

Welcome

Town of Orangeville Transportation Master Plan

**PUBLIC INFORMATION CENTRE 1
Northview Room
Tony Rose Memorial Centre
6 Northmen Way, Orangeville
March 5, 2025
5:00 PM to 7:00 PM**

Please pick up a Comment Sheet!

We encourage you to use the sheet provided to record any comments on the material presented today.

Questions? Feel free to ask any member of our project team in attendance. We are happy to assist!

Study Background

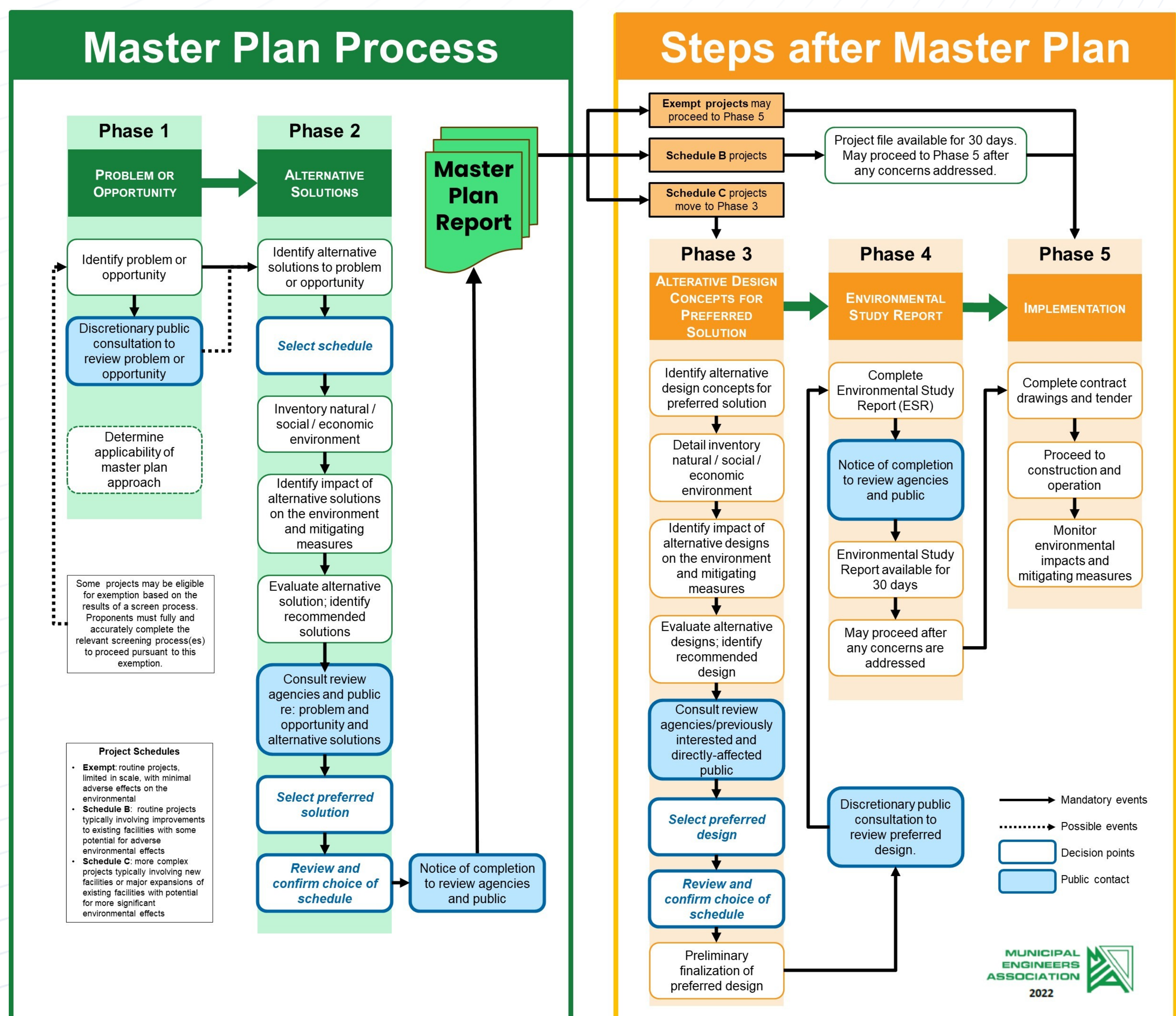
What is a Transportation Master Plan?

- A Transportation Master Plan works with the Town's Official Plan to guide how the community grows
- It includes a systematic and strategic review of all forms of transportation
 - How is the system working today?
 - How will growth and technology impact the way the system works and how we travel?
 - What improvements are needed?
 - What are our priorities?
- Orangeville's first Transportation Master Plan will:
 - Identify future improvement needs (roads, cycling, transit, pedestrians)
 - Identify short term (next 5 years) and long term (20+ years) improvements and priorities
 - Provide cost estimates for future budgeting
 - Identify policies to help manage the transportation system (truck routes, transit service levels, pedestrian crossings, traffic calming, etc.)
 - Be guided by input from the community
 - Be coordinated with plans in Dufferin County, Peel Region and the Province

Study Process

Study follows requirements of Environmental Assessment Act

- Ontario requires municipalities to assess the environmental effects of major projects, (including for transportation) using a standard five-phase process
- The 'Master Plan' process identifies problem(s), then evaluates and recommends solutions
- Major projects recommended by this study will get more detailed review before implementation



Policy Framework

The current policy environment promotes:

- Integrated planning of transportation and land use to accommodate long-term growth
- Increased use of sustainable travel modes (walking, cycling, transit)
- Improvements to safety for all transportation users

Orangeville Official Plan sets strategic approach for transportation network:

- Provide for safe and efficient movement of people and goods
- Encourage a reduction in the dependence on motor vehicles through measures to encourage walking, cycling and public transportation
- Integration of road, cycling, pedestrian and transit networks to promote access, safety, and mobility

Policy directions in Provincial, County, and Local plans will be considered during study

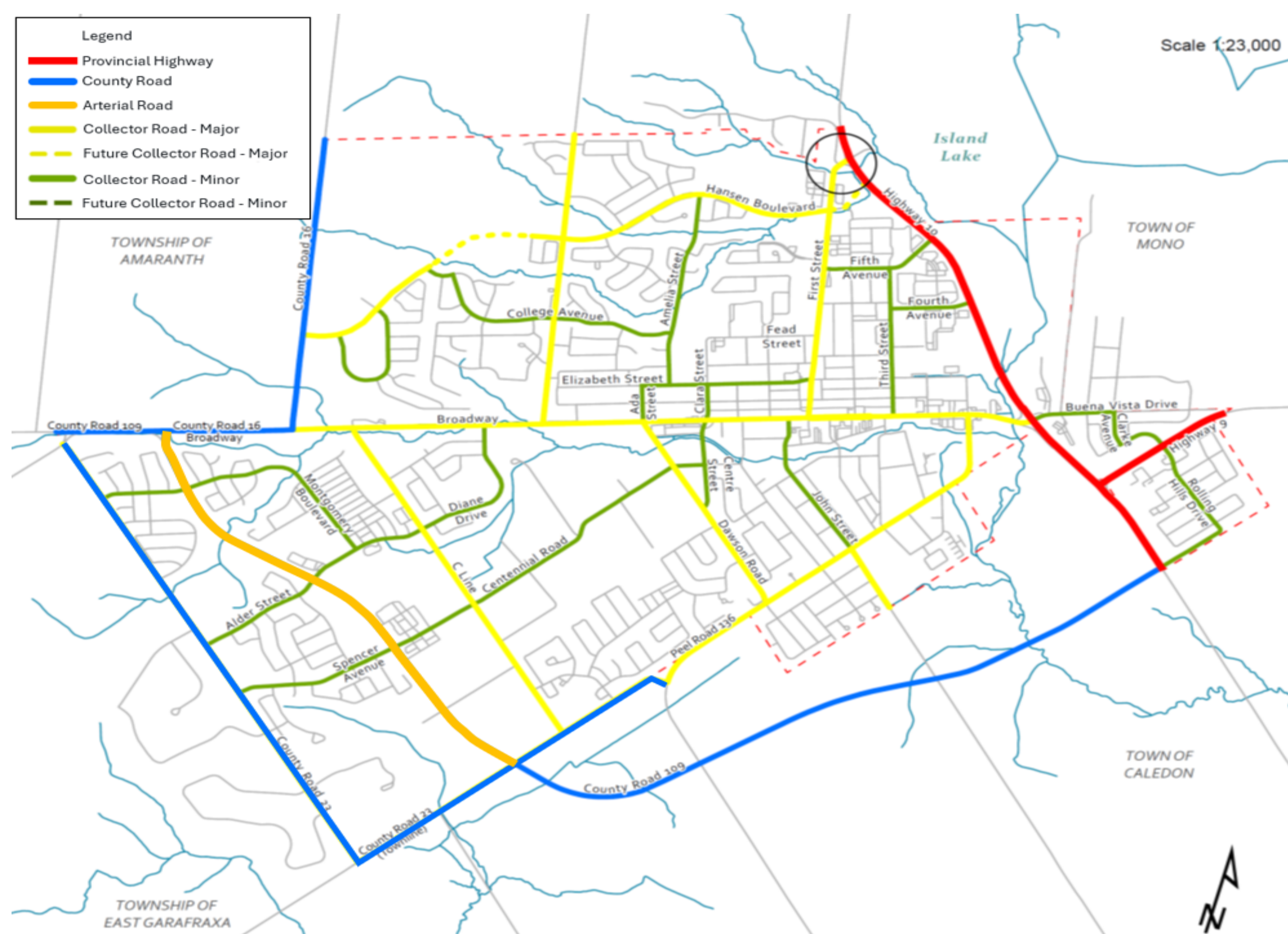
Province of Ontario	Dufferin County	Town of Orangeville
<ul style="list-style-type: none"> • Provincial Policy Statement • Accessibility for Ontarians with Disabilities Act • Ministry of Transportation Transit Supportive Guidelines • #CycleON: Ontario's Cycling Strategy • Ontario Trails Strategy 	<ul style="list-style-type: none"> • Official Plan • Transportation Master Plan • Road Network Rationalization Plan 	<ul style="list-style-type: none"> • Strategic Plan • Official Plan • Sustainable Neighbourhood Action Plan • Development Charges Study • Recreation and Parks Master Plan • Cycling and Trails Master Plan • Climate Change Adaption Plan

Existing Road Network

Roads in study area are the responsibility of multiple governments

- **Town of Orangeville**
 - A grid of local, collector and arterial roads
- **Dufferin County**
 - County Road 23 (B Line & part of Town Line)
 - County Road 16 (Veteran's Way & part of Broadway)
 - County Road 109 (part of Broadway)
- **Province of Ontario**
 - Highway 10
 - Highway 9

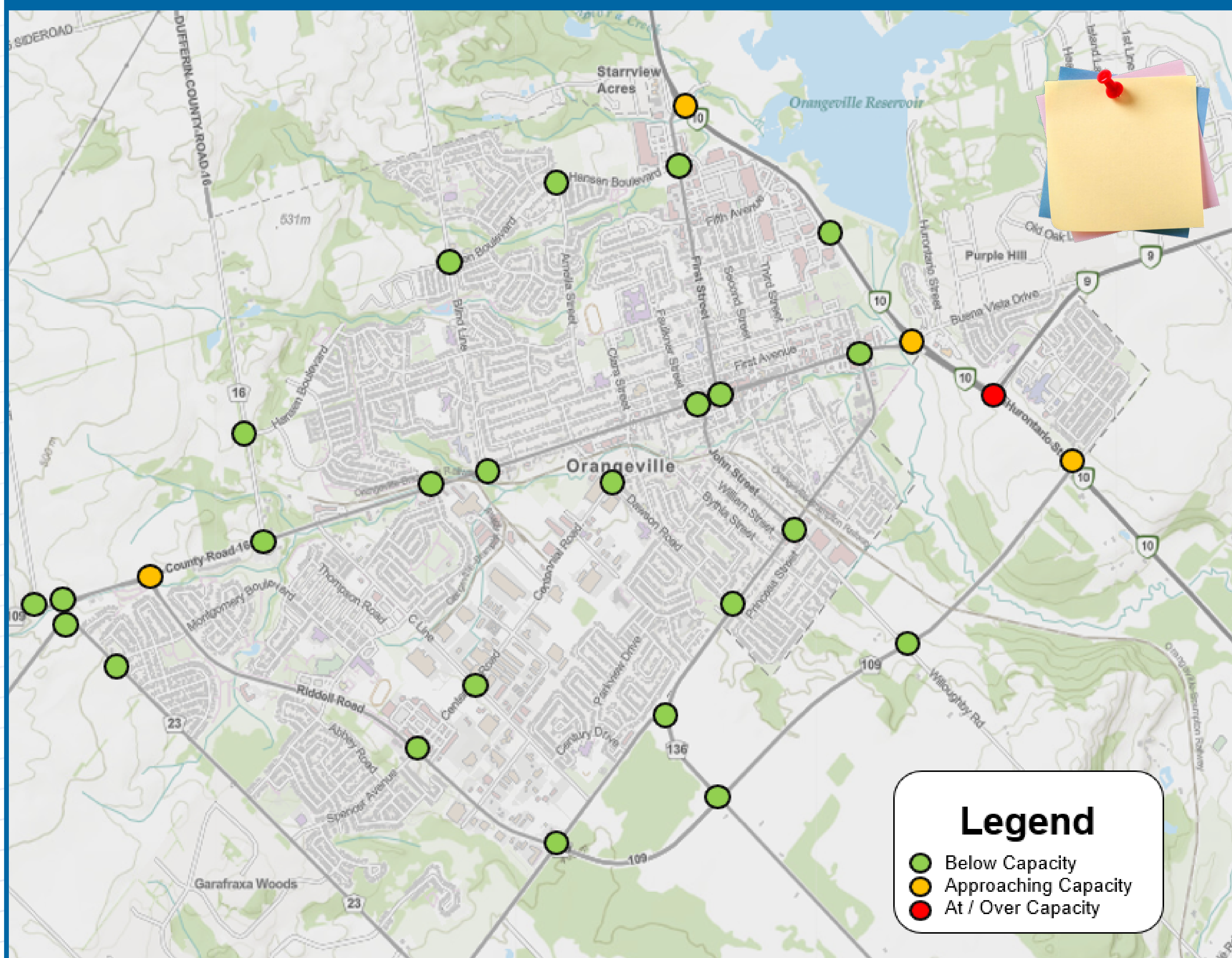
Road Network and Responsibility



Traffic Volumes

- Highest traffic in evenings (3 to 6 PM)
- Intersections within Town are generally operating below capacity (except for along Highway 10, and at County Road 109 and Broadway)

Where in the Town have you experienced congestion?



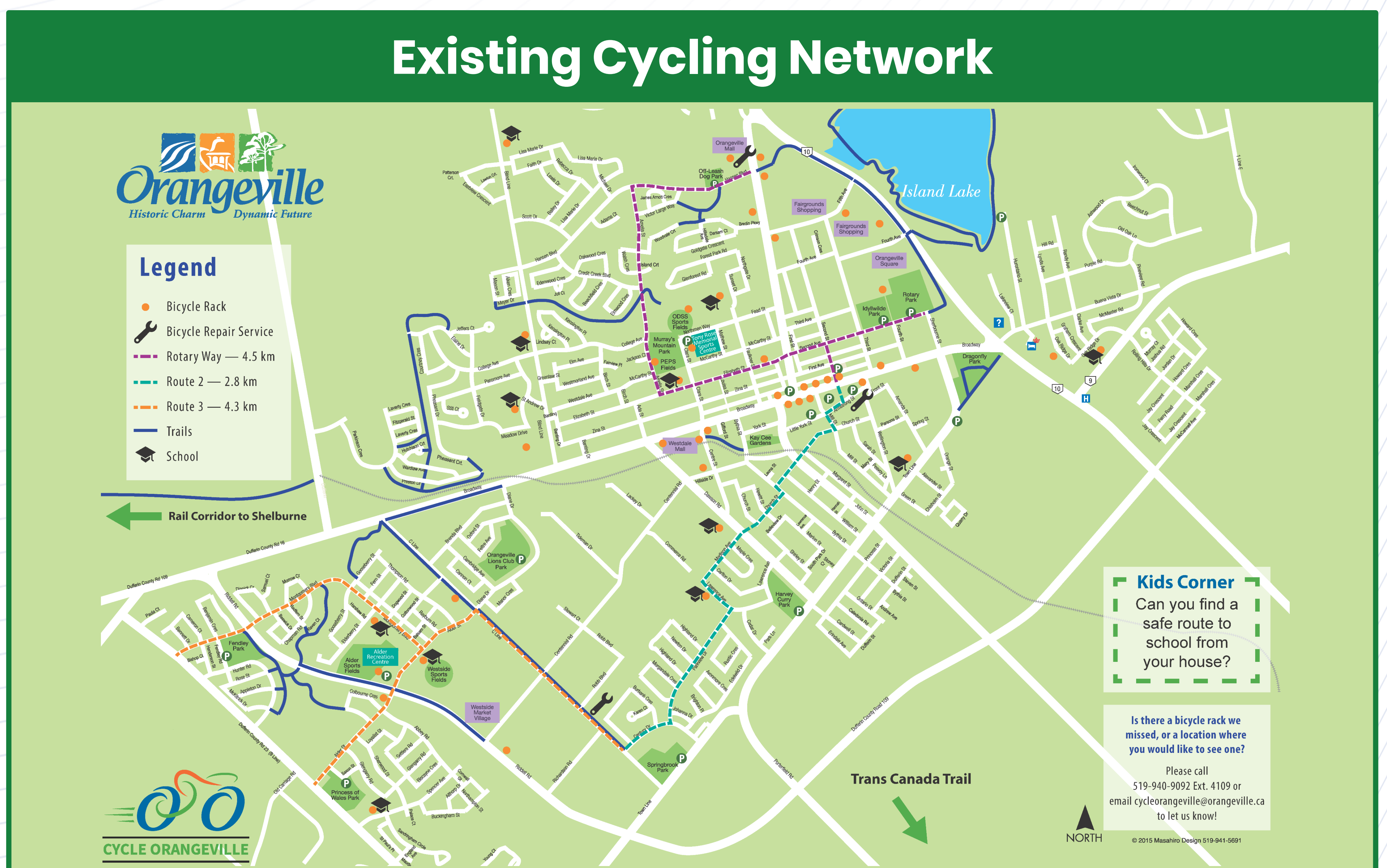
Active Transportation: Existing Network

- **Walking**

- Sidewalks present on both sides of streets in downtown and some major roads
- Sidewalks on at least one side of street in most residential areas
- Roads in industrial areas typically lack sidewalks
- Trails connect neighbourhoods to parks and recreational areas

- **Cycling**

- Mix of off-road & on-road facilities within the Town
- Dufferin County Rail Trail connects to west end



Active Transportation: Future Network

Cycling and Trails Master Plan (2019)

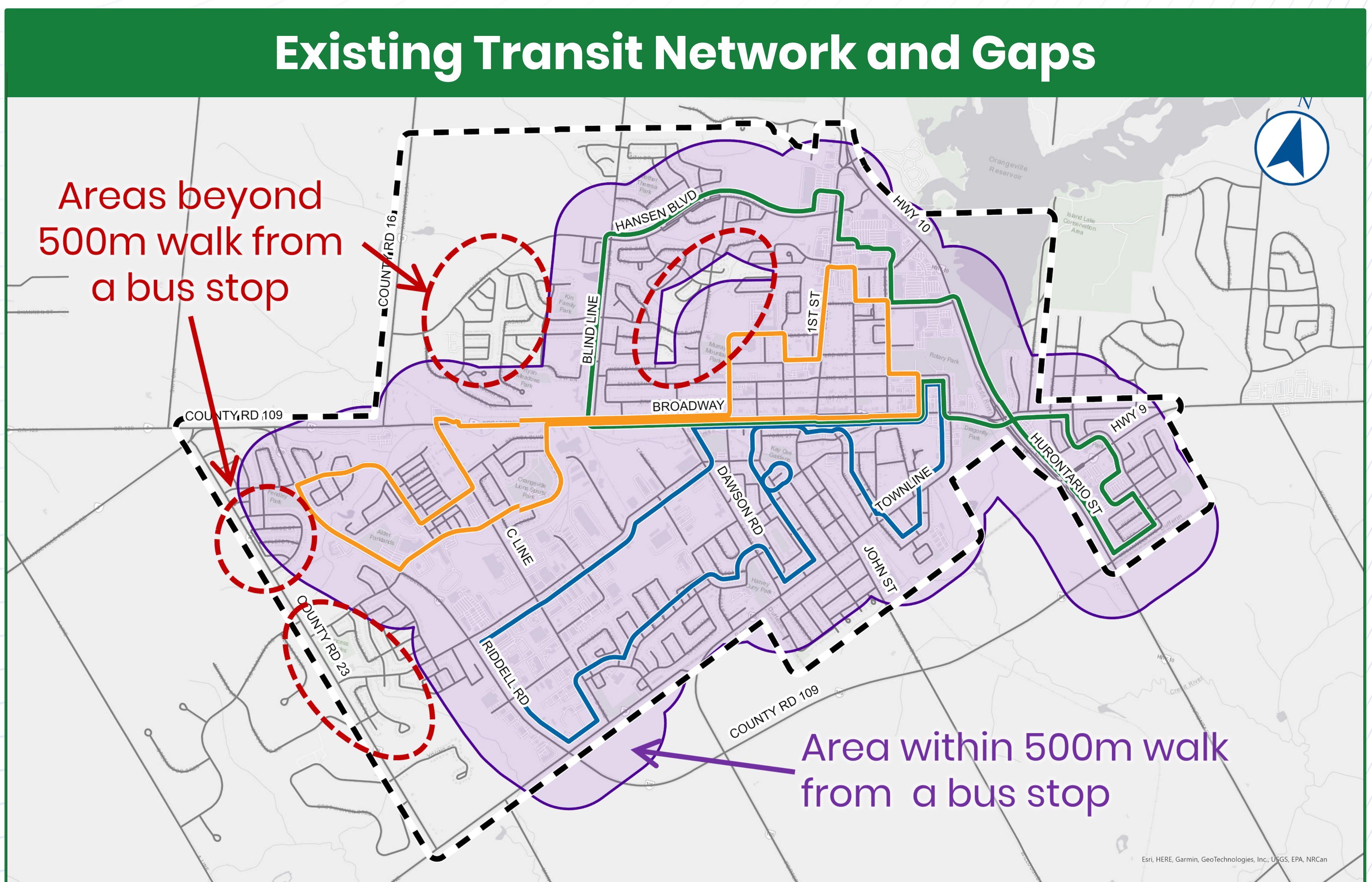
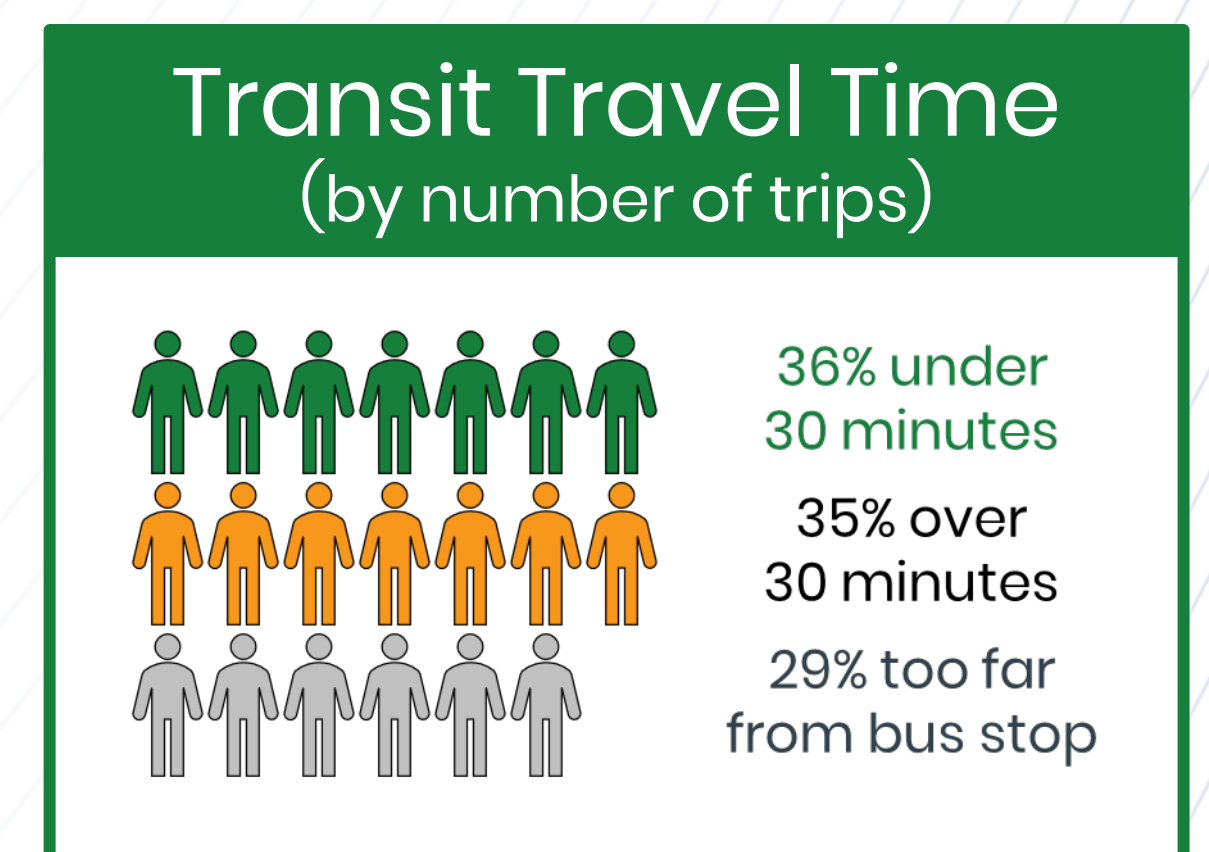
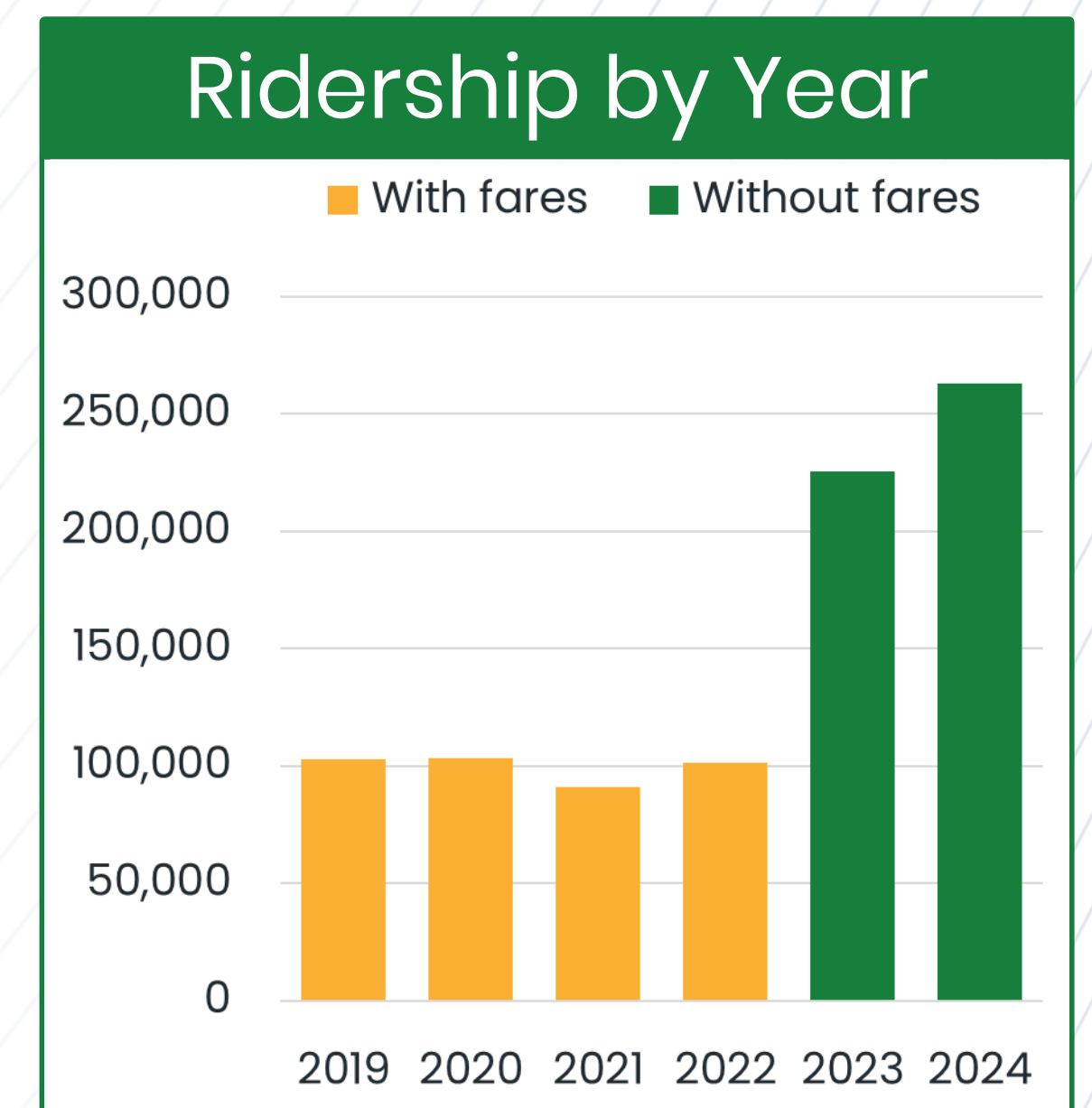
- Developed in consultation with residents and community groups
- Ultimate network includes
 - 22 km of signed on-road bike routes
 - 19 km of paved shoulders in rural areas
 - 21 km of designated bike lanes
 - 39 km of Multi-Use Trails
 - 8 km of Greenway Trails
- Recommend supportive programs

Where would you like to see new walking/cycling infrastructure?



Transit: Local Services

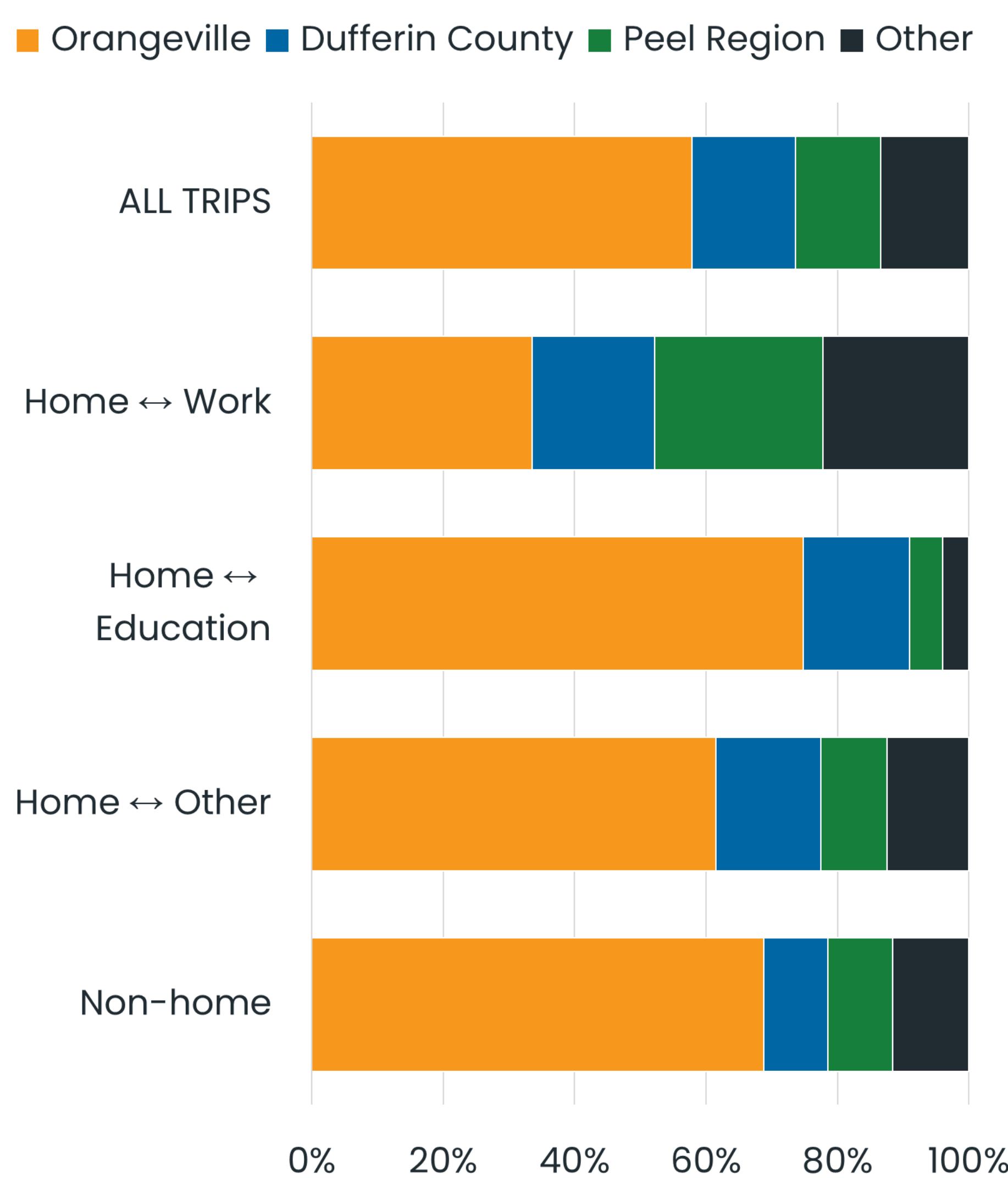
- Three one-way routes operating every 30 minutes
- 7:15am to 8:45 pm every day (except holidays)
- Ridership jumped when fares removed in 2023
- Long travel times within Town for many users
- Gaps in service area



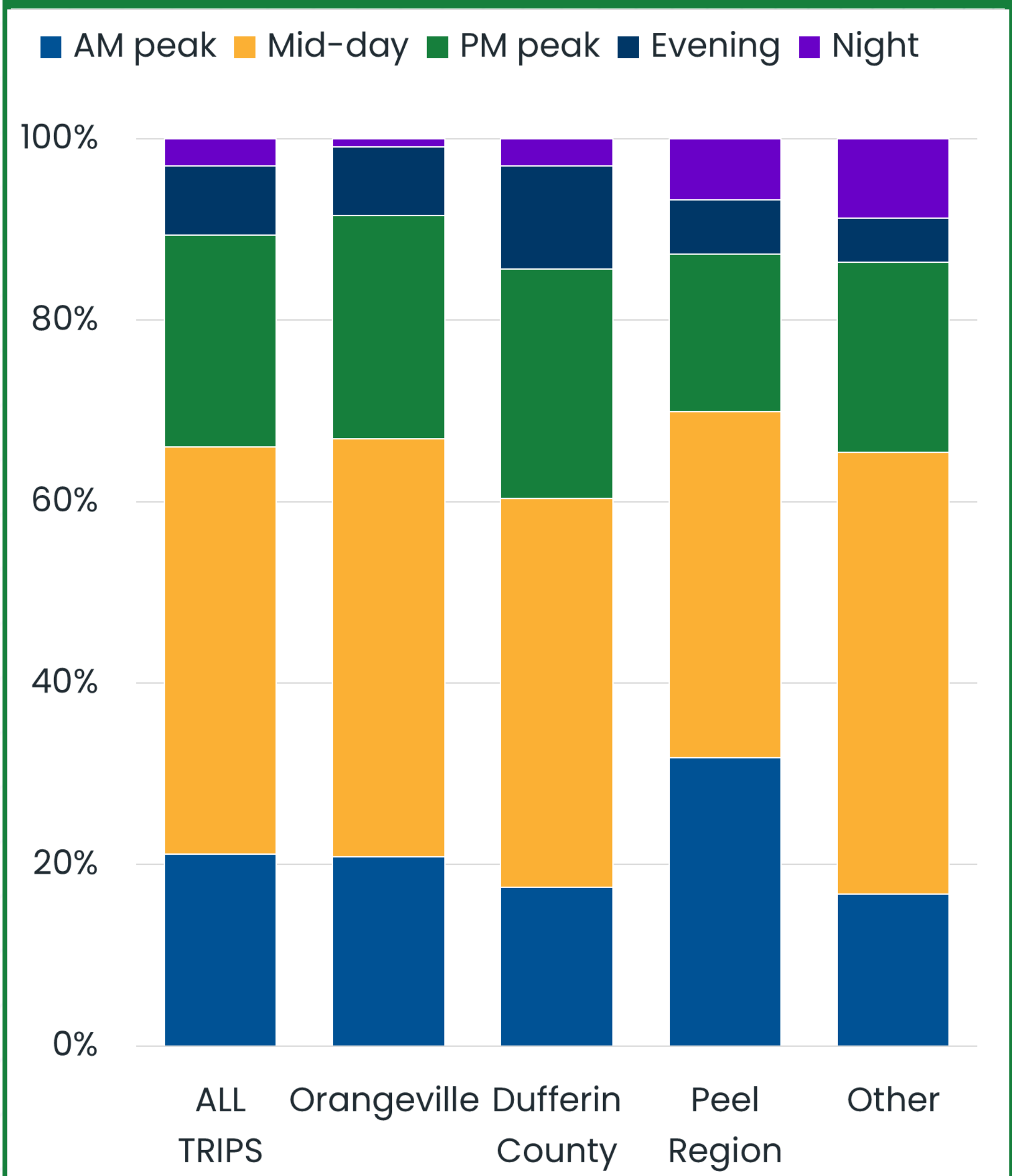
Transit: Regional Service

- **GO Bus:** Route 37 to Brampton GO station (AM and PM peak only)
- **Grey Transit:** Route 2 to Owen Sound (four trips per day)
- **TOK Coachlines:** Port Elgin–Orangeville–Vaughan (one trip Mon / Wed / Fri)
- Limited connectivity, despite 67% of commutes and 42% of all trips from Orangeville being to out of town
- Lack of service outside peak hours

Destination by Trip Purpose



Time of Day by Destination



Transit: Journey Stages

A transit journey has many stages.

Getting information

How easy is it for you to plan a transit trip?

Walking to bus stop

What problems do you face? Which stop(s)?

Waiting at bus stop

What amenities / facilities do you want there?

On board the bus

What would make your ride better?

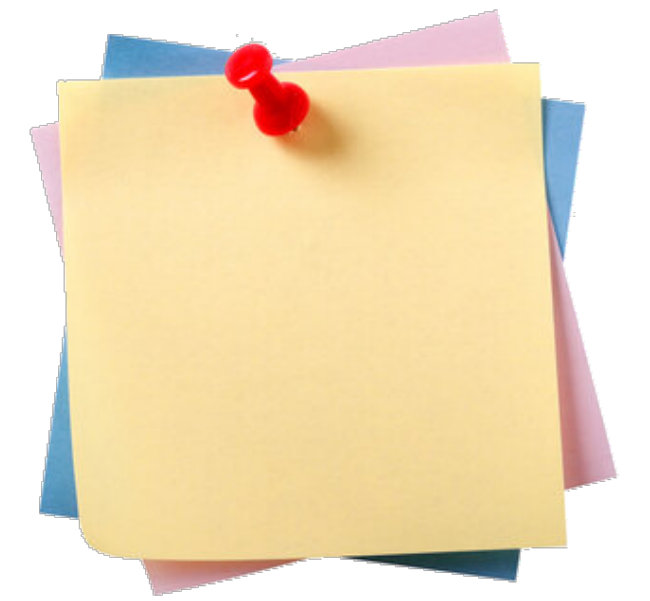
Transferring services

What would make this better?

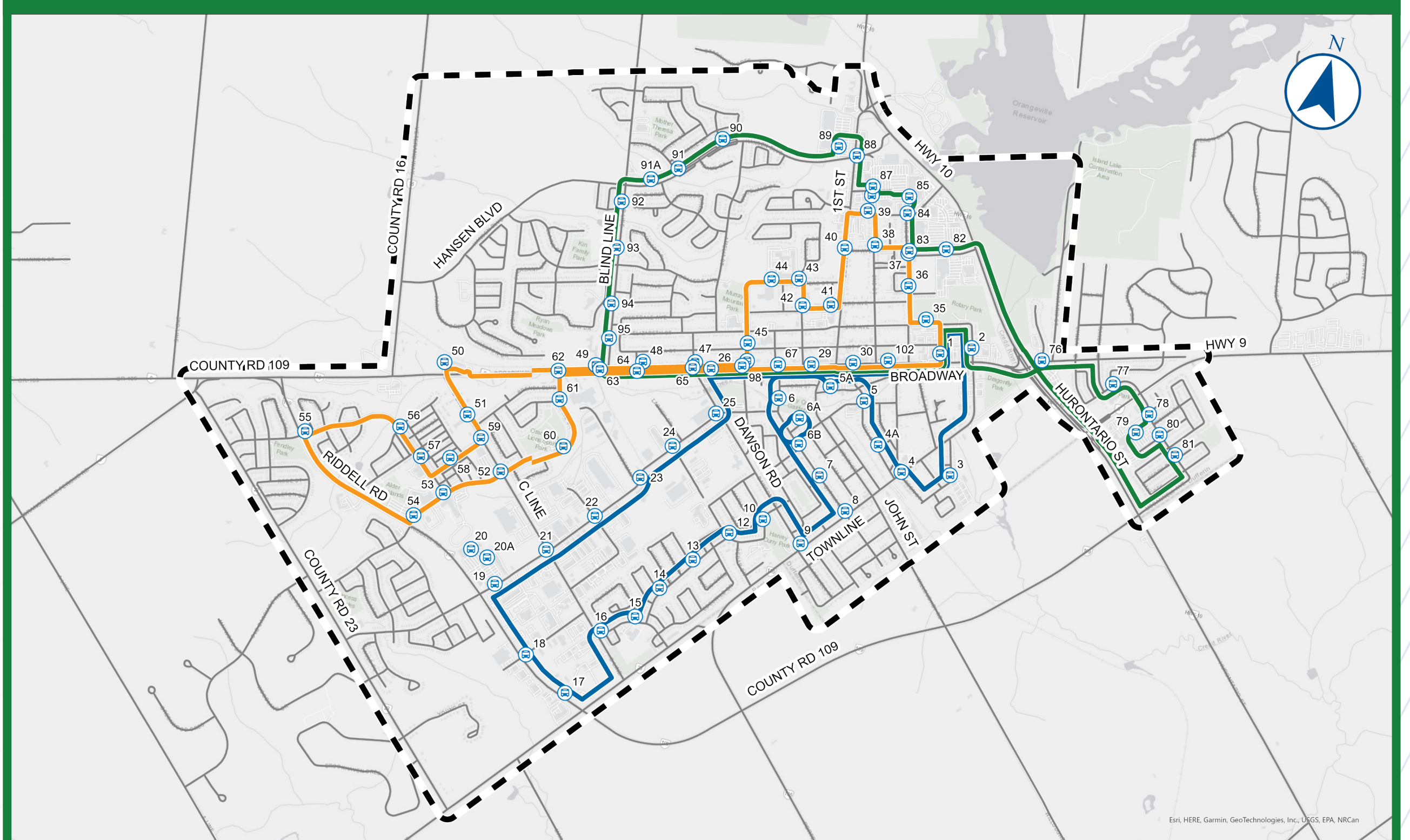
Walking to destination

What problems do you face? Which stop(s)?

What are your thoughts on each stage?



Bus Stops


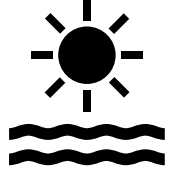















Travel Trends

Travel Patterns are changing

- The Town participates in a large household travel survey every 5 years to gather information on how residents travel
- Most recent information is for 2016 and 2022

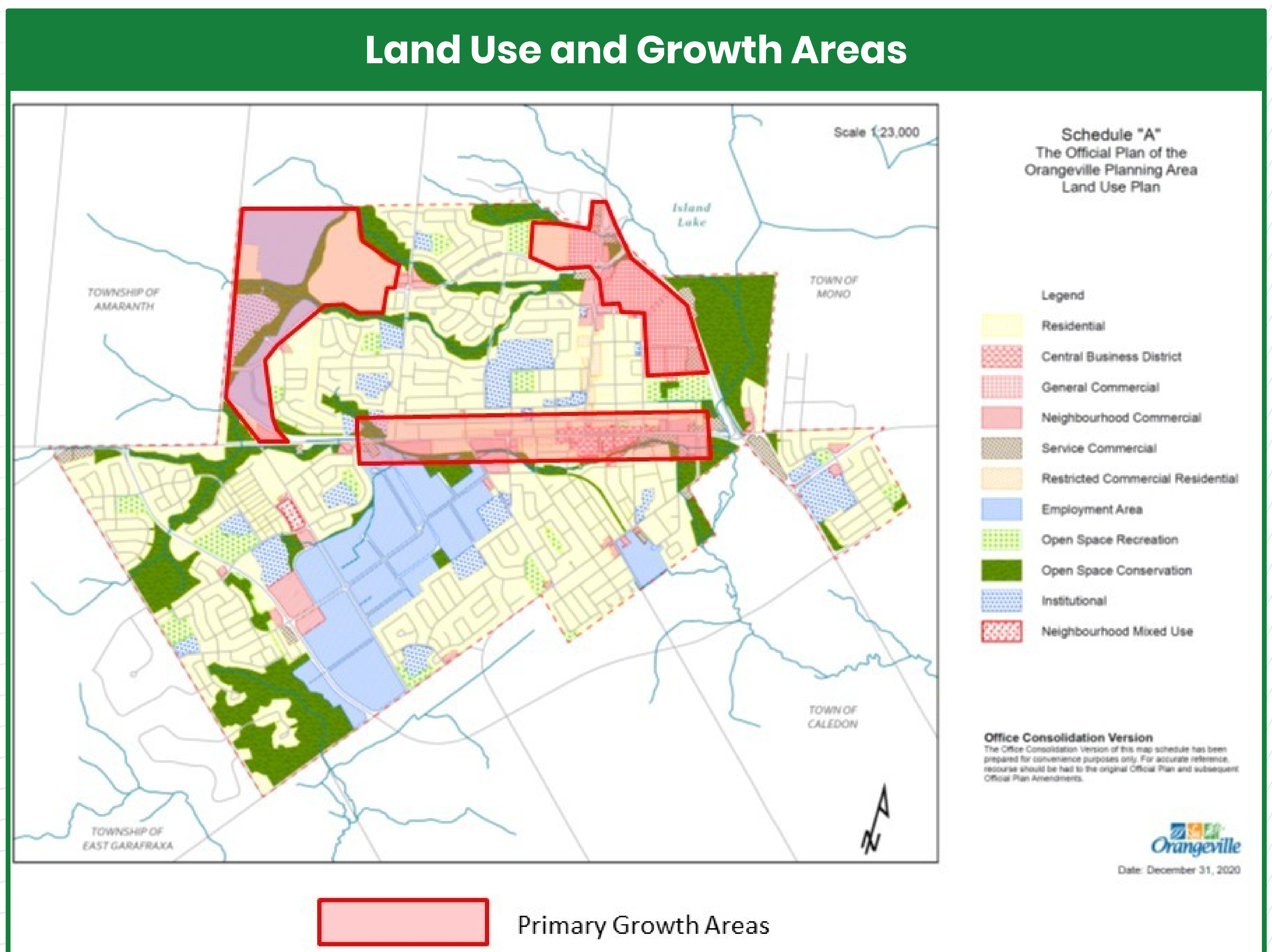
What has changed?

Trip making (change in number of trips)	 Total daily trips	+ 7%	↑
	 Morning peak hour (8-9am)	+27%	↑
	 Afternoon peak hour (3-4pm)	+29%	↑
Mode of travel (change in share of trips)	 Auto	-1.1%	↓
	 Public transit (<i>before free fares</i>)	-0.8%	↓
	 School bus	+2.0%	↑
	 Walk	-5.5%	↑
	 Cycle	+1.3%	↑
Trip purpose (change in number of trips)	 Work	-10%	↓
	 School	+46%	↑
	 Other	+10%	↑
Employment (change in number of people)	 Full-time employed	-0.6%	↓
	 Part-time employed	-0.6%	↓
	 Not employed	+1.3%	↑
	 Work from home	+4.9%	↑

Future Growth

By 2051 Orangeville is forecast to grow to a population of 36,500 residents and will host approximately 16,100 jobs

- Adding new servicing capacity could allow the Town to grow to 38,500 residents by 2051
- **New population growth is expected in:**
 - Northwest and northeast portions of the Town
 - Intensification in the downtown (Broadway)



Key Observations and Questions

Travel in Orangeville is already changing

- Transit ridership is growing but there are opportunities to enhance access and convenience
- Walking and cycling rates are increasing
- Work-related travel is reducing but non-work trip making is increasing
- The road network operates relatively well today but improvements will be needed to support growth

Which approach reflects your vision for the future of Orangeville?

- | | |
|---|--|
| <ul style="list-style-type: none"> • Approach 1: Business as Usual <ul style="list-style-type: none"> • No significant change in travel behaviours • Continue to develop trail network • Expand transit service to new growth areas • Road widening and new roads to support growth | |
| <ul style="list-style-type: none"> • Approach 2: Nudge <ul style="list-style-type: none"> • Modest increase in walking, cycling, and transit use • Develop trail network and add some on-road cycling routes • Expand transit to growth areas; add holiday service • Optimize existing road network before widening • Widen key roads for growth, make existing roads work better | |
| <ul style="list-style-type: none"> • Approach 3: Transform <ul style="list-style-type: none"> • Significant changes to people's travel choices • Pedestrian and cycling priority in downtown • Expand transit to growth areas; increase service frequency and hours of service • Develop trail network; create extensive cycling route network • Limited road widening; make existing roads work better | |

Next Steps

- Consider public/Community Interest Group feedback
- Consider growth forecasts and identify future needs
- Evaluate improvement options
- Draft recommendations and present to Public Open House #2 (Summer 2025)
- Review and incorporate feedback
- Present Transportation Master Plan to Council for their consideration/approval

Interested in Updates?

- If you (or your agency or group) are interested in participating in the study or would like to be added to the contact list to receive future updates, please contact the project team at

OrangevilleTMP@orangeville.ca

Project Website

- For more information on the study and its progress

www.orangeville.ca/TMP

With the exception of personal information, all comments received will become part of the public record, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.