



2.0

Existing Conditions



2 Existing Conditions

2.1 Road Network Classification

The road network in the Town of Erin consists of Wellington County arterial roadways, as well as Town collector and local roads. This hierarchical classification defines the function and purpose of each roadway, influencing factors such as speed limits, traffic volumes, and roadway capacity. The Town of Erin Official Plan (2025) and the County of Wellington Official Plan (2024) outline the details of the Town's Road network classification and characteristics, each providing distinct guidance on roadway classification.

The Town of Erin Official Plan (2025) recognizes the following functional classification of roads:

- **Arterial Roads:** These roads accommodate high volumes of intra-urban traffic at moderate speeds, with limited property access. Rights-of-way must be 30 metres. Arterial roads generally consist of County roads, though some municipal roads may also be designated as arterial.
- **Collector Roads:** These roads handle moderate traffic volumes, primarily collecting traffic from local roads and directing it to arterial roads. Access to individual properties is permitted, and rights-of-way must be at least 26 metres.
- **Local Roads:** These roads carry low traffic volumes and primarily provide access to individual properties. Rights-of-way must be 26 metres.

The County of Wellington Official Plan (2024) classifies roadways within the Town of Erin as follows:

- **County Road System:** These roads form the primary road network in Wellington County, accommodating high traffic volumes, including truck traffic. They are designed for safety, efficiency, and the convenient movement of people and goods at reasonably high speeds. County roads connect the Town of Erin to neighbouring municipalities and are part of the Town's urban road network. Key routes include Wellington Roads 22, 23, 24, 25, 26, 42, 50, 52, 124, and 125 (See Table 1 for the associated roadway names).
- **Rural Roads:** Typically laid out along original township concession and lot lines, these roads serve as important collector routes and operate at reasonably high speeds.
- **Urban Roads:** These roads are classified as arterial, collector, or local, recognizing a hierarchy of functions and guiding development to align with these classifications.
 - **Arterial Roads:** Typically, provincial or county roads, these routes accommodate high intra-urban traffic volumes at moderate speeds, with restricted property access.
 - **Collector Roads:** These roads, whether county or local, serve moderate to high traffic volumes, facilitating movement into and out of downtown areas, connecting urban centres, and channelling local traffic to the arterial road system.
 - **Local Roads:** Primarily serving local traffic, these roads provide direct access to individual properties.

In general, arterial roads in the Town of Erin are county roads with two-lane cross-sections, except for Wellington Roads 124 and 125, which feature passing lanes. Collector and local roads, which are under the Town's jurisdiction, also have two-lane cross-sections and are classified based on their roadside environment (rural or urban). **Figure 6** shows the Town of Erin Road classification.

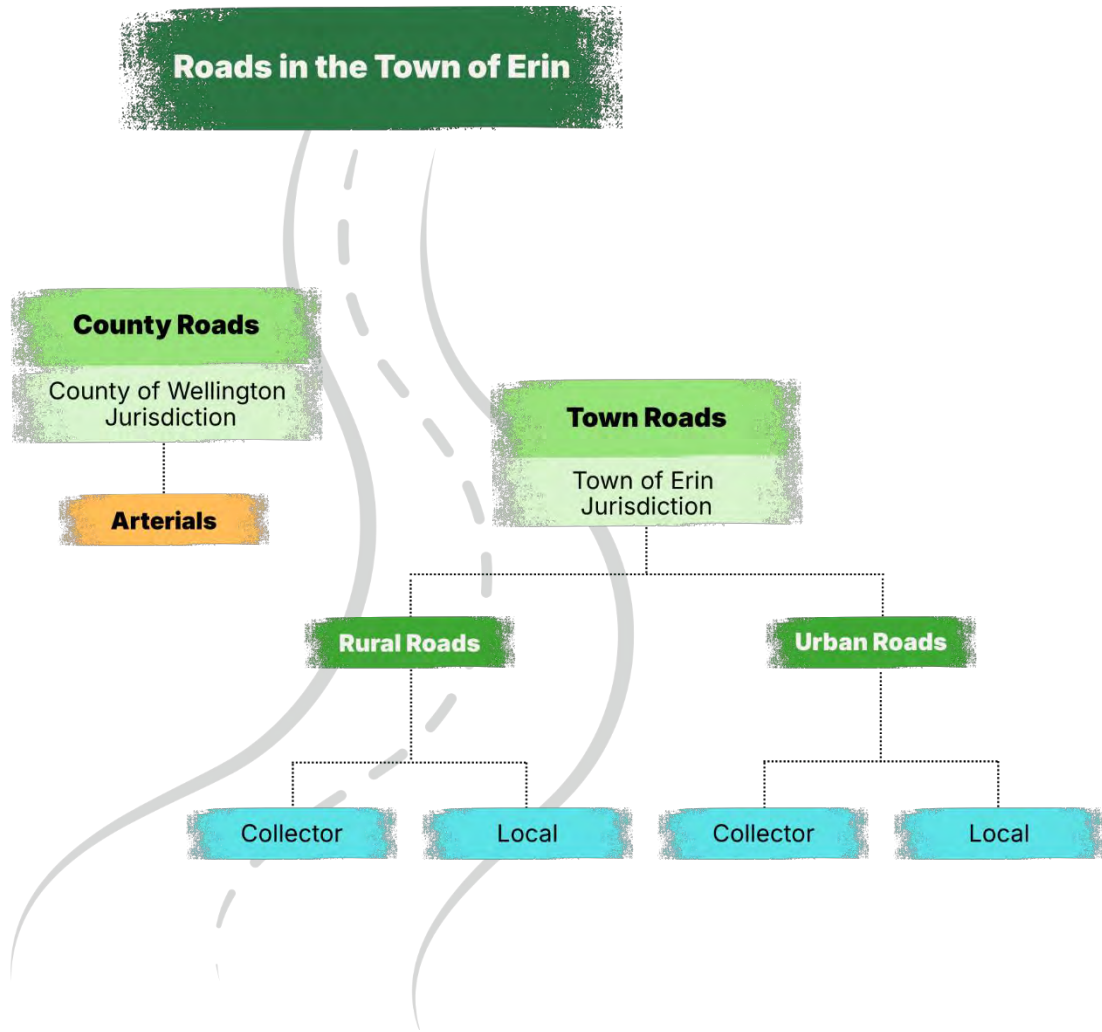


Figure 6: Town of Erin Road Classification

To ensure a unified classification system between the County and the Town, road classifications should be based on standardized operational characteristics established in recognized industry geometric design guidelines.

The road classification system categorizes roads into distinct groups according to their intended function and service level. For design consistency and effective asset management planning, all roads should be classified based on both their roadside environment (urban or rural) and their functional role within the network.

The design classification criteria are adapted from the MTO Design Supplement for Transportation Association of Canada (TAC) Geometric Design Guide (GDG)

for Canadian Roads (June 2023) and are listed in **Table 2** and **Table 3** as frameworks for establishing the design classification for the Town of Erin.

Table 2: Design Classifications for Rural Roads

TAC Classification	Rural Arterials	Rural Collectors	Rural Locals
Annual Average Daily Traffic (AADT)	1000 – 20000	200 – 10000	Not Applicable (i.e., <200)
Average running speed (km/h)	70 – 100	60 – 90	50-80
Vehicle Types	All types up to 20% commercial motor vehicles	All types up to 30% commercial motor vehicles, mostly single unit type	Predominantly passenger cars and light to medium, and occasional heavy commercial motor vehicles
Normal Connections	All classifications	All classifications	Arterials Collectors Locals

Table 3: Design Classifications for Urban Roads

TAC Classification	Urban Arterials	Urban Collectors	Urban Local
Annual Average Daily Traffic (AADT)	5000 - 50000	1000 -20000	Not applicable (i.e., Blow 1000)
Average running speed (km/h)	60 – 90	40 – 70	40 – 60
Vehicle Types	All types up to 20% commercial motor vehicles	All types	Passenger and Service vehicles

Normal Connections	Freeways Arterials Collectors	Arterials Collectors Locals	Collectors Locals
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The existing road network is essential for daily life, business growth, and economic vitality. It shapes the Town of Erin communities, connects diverse landscapes, and supports regional development. Understanding the Town’s Road network is crucial for enhancing transportation efficiency, safety, and sustainability.

The existing roadway network classifications in the Town of Erin are adopted from the Town’s Official Plan (2025) (Road Plan – Schedule C) and are illustrated in **Map 2**. Also, the Town’s overall existing roadway network jurisdictional authority is illustrated in **Map 3**. **Map 4** through **Map 7** illustrate the road network in Erin Village, Hillsburgh, Cedar Valley, and Ospringe.



Township
of
East
Garafraxa

Town of Caledon

Hillsburgh

Erin Village

Cedar Valley

Eramosa River

Township
of
Centre
Wellington

Town of Halton Hills

Township
of
Guelph-Eramosa

Map 2

Legend

- | | |
|-----------------------|------------------------|
| Watercourse | Arterial Road (County) |
| Wetland | Collector Road |
| Trail | Local Road |
| Municipal Boundary | |
| Town of Erin Boundary | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin TRANSPORTATION MASTER PLAN

Town of Erin Existing Road Classification
and Jurisdiction



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Town of Halton Hills

Township of Guelph-Eramosa

Map 3

Legend

- | | |
|----------------------|-----------------------|
| Watercourse | County Roads |
| Trail | Town Roads (Rural) |
| Wetlands | Town Roads (Urban) |
| Municipal Boundaries | Town of Erin Boundary |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

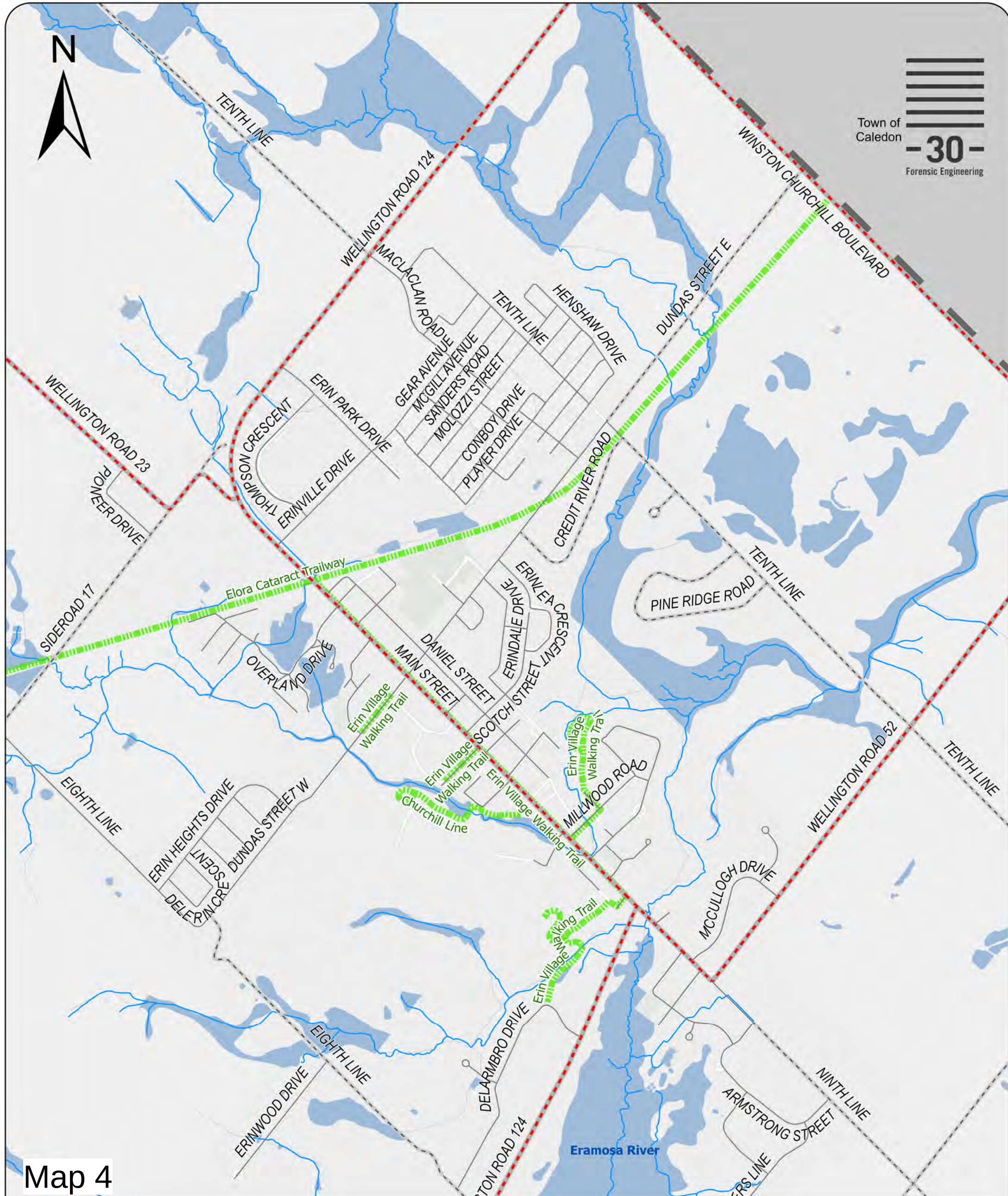
Town of Erin

TRANSPORTATION MASTER PLAN

Town of Erin Existing Road Classification



Town of
Caledon

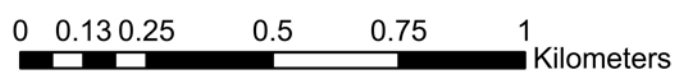


Map 4

Legend

- | | |
|----------------------|-----------------------|
| Watercourse | County Roads |
| Trail | Town Roads (Rural) |
| Wetlands | Town Roads (Urban) |
| Municipal Boundaries | Town of Erin Boundary |

Scale

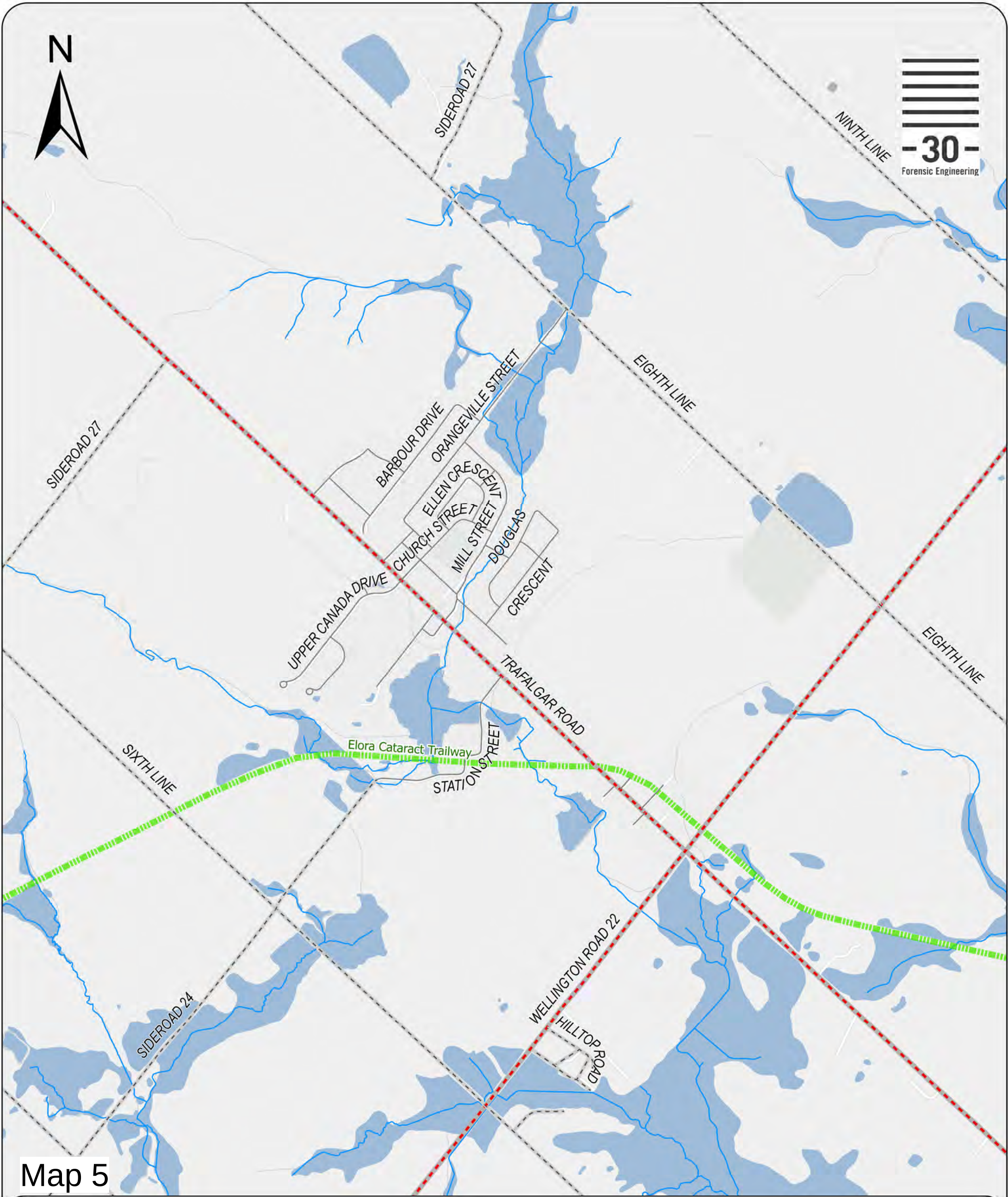


TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

Erin Village Existing Road Classification



Map 5

Legend

Watercourse	County Roads
Trail	Town Roads (Rural)
Wetlands	Town Roads (Urban)
Municipal Boundaries	Town of Erin Boundary

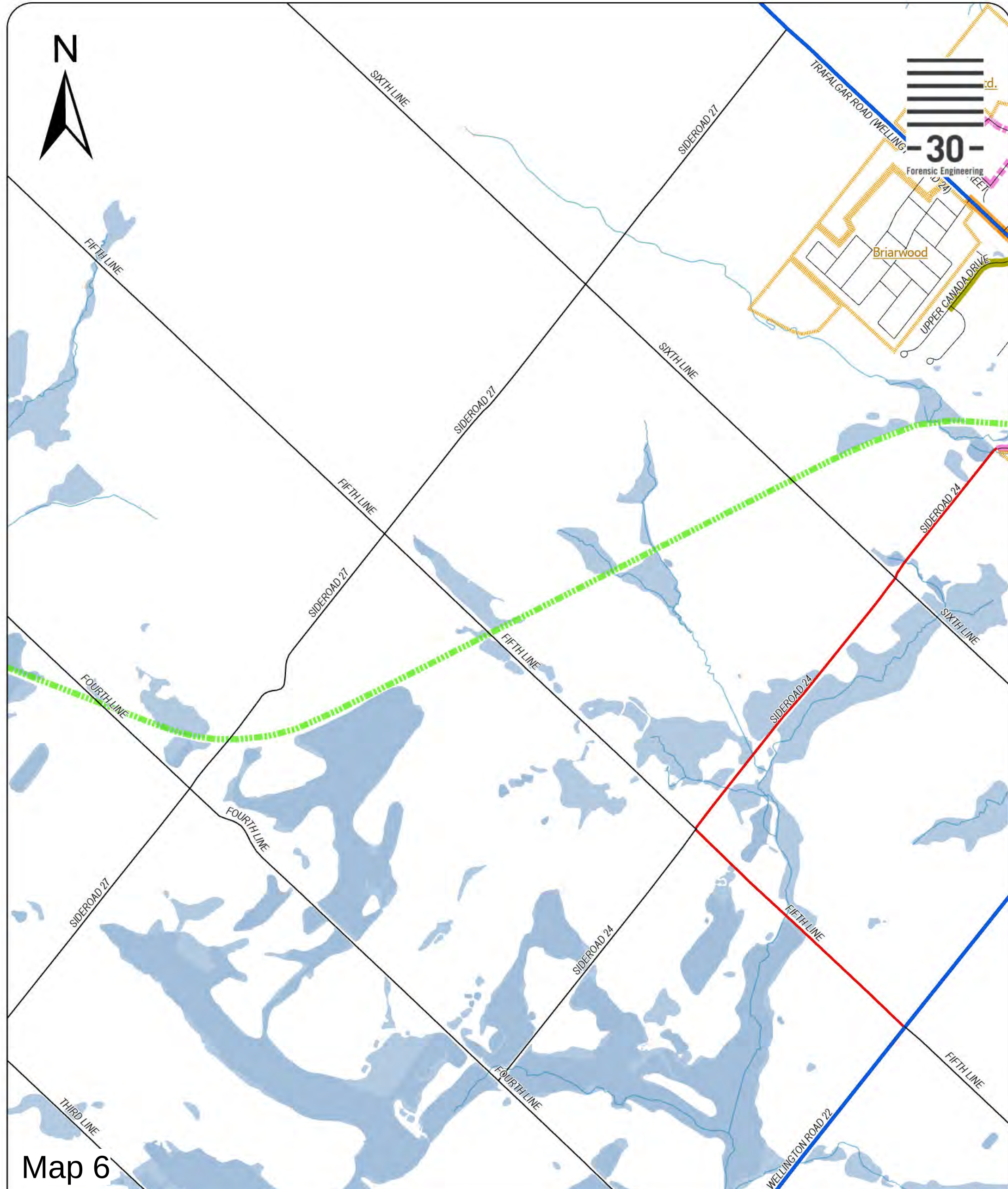
Scale

0	0.13	0.25	0.5	0.75	1
Kilometers					

Town of Erin

TRANSPORTATION MASTER PLAN

Hillsburgh Existing Road Classification

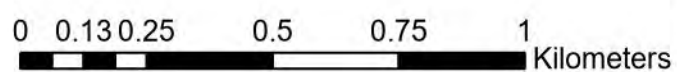


Map 6

Legend

- | | | | |
|--|----------------------|---|-----------------------|
| | Watercourse | | County Roads |
|  | Trail |  | Town Roads (Rural) |
|  | Wetlands |  | Town Roads (Urban) |
|  | Municipal Boundaries |  | Town of Erin Boundary |

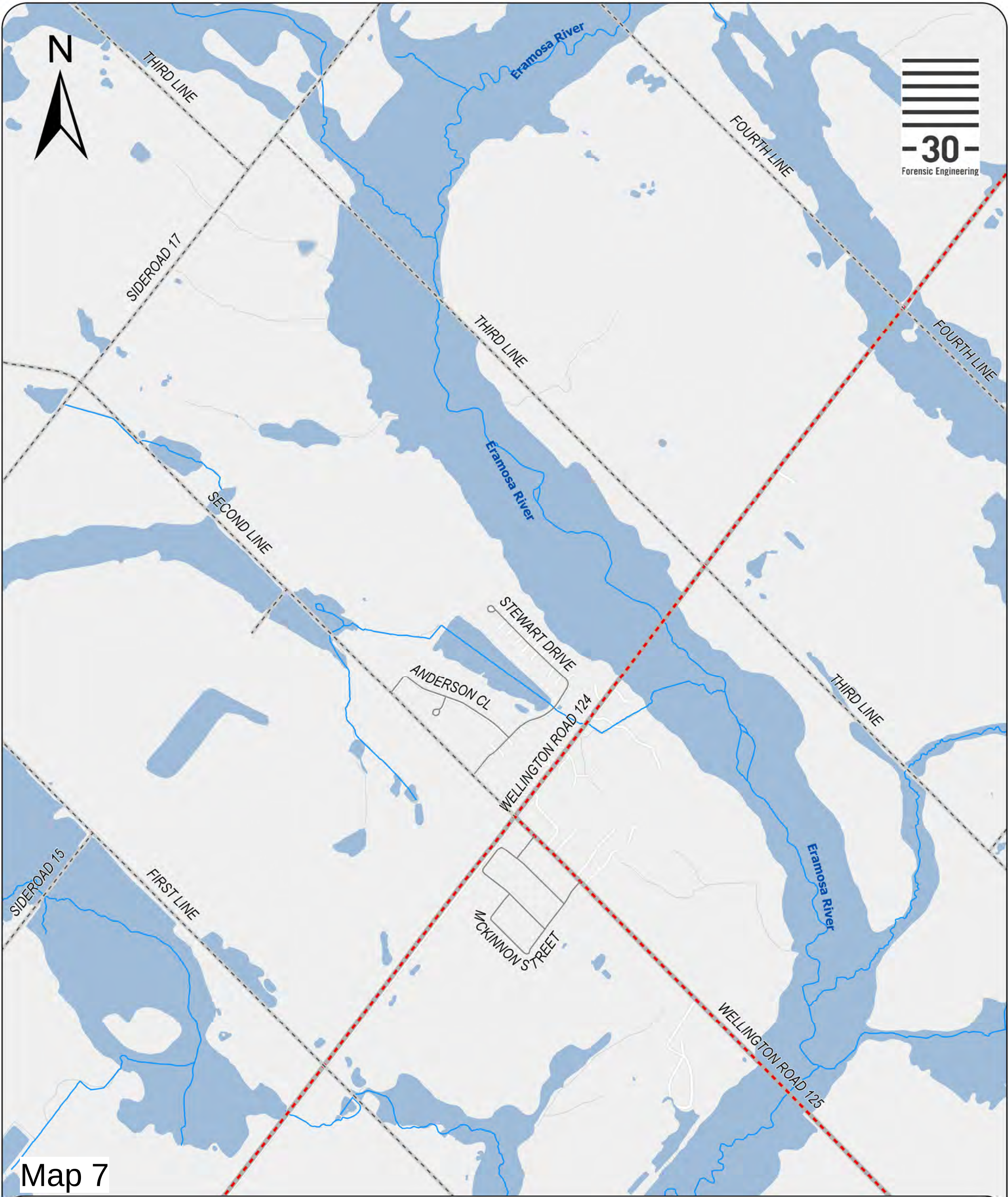
Scale



Town of Erin

TRANSPORTATION MASTER PLAN

Cedar Valley Existing Road Classification



Map 7

Legend

Watercourse	County Roads
Trail	Town Roads (Rural)
Wetlands	Town Roads (Urban)
Municipal Boundaries	Town of Erin Boundary

Scale

0	0.13	0.25	0.5	0.75	1
Kilometers					

2.2 Active Transportation Facilities

Active transportation (AT) such as walking, cycling, and horse riding is a key aspect of the Town's transportation system and leisure activities. Currently, the Town of Erin does not have an established plan for the Town's AT facilities. Documents such as the Wellington County Active Transportation Plan and the Town of Erin Parks, Recreation and Culture Master Plan provide guidance on the planning, design, and implementation of AT routes and infrastructure in the Town of Erin.

Two types of routes and infrastructure exist within the Town of Erin to serve AT users:

- **Off-road routes** outside of road rights-of-way in both the urban and rural areas to accommodate pedestrians and cyclists. These include:
 - Walking, hiking, and cycling trails
 - Multi-Use Paths (MUP) for both pedestrians and cyclists
- **Sidewalks** within urban areas:
 - Sidewalks that stretch along one or both sides of the road
 - Partial sidewalks that do not stretch along the entire road segment

There are approximately 25 kilometres of trails within the Town of Erin. The Town currently owns and maintains two walking trails, located in Erin Village and Hillsburgh. The sidewalks within these urban centres form part of the heritage walking trails. Supplementing the Town-owned trails, there are a variety of additional regional trails and trails within conservation lands.