

**Subject: Orangeville Transit Point Update and Safety Study**

**Department: Infrastructure Services**

**Division: Transportation**

**Report #: INS-2020-004**

**Meeting Date: 2020-11-23**

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## **Recommendations**

**That Report IS-TD-2020-004, Orangeville Transit Point Update and Safety Study, be received.**

## **Background**

In March of 2019, Council formed by resolution the Orangeville Transit Task Force (OTTF). As part of its mandate, OTTF was to make recommendations on transit matters, one being to identify the location of a new transfer terminal. In March of 2020, OTTF's recommendations were presented to Council in Staff Report No. IS-TD-2020-007. Amongst the recommendations was to locate the transit transfer point on Broadway between First Street & John Street. Council endorsed this recommendation.

The decision to locate the transit transfer point on Broadway was met with opposition from the BIA. Following delegations to Council by the BIA and its members expressing various concerns including safety, Council directed Staff in May 2020 (Resolution 2020-176) to undertake a safety study for the proposed transfer point on Broadway between First Street and John Street. This report highlights the findings of that study.

At its meeting on October 19, 2020, Council also directed Staff to consult with the County of Dufferin on the feasibility and costs associated with the Orangeville transit transfer point being located at the Edelbrock Centre, on Centre Street. The purpose of this report is to also report back to Council on those discussions.

## **Analysis**

### **Safety Study**

In August of 2020 IBI Group was engaged to undertake a safety study of the proposed transfer point on Broadway. The safety study evaluated the operation of the transit transfer point with an emphasis on the safe movement of transit riders and vulnerable road users. The Downtown Orangeville Transit Transfer Station Safety Study, November 5, 2020 is found as Attachment No. 3. Based on field investigations, background documents review and stakeholder consultation, issues related to road user safety were identified and several recommendations were proposed to mitigate observed risks. In summary the following conclusions and recommendations have been proposed:

- i) Locate bus stop on south side of Broadway, thus eliminating the need for passenger transfers to cross Broadway;
- ii) Introduce transit signal priority solutions at First Street and John Street to create gaps in traffic allowing transit vehicles to merge into travel lanes, this may result in traffic delays along Broadway;
- iii) Add high-visibility markings and tactile plates at curb cuts and pedestrian crossings;
- iv) Increase pedestrian clearance times at intersections, may result in longer vehicle queues and traffic delays on Broadway;
- v) Remove traffic lane and create a back-to-back east and westbound left turn lanes providing reduced crossing distances, improved lane alignments and sightlines;
- vi) Improve pedestrian level lighting, signage and cycling facilities.

In concluding the Safety Study, the consultant stated that its study team did not observe or identify any road user safety risks that would preclude the transfer point from being located on Broadway between First Street and John Street.

### **Edelbrock Centre Option**

In determining the location for a new transit transfer point, the Edelbrock Centre was amongst an early list of several potential candidate sites. In March of 2018 Orangeville Council received report PW-2018-08 and approved in principle a transit transfer point on the Edelbrock Centre Property. Specifically, this option included a dedicated through road from Centre Street westerly and connecting with Dawson Road. The option of a dedicated through road considered two scenarios with a slightly different horizontal alignment. Both options are found in Attachment No. 1, Option 1A and 1B to this report. The through road option was presented to the County of Dufferin's Community Services / Dufferin Oaks Committee (the Committee) where the Committee rejected the proposal. The Committee felt that the proposed route option dissected the Edelbrock property and severely restricted the County's ability to fully develop the lands north of the Edelbrock

Centre and south of the railway lands in the future. The proposal came to County Council on May 10, 2018 and the motion was deferred.

Subsequent to this, a revised alternative was proposed, that being a layby option on Centre Street. The layby option is shown as Attachment No. 2. The layby option was supported by the Committee and a motion to seek authorization to work with the Town staff towards a final approved plan was tabled at County Council on September 23, 2018.

Staff brought forward report IS-TD-2019-003 on February 11, 2019 seeking Council direction on resurrecting the previously tabled motion to approve the layby at County Council. Instead, Council asked staff to provide them with additional information in a subsequent report. Report IS-TD-2019-005 was considered by Council on March 18, 2019, at which time Council voted to form the OTTF as described above.

As directed by Council at its October 19, 2020 meeting, staff has contacted County Staff to revisit the possibility of a transfer point at the Edelbrock Centre. County staff reiterated that their preference would be for any transfer point proximate to the Edelbrock Centre to be configured in a manner that would allow the County to fully develop the property in the future. County staff indicated that the path forward with the County would be to present options to County Committees for their consideration prior to a motion being brought to County Council.

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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 System

Strategy: Promote More Sustainable & Efficient Transportation Systems

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**Financial Impact**

Were Council to direct staff to proceed with the Broadway transfer point, the cost of implementation would be nominal. The drive through option through the Edelbrock Centre property has been estimated to cost in the order of \$378,000. The layby option on Centre Street is estimated to cost in the order of \$125,000 to construct.

Respectfully submitted

Douglas G. Jones, P. Eng.  
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**Attachment(s):**

Attachment No. 1 – Concept Plans - Options A & B, Edelbrock Centre

Attachment No. 2 – Centre Street Layby Option

Attachment No. 3 – Downtown Orangeville Transit Transfer Station Safety Study –  
November 5, 2020