Welcome

Town of Orangeville Transportation Master Plan

Public Information Centre 2
Northview Room
Tony Rose Memorial Centre
6 Northmen Way, Orangeville
October 23, 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.

Feel free to add sticky notes to display boards with comments

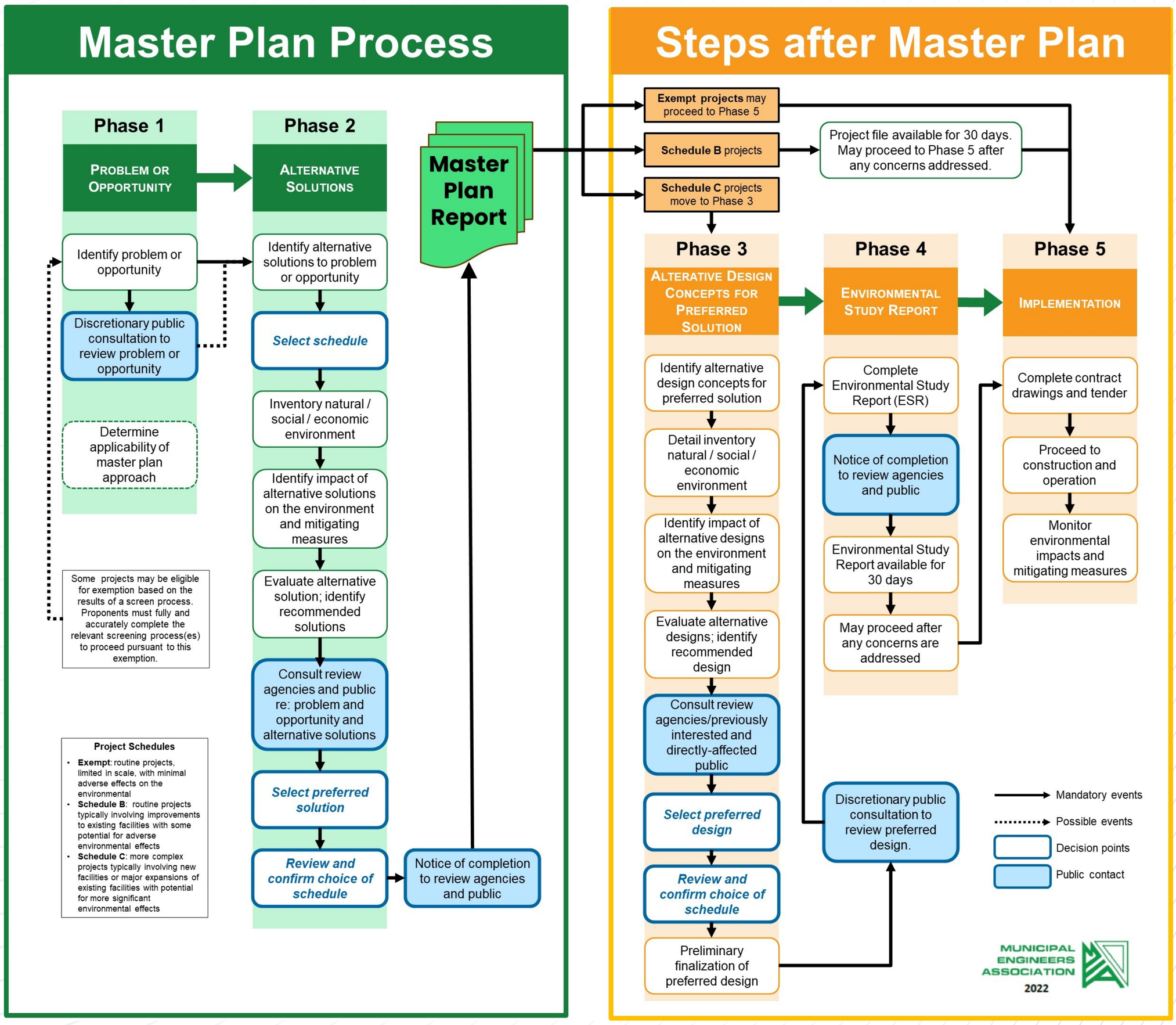
Questions?

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

Study Process

Study follows requirements of Environmental Assessment Act

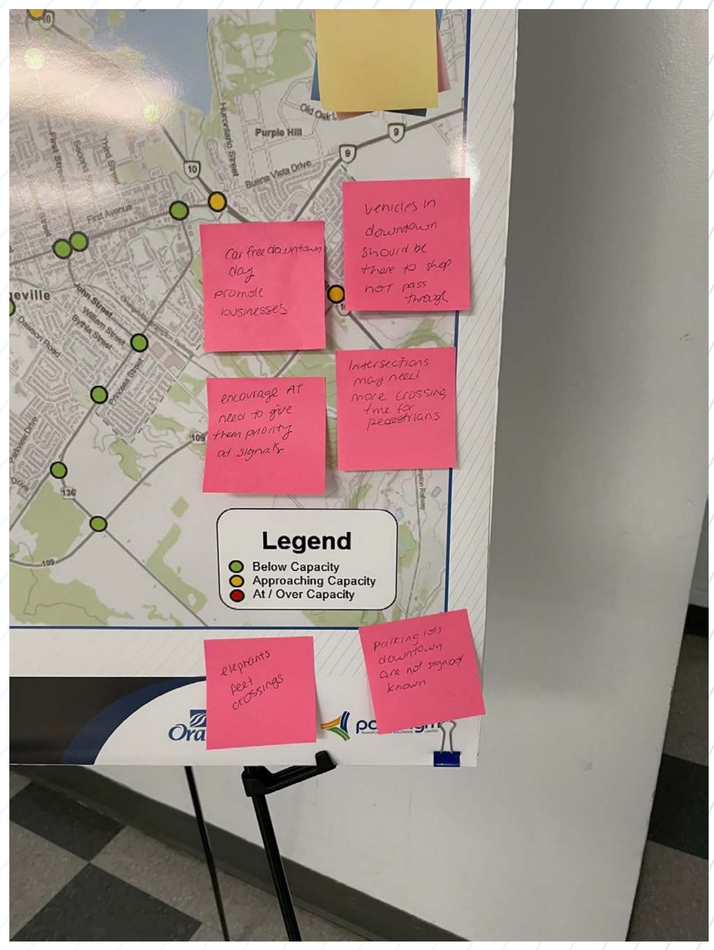
- Ontario requires municipalities to assess the environmental effects of major projects, (including for transportation) using a standard five-phase process
- The 'Master Plan' process identifies problem(s), then evaluates and recommends solutions
- Major projects recommended by this study will get more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



What Have We Heard to Date

PIC 1 – March 2025

- Priority for pedestrians and cyclists in downtown
- Improved pedestrian / trail crossings
- Winter maintenance for trails
- Improve connectivity of trails and cycling facilities
- Invest in cycling infrastructure



Stakeholder Engagement Workshops

Fall 2024 / Summer 2025

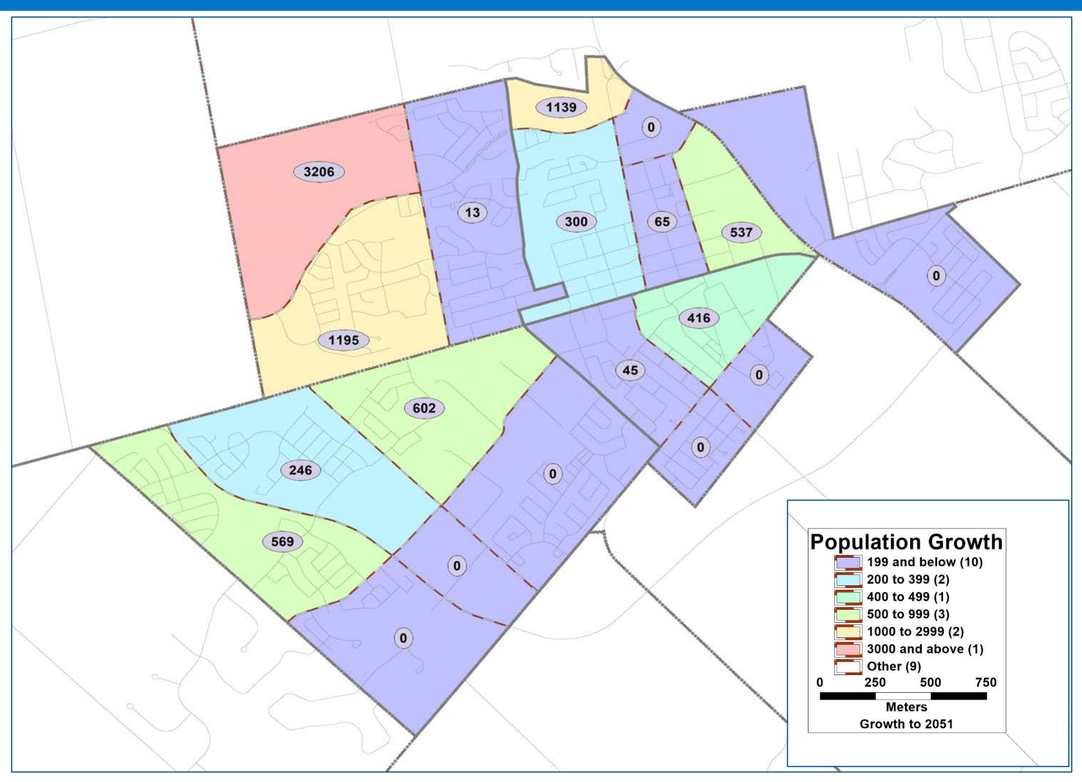
- Support for enhanced transit and investment in active transportation facilities
- Transit routes should improve travel times and access to key services (medical / grocery)
- Need to incorporate strategic road improvements where needed to support planned growth
- Need to consider accessibility needs when designing new infrastructure or planning new services
- Opportunity to integrate with planned improvements in County and adjacent municipalities

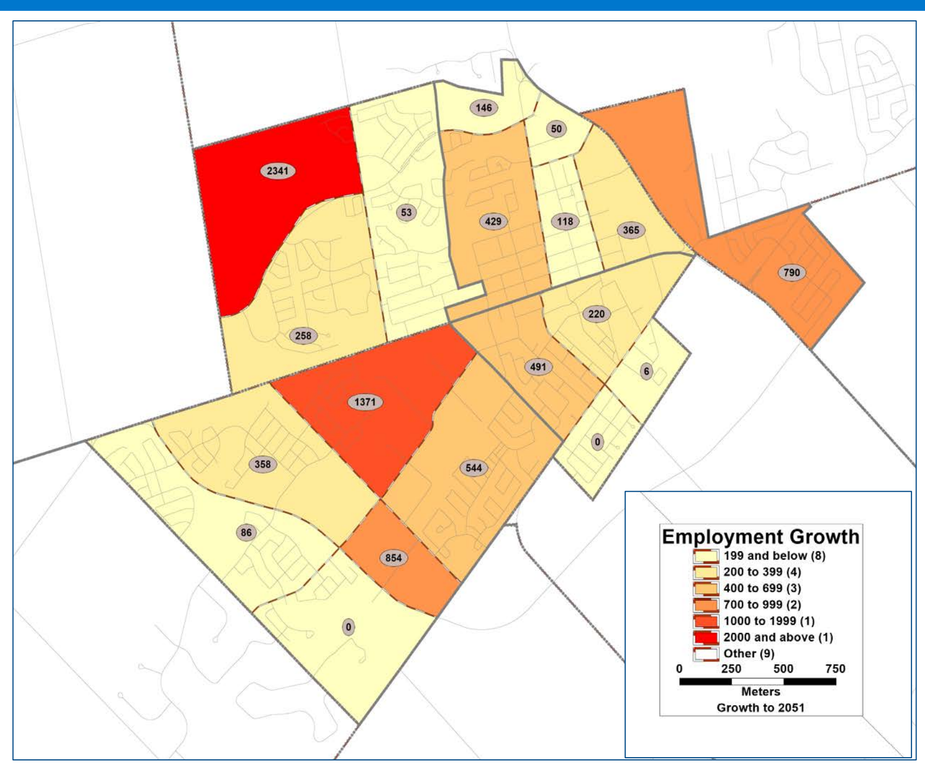
Future Growth

By 2051 Orangeville is forecast to grow to a population of 38,500 residents and will host approximately 21,700 jobs

- New population in Northwest and northeast portions of the Town
- Intensification in the downtown (Broadway)

Population and Employment Growth Areas

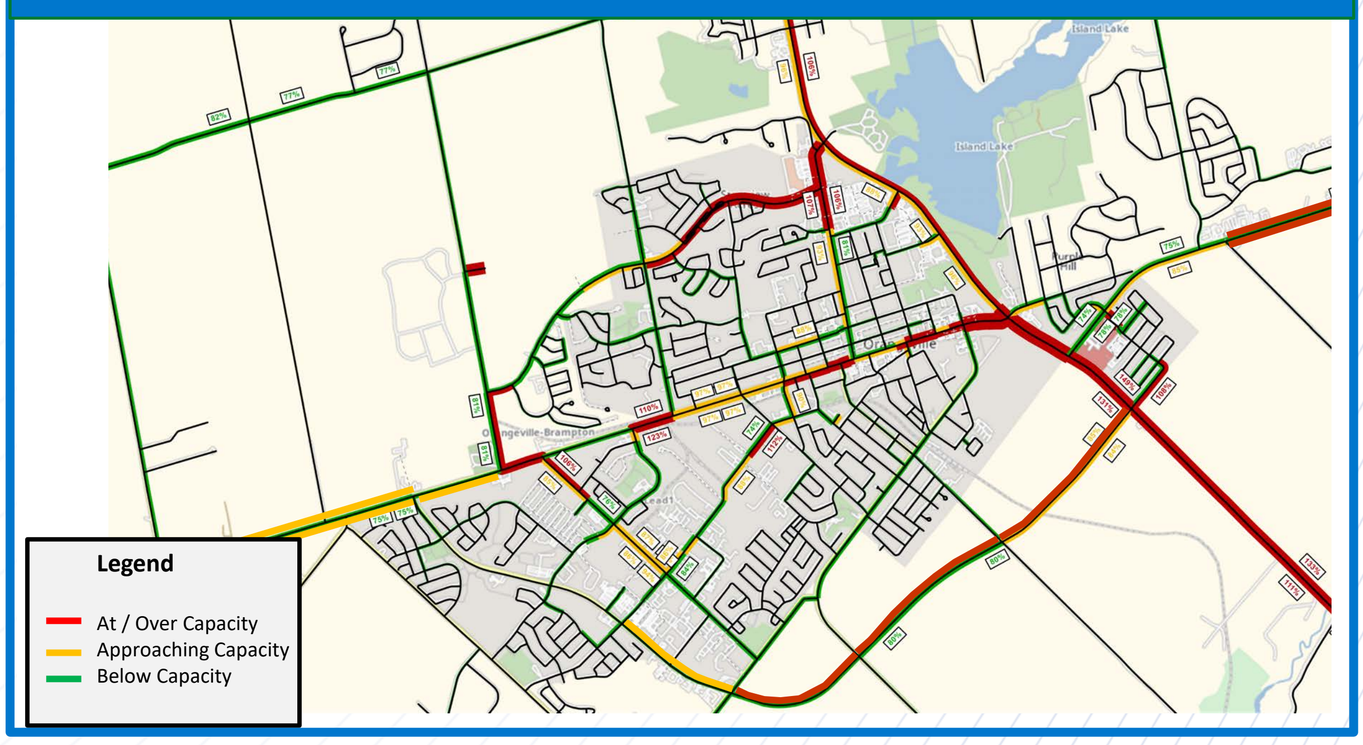




With no changes to travel habits congestion will grow

- Future growth will increase congestion on Hansen Blvd, Highway 10, County Road 109 and portions of Broadway

2051 PM Peak – No Change



2051 Vision
A Multi-Modal Plan

By 2051 Orangeville should adopt a Transformative Approach to mobility

- Aligns with Provincial / County planning objectives
- Supports policy objectives in Official Plan and Strategic Plan
- Can help achieve Climate Change Adaption Plan

Three Approaches Considered	
Approach 1: Business as Usual • 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	
Approach 2: Nudge • 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	
Approach 3: Transform • 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	☑

The TMP recommendations can support this shift in travel behaviour

- Today Trip making is auto dominated

  87.7% by auto
  2% transit
  7.5% walk / cycle
  2.8% other

- By 2051 Trip making should be more balanced

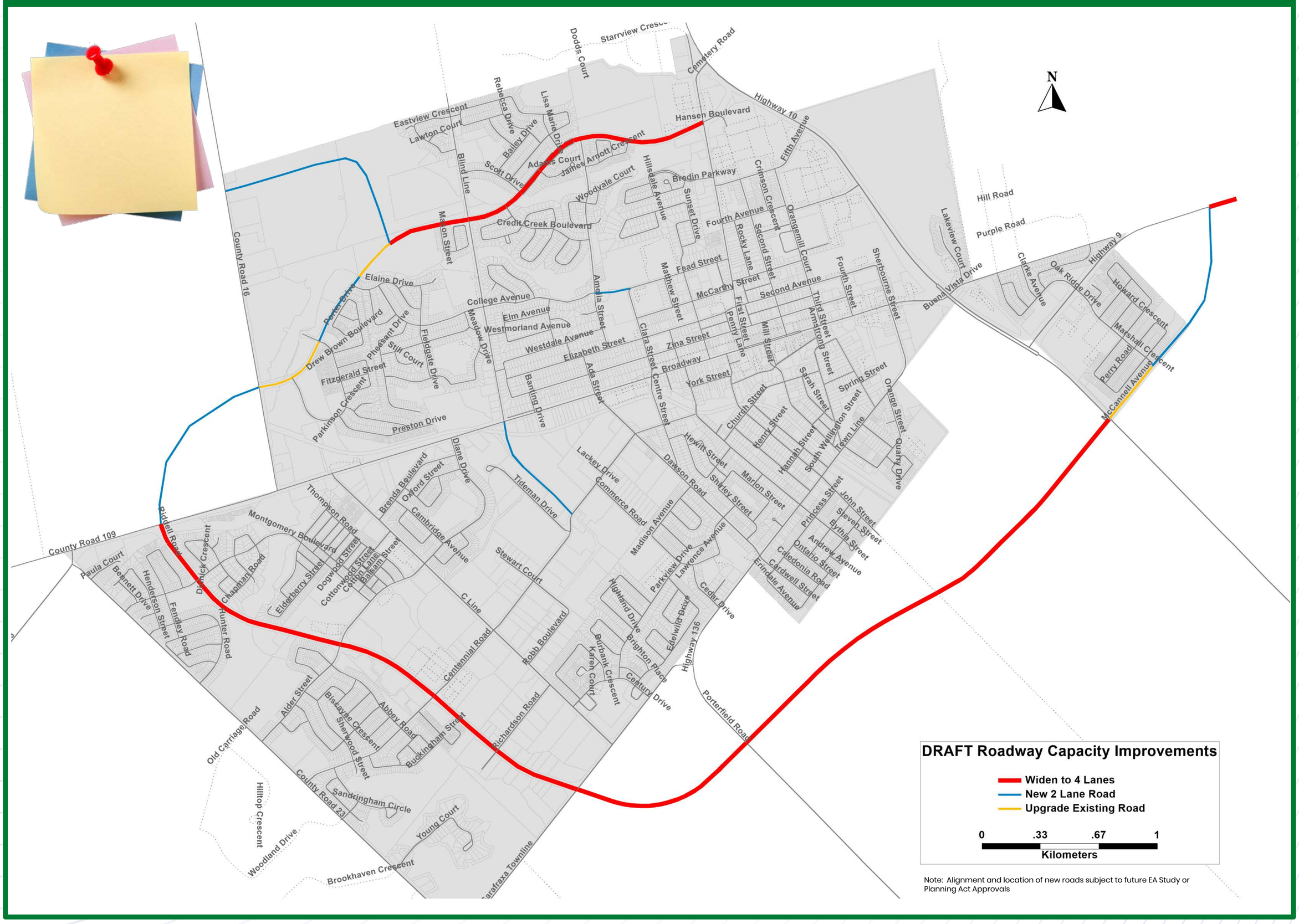
  77% by auto
  6% transit
  15% walk / cycle
  2% other

Recommended Road Capacity Improvements

Capacity Improvements

- Widen Hansen Boulevard and County Road 109 (Riddell Rd)
- New 2 lane road connections
  - Hansen Blvd extension to CR 109 / Riddell Rd
  - Blind Line extension to Centennial Rd
  - College Ave extension to Clara St (Fead St)
  - NW Development Area Access Rd
  - CR 109 extension to Highway 9

Recommended Road Network Improvements



DRAFT Roadway Capacity Improvements

- Widen to 4 Lanes
- New 2 Lane Road
- Upgrade Existing Road

0 .33 .67 1

Kilometers

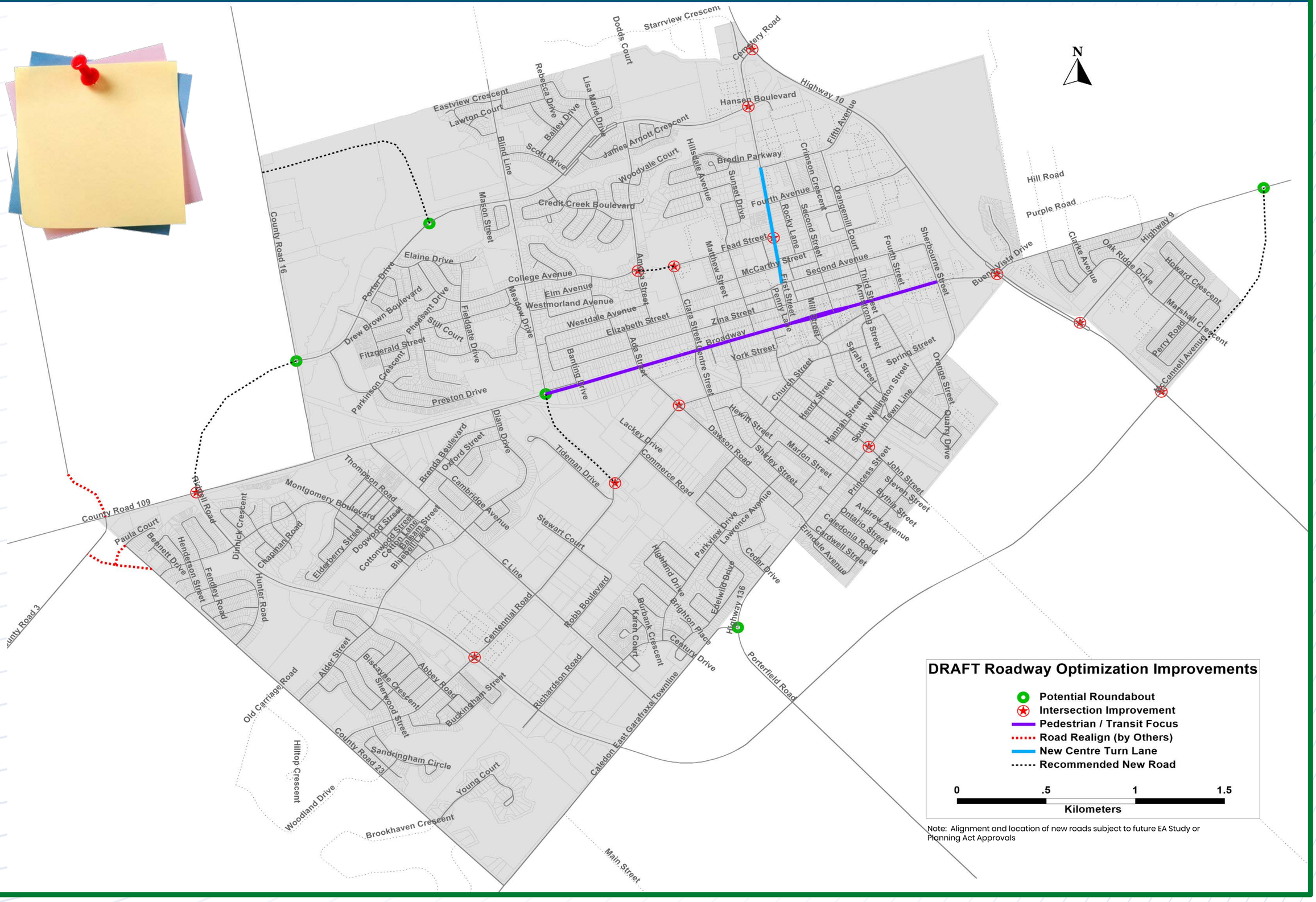
Note: Alignment and location of new roads subject to future EA Study or Planning Act Approvals

Recommended Road Optimization Improvements

Optimizing the Road Network

- Road network and intersection improvements to make existing roads work better
  - 5 potential roundabout locations
  - 13 locations for intersection improvements
  - Reconfigure First Street to provide Centre Turn Lane
  - Traffic signal co-ordination through downtown
    - Prioritize safe pedestrian crossings
      - » Leading pedestrian walk signal
      - » Enhanced crossing time
      - » Default walk phase (remove need to push button)
    - Coordinate signals for 40 km operating speed

Recommended Road Optimization Improvements



Note: Alignment and location of new roads subject to future EA Study or Planning Act Approvals

Active Transportation: Future Network

Build on 2019 Cycling and Trails Master Plan

- Incorporates user preference for separated facilities
- Increasing mode share and usage will require a mix of facility types serving different needs / users

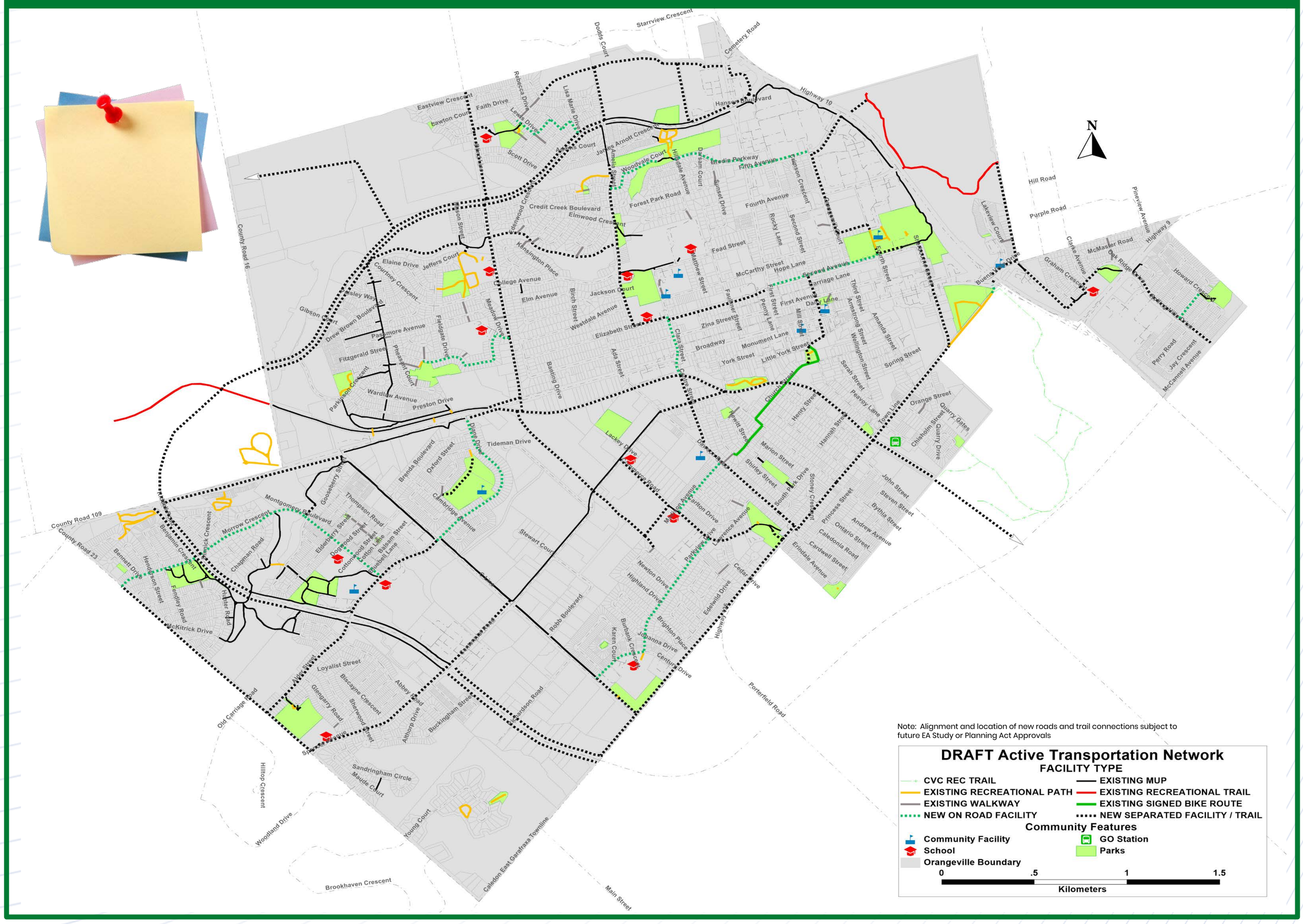
Primary network

- **10 km of existing Muti-Use Trails**
- **23 km of New Separated Facilities / Trails**
- **0.5 km of Existing Recreational Trails**

Secondary network

- **9 km of existing Muti-Use Trails**
- **14 km of New Separated Facilities / Trails**
- **8 km of Existing Recreational Trails**
- **3 km of existing walkways**
- **4 km of new facilities (type to be determined)**

Recommended Active Transportation Network for 2051



Note: Alignment and location of new roads and trail connections subject to future EA Study or Planning Act Approvals

DRAFT Active Transportation Network

FACILITY TYPE

- CVC REC TRAIL
- EXISTING MUP
- EXISTING RECREATIONAL PATH
- EXISTING RECREATIONAL TRAIL
- EXISTING WALKWAY
- EXISTING SIGNED BIKE ROUTE
- NEW ON ROAD FACILITY
- NEW SEPARATED FACILITY / TRAIL

Community Features

- Community Facility
- GO Station
- School
- Parks
- Orangeville Boundary

0 .5 1 1.5

Kilometers

Active Transportation Implementation

Implementation Recommendations

1. New Facilities – undertake assessment to confirm most appropriate facility types as part of future roadway reconstruction projects considering costs, demand, best practices and available space within right-of-way
2. Work with adjacent municipalities / County to protect for and implement proposed inter-municipal facilities
3. Policies should be implemented in Official Plan to protect future Active Transportation facilities

Active Transportation Facility Types

On Road Facilities

Shared Road Space

Standard Bike Lane

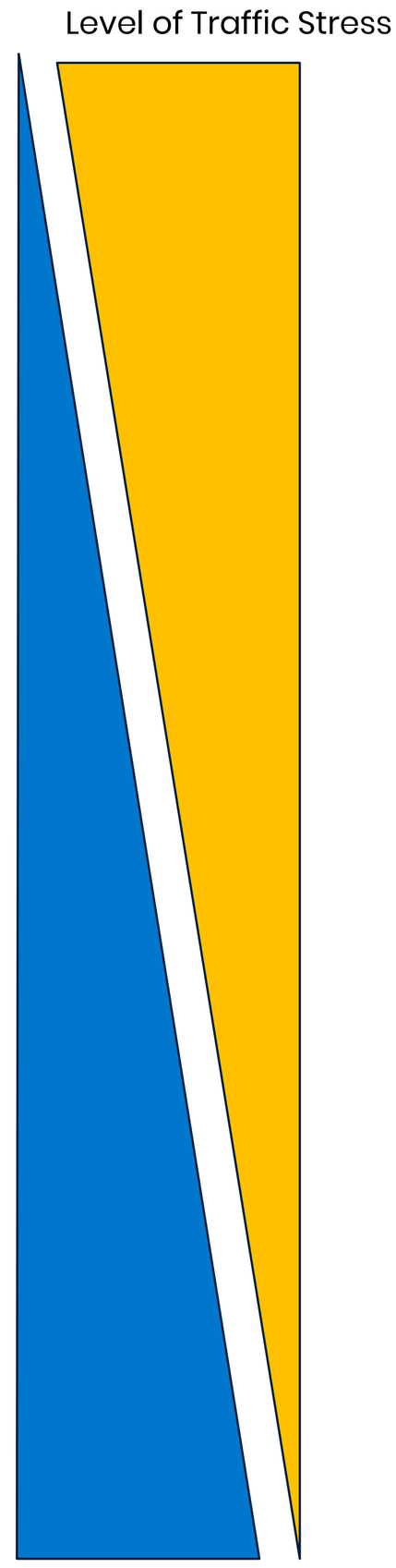
On Street Buffered Bike Lane

Separated Facilities

On Street Protected Bike Lane

On Road Multi-Use Path

Off Road Trail

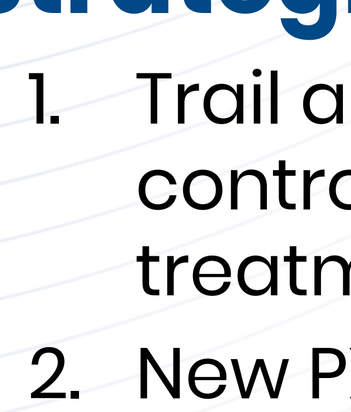


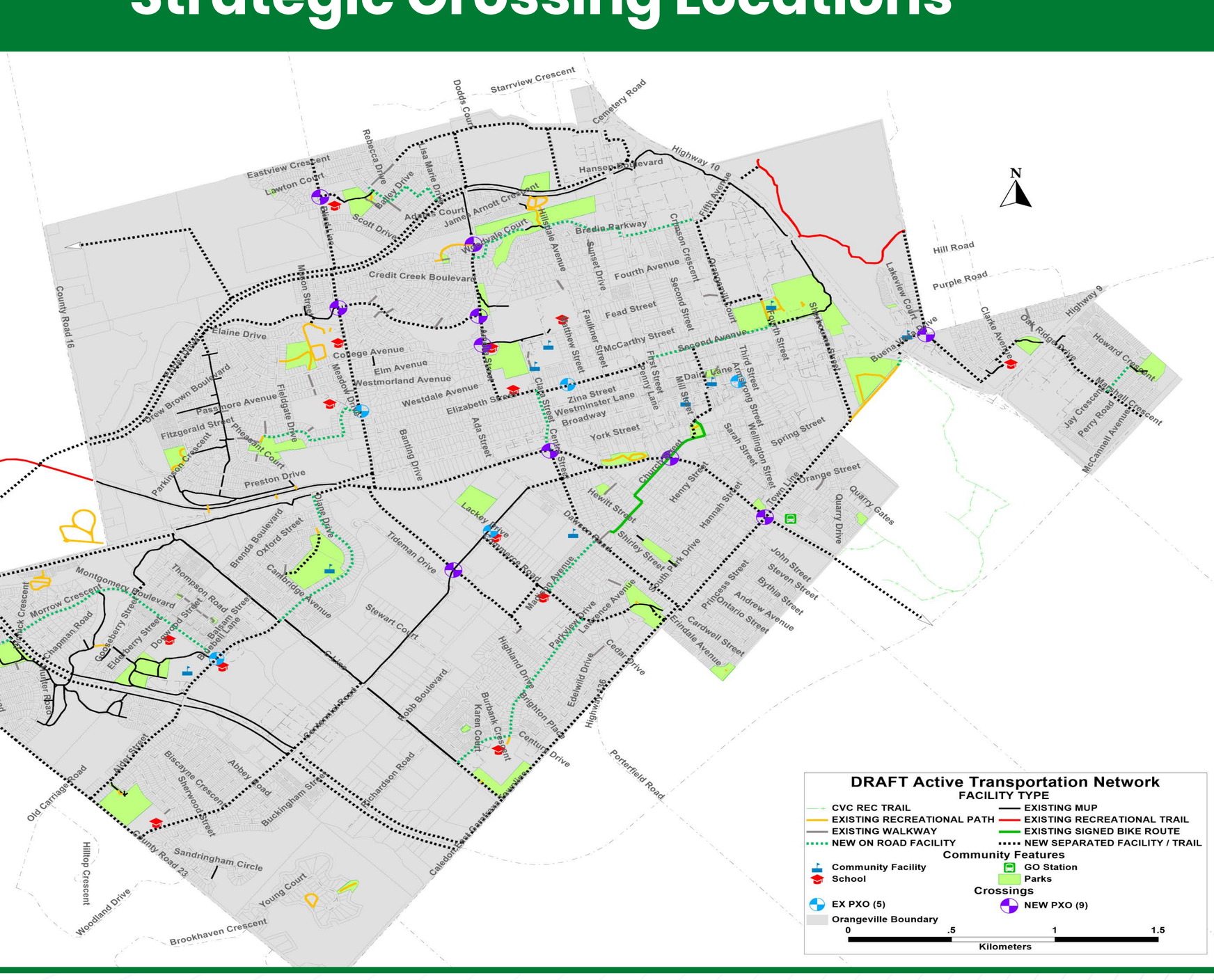
Active Transportation Implementation

Strategic Crossing Locations

1. Trail and Multi-Use Path crossings at signalized or stop controlled intersections should use enhanced crosswalk treatments
2. New PXO crossing treatments will be required to serve pedestrians using expanded trail network
3. New PXO crossing treatments should be evaluated at the time of implementation to determine appropriate type

Strategic Crossing Locations





Crossing Types

Marked Crosswalk at Stop Sign	School Crossing	Type D PXO	Type C PXO	Type B PXO	Intersection Pedestrian Signal
					

User Comfort / Safety

Transit Recommendations

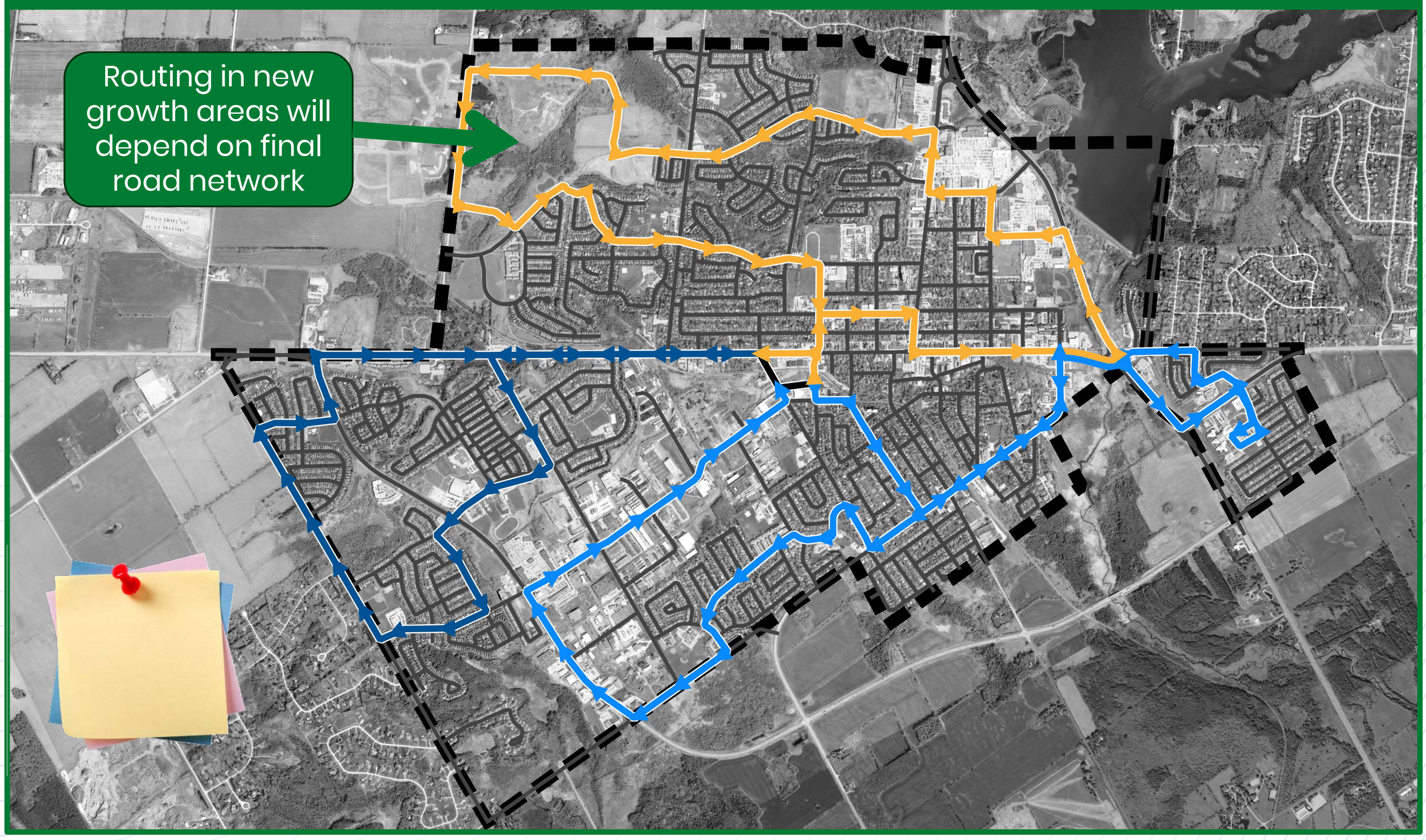
- **Mode Share Target 6% by 2051**
- **Key Improvement needs:**
  - Expand coverage to new urban areas
  - Extend service hours
  - Improve frequency of buses
  - Integrate with Regional Services (Metrolinx / Dufferin County)
- **Existing service:**
  - Two routes, two buses
  - Service every 40 minutes
  - Max travel time: 80 minutes

Existing Transit Network

Transit Recommendations Network Option 1

- Service every 30 minutes (with 3 buses) *or* every 15 minutes (with 6 buses)
- Provides coverage throughout existing and future urban areas
- Max travel time: 60 mins
- Walk distance to stops up to 400m
- Capitalizes on new road connections

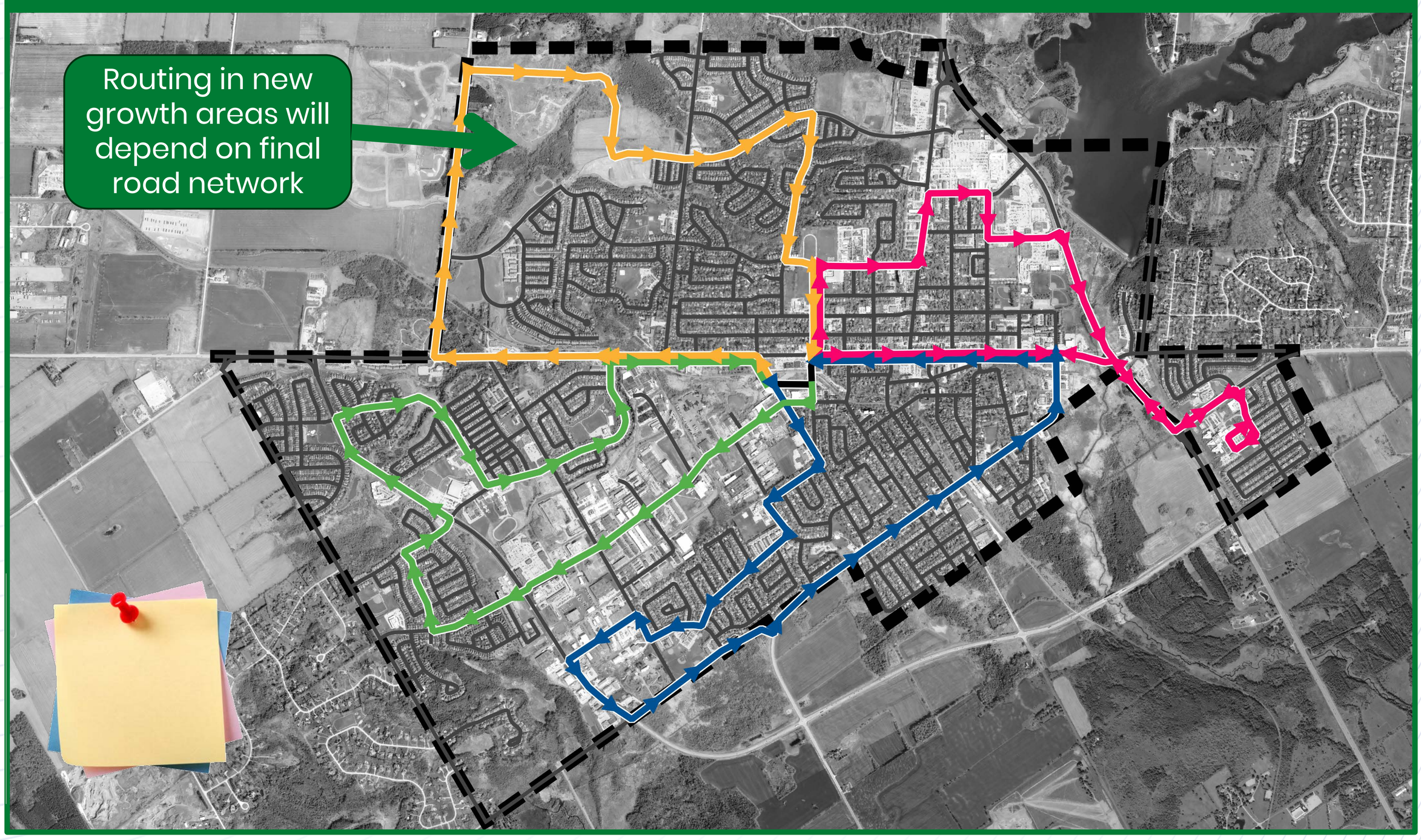
Transit Option 1



Transit Recommendations Network Option 2

- Service every 20 minutes (with 4 buses)
- Provides coverage throughout existing and future urban areas
- Max travel time: 40 mins
- Walk distance to stops up to 750m
- Capitalizes on new road connections

Transit Option 2

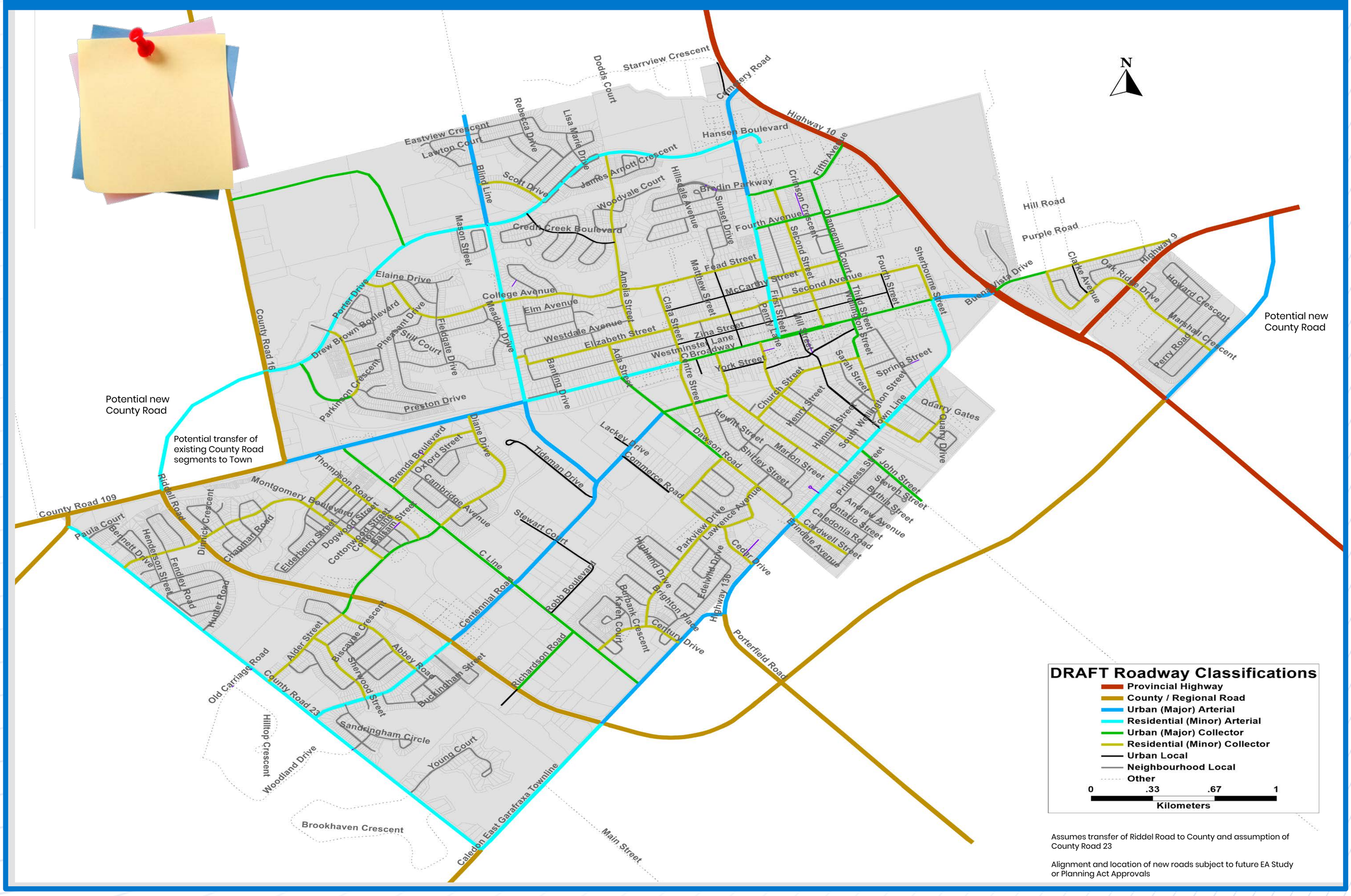


Transportation Policies to Support the Plan

Roadway Classifications

- Existing road classifications do not take the area land use into account
- The Town should consider expanding from 5 current road classifications to 8 classifications
- Incorporating Land Use into the classification system allows for different policy applications in different areas of town

Proposed Road Classifications



Assumes transfer of Riddel Road to County and assumption of County Road 23

Alignment and location of new roads subject to future EA Study or Planning Act Approvals

Transportation Policies to Support the Plan

Roundabouts

- The Town should develop screening criteria to determine locations for implementation of roundabouts

Traffic Calming

- Town updated their traffic calming policy in 2022
- Requests for traffic calming are assessed in steps:
  - Step 1 - Screening process to determine suitability of street for traffic calming
  - Step 2 – Detailed evaluation to determine if traffic calming required
  - Step 3 – Design of Traffic Calming Plan using devices and treatments that have been proven effective in other communities
- The Town should consider the use of pilot traffic calming measures to test the effectiveness prior to investing in permanent improvements

Investing in New Technology

- The Town should consider using Smart Traffic Signal technologies in the downtown and on key corridors to optimize traffic flow
- The Town should undertake a regular program to collect Transportation data (volumes, speeds, collisions, etc.) to support ongoing safety reviews

Transportation Policies to Support the Plan

Transportation Demand Management

- The Town should consider a TDM Checklist for new developments to incorporate trip reduction measures into plans
- The Town should consider partnerships with school boards to develop School Travel Plans to encourage more children to walk or bike to school

Parking

- The Town should update the 2017 downtown parking study
  - Update assessment of future needs to align with planned intensification
  - Assess parking requirements for new development
  - Consider implementing paid / permit parking for all day parking downtown to support transit use
- Consider expansion of Electric Vehicle Charging stations in Municipal Parking Lots and at Municipal Facilities

Safety

- Develop road and pedestrian safety plan
- Upgrade traffic signals to be AODA compliant

Next Steps

- Consider public/Community Interest Group feedback
- Review and incorporate feedback
- Finalize recommendations and prepare implementation plan
- Present Transportation Master Plan to Council for their consideration/approval

Your input is important to us! We invite you to ask questions, provide comments and share ideas with the Study Team. Please submit feedback to:

OrangevilleTMP@orangeville.ca

Learn more about the project and its progress by visiting the study website at

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*.