeville Transit. If this were to become a hub for other transit systems at some point in the future, this option could be added and the cost of the project shared. Similarly, if servicing is required in the future, provisions during the design to accommodate this can be made and implemented at the appropriate time.

Concluding, County Staff support in principle Town Staff proceeding with further detailed engineering design incorporating the comments as set out above. County staff prefers an alignment that is as far too the north as possible to maximize the land available for future expansions of the Edelbrock Centre. Town staff are concerned that soil and groundwater conditions will present construction and operational challenges as the alignment approaches the floodplain of Mill Creek. Town and County staff have agreed that the final alignment will maximize the land available for an Edelbrock Centre expansion while having regard for the soil and groundwater conditions.

The dialogue between Staff at the County and Infrastructure Services is continuing. In regard to next steps Staff is recommending that requests for proposals for engineering services to complete the design of the transit transfer terminal be advanced as soon as possible, allowing a tender call and award for construction in 2021.

**Next Steps:**

- Town and County Council approval of design concept;
- Issue a Request for Proposal to secure the services of a consultant to assist with the final design, tendering and construction supervision;
- Undertake a legal survey and develop an easement agreement with the County; and
- Tender and construction.

It should be recognized that there are two procurement processes to be undertaken as part of the transit transfer terminal project, i.e. the engagement of an engineering consultant and tendering for the actual construction of the terminal. Given these steps, staff anticipated the construction of the transit terminal to be in the Fall of 2021.

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**Strategic Alignment**

**Orangeville Forward – Strategic Plan**

Priority Area: Sustainable Infrastructure

Objective: Provide Systems That Keep People Moving

**Sustainable Neighbourhood Action Plan**

Theme: Transportation Systems

Strategy: Promote More Sustainable & Efficient Transportation Systems

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**Notice Provisions**

N/A

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**Financial Impact**

There are no adverse financial impacts associated with this report.

Respectfully submitted

Reviewed by

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**Attachments:**

Attachment 1 – TESL Drawing Number B – Concept Plan Option B

Attachment 2 – TESL Drawing Number A – Concept Plan Option A

Attachment 3 – TESL Drawing Number C – Concept Plan Option C