

Mayor Brown & Members of Council
Town of Orangeville
87 Broadway
Orangeville ON
L9W 1K1

October 13, 2020

Dear Mayor Brown & Members of Council,

The Orangeville BIA Board of Management respectfully requests Council consider the original transit transfer station design for the Edelbrock Centre as an alternative for a downtown location. This location and attached Triton Engineering design was identified as the first choice for the transit transfer station by the past Orangeville Council and is located just 200 metres away from the original Westdale Mall location suggested in Dillon Consulting's the 2016 Transit Optimization Study.

This location and original design would allow for easier and safer passenger transfers, support active transportation by providing space for secure bike lock-ups, provide space for covered waiting platforms, public washrooms, close proximity to community services at the Edelbrock Centre, 200 metres to the Westdale Mall shops, and a quick walk or bus ride to Downtown shops and services. This design and location would also better accommodate other public transportation currently servicing Orangeville including Metrolix/GO transit, TOK Coachlines to Pearson Airport and Union Station, the new Grey County Transit service, and any future county-wide transit service. This location could also easily accommodate the expansion of Orangeville Transit without causing more congestion in the heritage downtown core. Off-street or side street transit transfer stations are safer and more convenient for riders and therefore they are much more widely used than main street transfer stations.

The recently announced federal and provincial infrastructure grants amounting to approximately \$2M is more than sufficient to cover the costs of construction of this future-proof design (including the relocation of the community gardens and orchard) and represent an investment in the expansion of Orangeville Transit and a commitment to the in Orangeville's Sustainable Neighborhood Action Plan and the 2018 Orangeville Economic Development Strategy Update. Underused rail land or public parkland located along the transit route offer great alternatives to the Edelbrock location for the community garden and orchard.

Orangeville's Sustainable Neighborhood Action Plan states: "Our goal is to preserve Orangeville's small-town appeal, while bolstering robust business and tourism opportunities that support a healthy economy. We will do this by:

- further establishing Orangeville's identity through the preservation and expansion of tourism, culture, and heritage
- enhancing economic resiliency through attraction, expansion, and retention of diverse business industries that in turn provide varied local employment opportunities
- connecting tourists to the Town as an urban hub within the County"

A transit transfer station in the heritage core does not support these goals and is counter to and detracts from the small-town appeal that Orangeville is trying to promote to visitors. In addition, the 2018 Orangeville Economic Development Strategy Update recognized the importance of expanding transit service to and from the GTA which supports the need for a larger transfer station in the future. It also states that tourism is "A significant part of Orangeville's economic development mandate, tourism is one of the fastest growing economic sectors." A transit station located in the heritage core does not fit with the Strategy Update's description of Orangeville's tourism brand as an authentic, "historic, artistic, smaller town with interesting retail, food and festival experiences – a gateway to a more rural, recreational, equestrian and farm-to consumer environment."

Further, Council's decision to locate the transit terminal on Orangeville's busiest street in the heritage core was based on understanding that the station would only be used by Town buses, but not GO, TOK, nor Grey County buses. If the new station becomes the home or even regular stops for these other bus services, this will have a severe impact on the area.

In addition, Council's decision was based on the recommendation of the Transit Task Force, a committee that had no representation from either the OBIA and/or the downtown business community yet it included representatives from Sustainable Orangeville. Instead, the OBIA was invited to attend 2 meetings as a delegate with little notice and no chance for Board discussion or resolution in advance of these delegations. Attending as a delegate is not the same as participating in ongoing discussion and decision-making and, while the Task Force consulted the OBIA, the Task Force was seemingly not aware that as a local Board of the municipality, the OBIA represents the Business Improvement Area as a whole, not the individual opinions of business or property owners. As such, when the BIA Board of Management was asked for its opinion on the Broadway station location, its decision was based on what it believed to be in the best interest of the Business Improvement Area as a whole, and not on the opinion of individual members.

Further, the Task Force made its recommendation for the downtown location based on the

misconception that “...most businesses would probably like this option” (Transit Task Force Minutes, Jan. 6, 2020) assuming transit riders would become downtown customers, but without any data to support the idea, nor any canvassing or engagement of businesses despite assurances. In fact, Dillon Consulting’s 2017 Transit Optimization Study Update clearly stated “The relocation of the transit terminal to the recommended location on Broadway in Downtown Orangeville will require the conversion of 11 spaces to accommodate four buses. Business in the immediate vicinity of the site should be consulted...”, however the Town did not consult with any businesses in the area. At Council meetings, there was mention of “lots of public engagement” on this issue, but there was none. These business and property owners deserved the opportunity to comment, as did residents in the area who were also left out of the process.

In fact, the businesses in the vicinity are adamantly against having the transfer station in this area. Businesses that are now facing the loss of a minimum of 11 parking public spaces (and possibly several more as the transit system grows and/or if/when the other public transit services move their stops to this location), illegal parking in private parking areas and in the transit station areas, accessibility issues for their customers, loitering both inside out outside of their businesses, sanitation issues, exhaust from idling buses, congested sidewalks, increased traffic congestion, and increased noise; all of which could very well result in the loss of customers due to inconvenience and a busier, noisier atmosphere.

Of course, there are also real safety concerns with traffic accidents and jaywalking between Broadway between John and First Streets as outlined in the attached OPS report that details 175 reported accidents in the John/First Street area of Broadway over the past 10 years along with the OBIA's letter to IBI dated September 21st, 2020. One such traffic incident involved a Fire Truck hitting the Post Office in 2012. Of primary concerns is the safety of seniors and individuals with mobility issues rushing to cross Broadway covered in snow and ice in the middle of winter to catch their connecting bus. According to the January 6th, 2020 Transit Task Force Meeting Minutes, “Mr. Doug Jones addressed a previous comment about patrons crossing the road and not having enough time. He stated that the issue isn’t that there is enough time, the issue is that people just aren’t crossing quickly enough.” With ice and snow on the street and sidewalks, crossing Broadway on foot in the winter will likely be slower, not quicker. Finally, concerns about bus exhaust contaminating the food produced at the community gardens and orchards were cited as one of the main reasons why the Edelbrock Centre was rejected as the transit terminal location, however similar concerns about the health of employees and clients of Lighthouse breathing in the exhaust on a daily basis were rejected as a valid argument.

The OBIA Board is aware of the challenges the Town has faced in expanding the transit service but it believes the decision was made without reasonable notice or public engagement and is of

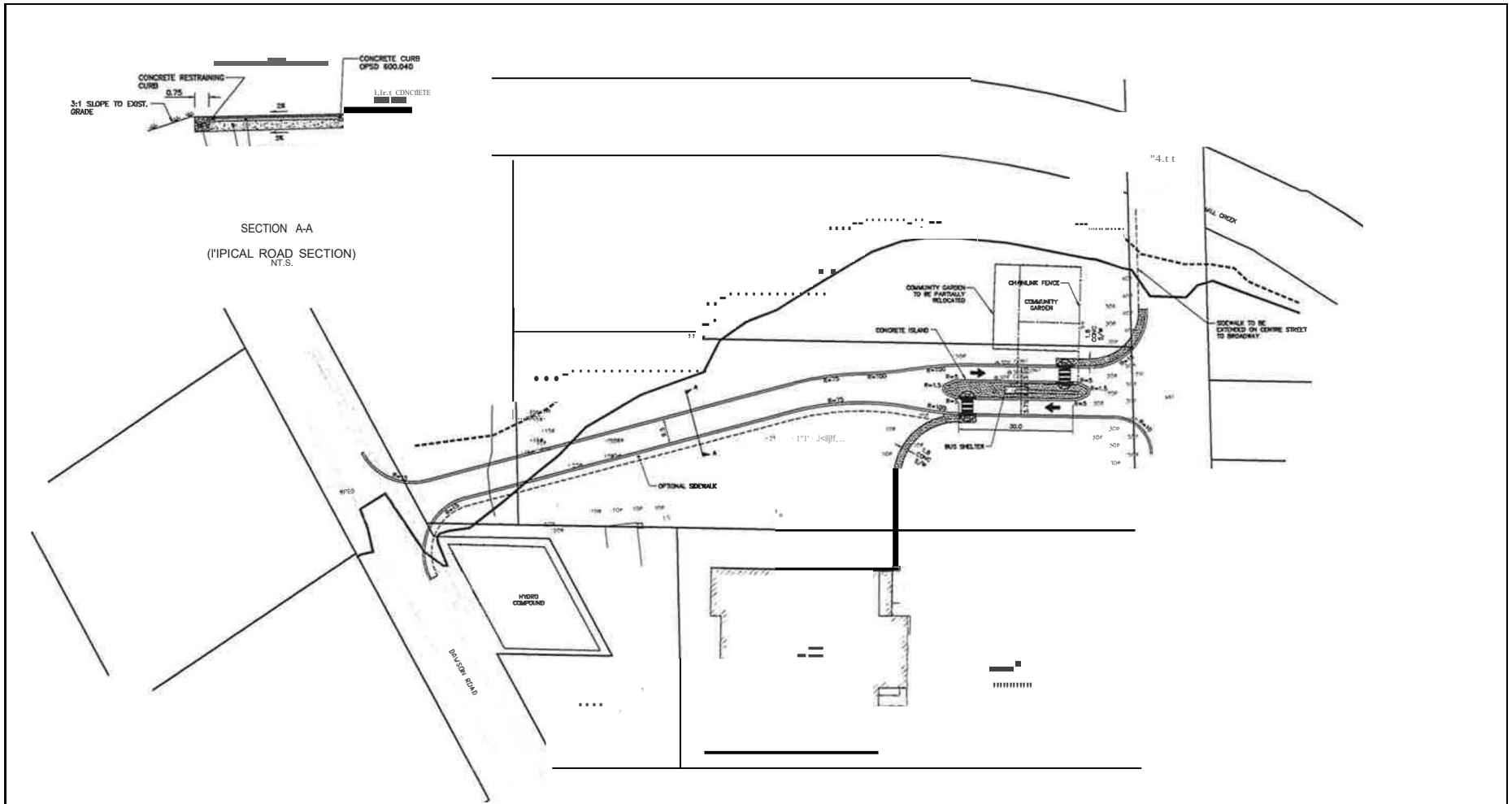
the strong opinion that the downtown location is not a long-term solution.

With the \$2M+ in infrastructure grants, Orangeville has the resources to do it right the first time. The OBIA Board of Management respectfully requests that Council consider the original Edelbrock Transit Transfer Station design. Not only will it be safer and better service transit users, it can be expanded to accommodate future growth and development of public transportation services, will support sustainability and economic development strategies, and will send a message to small business owners that their concerns have been heard, especially considering the devastation that the Covid-19 crisis has inflicted on the small businesses and the economic backbone of our community.

Sincerely,

Joe Sammut
Chair, OBIA Board of Management

Troy Brett
Vice Chair, OBIA Board of Management



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NOTE:
THE LOCATION OF UTILITIES IS APPROXIMATE ONLY AND SHOULD BE DETERMINED BY CONSULTING THE MUNICIPAL AUTHORITIES AND UTILITY COMPANIES CONCERNED. THE CONTRACTOR SHALL VERIFY THE LOCATION OF UTILITIES AND SHALL BE RESPONSIBLE FOR ADEQUATE PROTECTION AGAINST DAMAGE.

NOTES
100 YEAR FLOODLINE

REGULATORY FLOODLINE
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NO.	DATE	REVISION	BY

CONSTRUCTION OF
TRANSIT TERMINAL

TOWN OF ORANGEVILLE
87 BROADWAY

CONCEPT PLAN

TRITON
ENGINEERING

SCALES

DATE

Centre Street and Dawson Road Transit Terminal
Town of Orangeville
Preliminary Estimate

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
TERMINAL WORK					
1	Earth Excavation	1200	m ³	\$ 40.00	\$ 48,000.00
2	HL3 Surface Course	190	t	\$ 140.00	\$ 26,600.00
3	HL4 Binder Course	280	t	\$ 150.00	\$ 42,000.00
4	Granular A	950	t	\$ 30.00	\$ 28,500.00
5	Granular B	1950	t	\$ 25.00	\$ 48,750.00
6	Concrete Sidewalk	420	m ²	\$ 80.00	\$ 33,600.00
7	Concrete Curb & Gutter	540	ea	\$ 75.00	\$ 40,500.00
8	Miscellaneous Removals/Items	-	LS	\$ 60,000.00	\$ 60,000.00
Roadwork Sub-Total					\$ 327,950.00
Sub-Total					\$ 327,950.00
Engineering and Contingencies					\$ 50,000.00
Total (excluding HST)					\$ 377,950.00

Matt Colwill P. ENG.; Associate Director – Practice Lead, Transportation Engineering
Chris Prentice, Senior Associate, Transit Planner; and
Stefan Tsang, Road Safety Professional, Traffic Operations and Road User Safety Analyst.
IBI Group
7th Floor – 55 St. Clair Ave. W.
Toronto, ON
M4V 2Y7

September 21st, 2020

Dear Sirs,

Re: Town of Orangeville Transit Transfer Station Location Safety Study

The Orangeville Business Improvement Area (OBIA) has several health and safety concerns regarding the downtown Orangeville Transit Transfer Station location currently being evaluated by your firm. These concerns include the following:

1. Jaywalking

- Based on the behavior we see every day in this stretch of our Downtown, many riders transferring from one side of Broadway to the other side of Broadway will jaywalk to get to their next bus quickly, especially in the colder months. The problem will be compounded by the visibility challenges that large buses create when pedestrians try to cross the street from in between the buses and poor road conditions resulting from wet or winter weather.

2. Accessibility

- Very limited public parking in this area combined with a lack of on-street parking and an increase in sidewalk congestion will impede accessibility for the elderly, persons with disabilities and families with small children requiring access to the businesses/services and to curb-side pick-up services in the immediate vicinity, including the post office, a Service Canada office, a church, a bank, a health food store, a soup kitchen, a memorial monument show room, a MPP office, two health clinics, a diagnostic imaging center, as well as a karate studio, a retail and tattoo parlour, a pizzeria, an employment agency, a law firm, a paralegal office, a loan company, a traffic consulting business, a yoga studio.
- Many of these vulnerable individuals (including children) require being dropped off and picked up from these businesses and services. The parking spaces to be taken up by the proposed Transit Transfer Station would severely limit the ability of these vulnerable individuals (and their families) to access goods and

services from these businesses.

- Disembarking one bus, walking to the traffic lights, crossing a wide street and making their way to the correct transfer bus could prove very challenging for the elderly or persons with disabilities, especially during the winter months when the roads and sidewalks are slippery and slip and falls are more prevalent.
- The use of portable suitcase ramps to provide access into businesses will be made more challenging with the increased activity/congestion on the sidewalks in this area.

3. Volume of vehicular, pedestrian, and cycling traffic

- The study was conducted on a Monday morning in good weather when traffic is at its lightest and current traffic volume has not yet risen to regular pre-Covid-19 levels and is normally much higher. As the transfer station will undoubtedly attract cyclists/riders, and as the Town continues to implement its new Cycling and Trails Master Plan, the number of cyclists in the area will increase. This should also be taken into consideration within the study.

4. Safe passage for emergency service vehicles

- Broadway is a main route for Emergency service vehicles which require safe passage in a timely manner through the most congested street in Orangeville. Ambulances, fire trucks or police cars would all need to contend with the addition of significant bus and pedestrian traffic, including those crossing illegally, which will create a more dangerous situation than already exists.
- Someone emerging from behind a bus with limited visibility of oncoming traffic and emergency vehicles traveling at high speed, is a very real and concerning scenario.
- A fire truck was involved in a serious accident in 2012 when it jumped the curb and smashed into the post office. The addition of a transfer station on Broadway will only contribute to increasing the risk to public safety in this area.
- A walk-through with emergency personnel (fire, police, ambulance) should be part of the study

5. Illegal parking leading to increased congestion

- With the location of the proposed Transit Transfer Station on Broadway eliminating parking on the Town of Orangeville's busiest street, coupled with the high demand for curbside pickup and delivery, this could create a situation that begets illegal parking, especially with delivery and courier vehicles. This will lead to further traffic congestion in the area and the potential for increased vehicle and pedestrian accident.

6. Idling buses/diesel fumes will create air quality and noise issues for neighboring

businesses, their employees/clients, and pedestrians

- Poor air quality and additional noise pollution caused by the idling and coming and going of the buses will negatively impact individuals who live and work in the area. Among those directly impacted by these increased fumes are vulnerable individuals (approximately 25 people) who congregate outside The Lighthouse on a daily basis for to receive and consume lunch.
- As the diesel fumes from the buses and its effect on the food and volunteers working at the community gardens was the primary reason for the Edelbrock Centre to be dismissed as the transit transfer station location, the environmental and health impacts should be studied in depth as part of the safety study.

7. Lighting/ security

- Lighting in this area is quite poor and not sufficient for the purposes of a transfer station.

8. Lack of public washrooms

- A lack of public facilities in the vicinity and with no access after 4 pm, may create sanitation issues in the alley/laneways and/or put undue pressure on small, local businesses with limited resources during a health crisis and beyond.

9. Winter safety

- Current snow clearing/removal practices is not sufficient. Special snow clearing and snow removal in the area of the transit transfer station would be required in order to facilitate safe pedestrian passage from bus to curb, crossing the street and along the sidewalks.
- The current transfer station on Fourth Street sees many riders using the convenience store as a refuge from the cold while they wait for the bus and we can safely assume the same will happen downtown. At any time, this puts an undue burden on business owners, but with the current health crisis, the annoyance becomes a health issue as limited floor space makes social distancing next to impossible without turning paying customers away.

The OBIA Board of Management respectfully requests that the health and safety concerns be studied and addressed in the Transit Transfer Station Location Safety Study and that residents in the area are given the opportunity to share their own concerns.

Sincerely,



Alison Scheel

OBIA General Manager

cc: Mayor Sandy Brown, Town of Orangeville
Orangeville Council
John Lackey, Town of Orangeville
Sarah Pihel, Town of Orangeville
Doug Jones, Town of Orangeville
OBIA Board to Management

The following businesses, services and patrons of the downtown core agree and endorse the above letter from the OBIA:

Name	Organization/Address	Signature
Troy Burt	Machabery	Troy Burt
Kyong OK Lee	Natural Choice	Kyong OK Lee
Bridget Burd	Carters Law Firm	Bridget Burd
Al MAD	Barbet Shop	Al MAD
Kate McKee	Lucky Line	Kate McKee
Michael Griffin	Broadway Music	Michael Griffin
GREG BURD	TRAFFIC HAWK LEGAL	GREG BURD
Melissa Ciraco	The Altered Native	Melissa Ciraco
AHLYN WILSON	ORANBENVILLE MEMORIALS	Ahlyn Wilson
MODAKAD	Pizza Prez	Modakad
Ricky Schaefer	Maggioli's Art	Ricky Schaefer
JACOB ALLEN-JORDAN	MOGULS IN MOCAN	Jacob Allen-Jordan
Jill Sprau	Sprau's Emporium	Jill Sprau
Kathryn Thomson	Glasscraft	Kathryn Thomson
Paul Korsten	A.M. Korsten Jewellers	Paul Korsten
Taylor Capland	Galloga	Taylor Capland
Laura Campbell	Pia's on Broadway	Laura Campbell
Jean Hope	Dragonfly Arts	Jean Hope

Terrance Carter

TANIA McCLINTOCK

Bruce Phillips

Sandra Stone

Tove Schmidt

Martin Wiszmath

BACKY MCLAN

Nancy Clardige

Veronica Cret

Paul Nguyen

2 Joyce Janssen

Christine Patton

JOE SAMMUT

Nichelle Ansemult

Linda Dyer M

Linda Dyer McDonald

B. CHAFEY

Nadia Del Nero

PEBBY JOSEPH

Phil Welsch

Sosana Jenkins Neil Mattucion CPA

Rose Pallott

meaghan Alexander

Carters Professional Corp

CARTERS PROF CORP.

computer & E.L. LTD.

Carters Professional Corp.

Carters

Carters Prof. Corp.

BACKY MCLAN CORP

Carters Prof. Corp.

Reader's Choice

Black Wolf

Seconds Count

Fromage

MORTGAGE ARCHITECTS

Bluebird Cafe Grill

SPORT-MEDIC

THE CHOCOLATE SHOP

Sonofachy

ARCHWAVE MUSIC

Euphoria

Mattucion CPA

Mendian Credit Union

Pear Home

[Signature]

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SOSAN JENKINS

[Signature]

[Signature]

Brett Jagercol
Kym Dean

Ma ~~Dean~~

Rebecca Samborsky

Doug Lowe

Rustik Bistro
CBC

Orangeville

S Beckingham Orangeville

Orangeville

Brett Jagercol
~~Dean~~

M. Smith

~~Dean~~

~~Dean~~



ORANGEVILLE POLICE SERVICE

390 C Line Orangeville, Ontario L9W 3Z8 Ph: 519-941-2522 Fax: 519-941-0089

September 28th, 2020

Greg Burd
229 Broadway, Unit #6
Orangeville, ON
L9W 1K4

Mr. Greg Burd,

I am writing pursuant to your request for access to information under the Municipal Freedom of Information & Protection of Privacy Act, received by this office on September 15th, 2020. Our file no. 42-2020 has been assigned. This will confirm receipt of the \$5.00 application fee.

After consideration, the decision has been made to grant full access to the information you have requested.

You have requested information on Motor Vehicle Collisions at the intersections of both Broadway and John Street, and Broadway and First Street of Orangeville, Ontario from 2010-2020 up until the date of your request.

I have conducted a search of our Records Management System and have compiled the following numbers.

Total Motor Vehicle Collisions per year

Intersection of Broadway and First Street

Intersection of Broadway and John Street

2010	7	2010	7
2011	5	2011	6
2012	11	2012	11
2013	10	2013	11
2014	8	2014	5
2015	10	2015	3
2016	12	2016	9
2017	3	2017	7
2018	13	2018	14
2019	10	2019	4
2020	6	2020	3



ORANGEVILLE POLICE SERVICE

390 C Line Orangeville, Ontario L9W 3Z8 Ph: 519-941-2522 Fax: 519-941-0089

I am responsible for this decision. If you have any questions, please contact this office at 519-941-2522, ext 2207.

You may request a review of this decision by the Information and Privacy Commissioner, 2 Bloor St. E. Ste. 1400, Toronto, Ontario, M4W 1A8. You have 30 days to make this appeal.

In the event that you wish to launch an appeal, please provide the Commissioner's Office with a copy of this decision letter. In addition, you must send a \$10.00 appeal fee for personal information or a \$25.00 appeal fee for general information to the Commissioner's Office. Please include the fee in your letter of appeal. Appeal fees should be in the form of a cheque or money order, payable to the Minister of Finance. A copy of your notice to appeal should be forwarded to this institution.

Thank you,

Andrea Nicholls
Freedom of Information/Privacy Unit