



# 8.0 Implementation Plans and Costs



## 8 Implementation Plans and Costs

The Town of Erin TMP identifies a range of infrastructure improvement recommendations designed to enhance the transportation network and improve resilience to future growth and evolving travel patterns. While these projects are important, not all recommendations need to be implemented immediately or concurrently, and current capital budgets do not allow for full buildout at once. In general, the implementable action plan will be guided by three key criteria:

- **Priority:** Projects are sequenced according to urgency and community benefit.
- **Estimated Cost:** Capital costs are identified for each project to support budget planning.
- **Timelines:** Realistic completion schedules are established for delivery within the defined horizons.

To ensure a realistic and achievable program, improvements are staged according to population and employment forecasts, anticipated operational benefits, and available funding. The staged transportation implementation plan is divided into three horizons:

- **Short-Term (0–5 years):** Early priority projects that address immediate needs and provide foundational improvements.
- **Medium-Term (5–15 years):** Projects that continue progress and support ongoing growth.
- **Long-Term (15–30 years):** Major projects and network enhancements required to support full buildout and long-range community needs.

All recommendations will be advanced under the MCEA process and supported by a sustainable financial planning and implementation strategy. Projects requiring multiple improvements at the same location should be constructed concurrently. Coordinated delivery and an effective implementation plan lower overall capital costs and prevent the need for repeat construction activities.

The implementation plan provides a framework to guide the advancement of projects identified in the TMP. It also outlines project descriptions and preliminary cost estimates, with the understanding that each project will require further definition, budget allocation, and approvals prior to implementation. This approach ensures projects progress in an effective and efficient manner.

## 8.1 Capital Projects and Investments

Capital projects represent major infrastructure initiatives that require significant financial resources and long-term planning. These projects are prioritized based on need, feasibility, and expected community benefit, with funding strategies aligned to support their staged implementation.

Recommended project costs (capital investments) are presented as conceptual, order-of-magnitude estimates derived from benchmark unit costs and recent construction pricing (**Table 43**). All estimates are expressed in 2024 dollars and are intended for comparative and high-level planning purposes only.

These planning-level estimates exclude property acquisition and structural works; as such, items vary significantly by project and require separate evaluation. They also do not account for site-specific conditions or potential future cost escalations related to inflation, market conditions, or project-specific requirements.

Different types of construction and improvement projects have been identified through the TMP, as summarized in **Table 43** with details as below.

- Reconstruction and improvements projects include planned improvements in Erin Village, detailed in **Figure 21** and **Appendix H**.
- Urbanization typically occurs when surrounding lands are developed through new subdivisions, commercial areas, or population growth. In this study, truck detours and associated construction, such as building new roadways and improving traffic operations, are considered part of the urbanization process, as they address growing demand and support an improved quality of life for the public.

- Surface upgrade projects involve roads near Erin Village and Hillsburgh that are expected to experience significant growth with future development. In these areas, gravel roads can be paved to improve access, reduce travel times for residents, and help relieve congestion on parallel routes.
- For active transportation facilities, the plan includes the use of sharrows. A sharrow consists of a bicycle symbol with two chevrons above it, painted on the pavement. It indicates that the lane is shared by cyclists and motorists and helps guide cyclists to a safe position within the travel lane.

Table 43: Benchmark Costs

| Construction Type                                   | 2024 Costs  |
|-----------------------------------------------------|-------------|
| Roadway Reconstruction and Improvements (\$ per KM) | \$1,595,400 |
| Urbanization (\$ per KM)                            | \$734,900   |
| Surface Upgrade (Paving) (\$ per KM)                | \$435,400   |
| Sharrows Implementation (\$ per KM)                 | \$4,000     |
| Sidewalks Construction (1.5–2.0 m) (\$ per KM)      | \$154,300   |
| Traffic Signals (Per item)                          | \$220,000   |

## 8.2 Road Network Implementation Plan

**Table 44** outlines the recommended phasing and indicative costs for the road network implementation plan. Key elements include:

- **Road Surfacing Upgrades:** Improvements to enhance pavement durability and overall safety.
- **Capacity and Traffic Review:** Assessment of downtown Erin Village and Hillsburgh to accommodate future growth, supported by roadway reconstruction plans for upcoming projects outlined in **Appendix H (Figure 21)**.

- **Intersection Improvements:** Targeted upgrades at key locations to address operational deficiencies and improve safety.
- **Truck Detour Measures:** Required roadway and intersection improvements to support detour operations and maintain traffic flow.

Summary of costs by planning horizon:

- **Short-Term (0–5 years):**  $\approx$  \$3,182,000
- **Medium-Term (5–15 years):**  $\approx$  \$12,609,000
- **Long-Term (15–30 years):**  $\approx$  \$14,629,000

Table 44: Recommended Phasing and Implementation Costs for Road Network Projects

| Project Type                                | Location                                                                 | Project Description                                                                                                                                               | Length (km),<br>or [Item, if<br>applicable] | Costing               |
|---------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-----------------------|
| <b>Short-Term (0 – 5 Years)</b>             |                                                                          |                                                                                                                                                                   |                                             |                       |
| <b>Surface Upgrade (Paving)</b>             | Side Road 27                                                             | Sixth Line to Trafalgar Road (Wellington Road 24)                                                                                                                 | 1.4 (km)                                    | \$609,560.00          |
|                                             | Eighth Line                                                              | Erin-Garafraxa Townline to Side Road 27                                                                                                                           | 3.5 (km)                                    | \$1,523,900.00        |
| <b>Intersection Improvement<sup>2</sup></b> | Wellington Road 24 (Trafalgar Road) and Wellington Road 124              | Turning lane improvements                                                                                                                                         | 0.1 (km)                                    | \$39,590.00           |
|                                             | Wellington Road 25 (Winston Churchill Boulevard) and Wellington Road 124 | <ul style="list-style-type: none"> <li>Add left turn lanes along Wellington Road 124</li> <li>Include paved shoulders during intersection improvements</li> </ul> | 0.03 (km)                                   | \$16,553.70           |
| <b>Side Road 27 New Road Construction</b>   | From the T-Intersection of Trafalgar Road and Side Road 27 to Eight Line | As part of the proposed truck bypass through Hillsburgh                                                                                                           | 1.35 (km)                                   | \$992,115.00          |
| <b>Short-Term Total Cost:</b>               |                                                                          |                                                                                                                                                                   |                                             | <b>\$3,181,718.00</b> |
| <b>Medium-Term (5–15 years)</b>             |                                                                          |                                                                                                                                                                   |                                             |                       |
| <b>Surface Upgrade (Paving)</b>             | Side Road 10                                                             | Trafalgar Road (Wellington Road 24) to Winston Churchill Boulevard                                                                                                | 5.4 (km)                                    | \$2,351,160.00        |
|                                             | Sixth Line                                                               | Erin-Garafraxa Townline to Side Road 24                                                                                                                           | 4.9 (km)                                    | \$2,133,460.00        |
| <b>Road Reconstruction</b>                  | Erin Village                                                             | Downtown Core <sup>1</sup>                                                                                                                                        | 5 (km)                                      | \$7,977,000.00        |

|                                             |                                                                          |                                                                                                                                                                                    |           |                                                  |
|---------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------------------------------------------|
| <b>Intersection Improvement<sup>2</sup></b> | Wellington Road 24 (Trafalgar Road) and Sideroad 17                      | <ul style="list-style-type: none"> <li>A 15 metres southbound left-turn lane is warranted</li> <li>A corresponding northbound left-turn lane should also be implemented</li> </ul> | 0.03 (km) | \$16,553.70                                      |
|                                             | Sideroad 27 and Second Line                                              | <ul style="list-style-type: none"> <li>Apply stop control to east–west approaches</li> <li>Remove from north–south approaches.</li> </ul>                                          | 1 [Item]  | \$45,000.00                                      |
|                                             | Wellington Road 22 and Second Line                                       | <ul style="list-style-type: none"> <li>Apply stop control to north–south approaches</li> <li>Remove from east–west approaches</li> </ul>                                           | 1 [Item]  | \$45,000.00                                      |
|                                             | Wellington Road 52/9th Line and Wellington Road 52                       | Convert to all-way stop control or signalized intersection <sup>3</sup>                                                                                                            | 1 [Item]  | \$40,000 (conversion to an all-way stop control) |
| <b>Medium-Term Total Cost:</b>              |                                                                          |                                                                                                                                                                                    |           | <b>\$12,608,173.00</b>                           |
| <b>Long-Term (15–30 years)</b>              |                                                                          |                                                                                                                                                                                    |           |                                                  |
| <b>Surface Upgrade (Paving)</b>             | Eighth Line                                                              | Wellington Road 42 to Dundas Street West                                                                                                                                           | 9 (km)    | \$3,918,600.00                                   |
|                                             | Ninth Line                                                               | Erin-Garafraxa Townline to Wellington Road 22                                                                                                                                      | 6 (km)    | \$2,612,400.00                                   |
| <b>Road Reconstruction</b>                  | Erin Village                                                             | Downtown Core <sup>1</sup>                                                                                                                                                         | 4.8 (km)  | \$7,657,920.00                                   |
| <b>Intersection Improvement<sup>2</sup></b> | Wellington Road 24 (Trafalgar Road) and Sideroad 17                      | Install traffic signals                                                                                                                                                            | 1 [Item]  | \$220,000.00                                     |
|                                             | Wellington Road 25 (Winston Churchill Boulevard) and Wellington Road 124 | Install traffic signals                                                                                                                                                            | 1 [Item]  | \$220,000.00                                     |

|                       |                 |
|-----------------------|-----------------|
| Long-Term Total Cost: | \$14,628,920.00 |
|-----------------------|-----------------|

<sup>1</sup> As shown in **Figure 21**. It should be noted that the total length of the proposed projects is 9.8 km. 30FE recommended that 5 km be constructed in the mid-term phase, with the remaining sections deferred to the long-term phase pending feasibility studies and surveys, as referenced by the Town in Appendix H.

<sup>2</sup> Intersection improvement projects are as per future traffic operation reviews and truck detour analysis

<sup>3</sup> \$220,000.00 (if conversion to a signalized intersection being approved

## 8.3 Active Transportation Network Implementation Plan

As part of the phases for road network planning, the active transportation projects, comprising cycling facilities and sidewalks, are categorized into a three-phase implementation plan as follows:

- **Short-Term (0–5 years)**
- **Medium-Term (5–15 years), and**
- **Long-Term (15–30 years)**

One of the reasons for this categorization is that the implementation plans considered opportunities to integrate with other capital projects, and prioritize based on urgency of need (e.g., safety concerns). The phasing also accounts for lower-cost projects that can be delivered quickly and allows input to be received from the public.

A review of the Town's sidewalks was carried out with consideration of residents' needs, particularly the importance of providing sidewalks near community hubs, schools, and trail connections to support a more walkable and vibrant vision for the Town, as well as the Town's plan to improve the roadway network within Erin Village.

Proposed sidewalks in developing areas, as well as in the downtown cores of Erin Village and Hillsburgh, were studied for budgeting and implementation plans. However, if funding becomes available for new sidewalk construction, it is recommended that the projects listed in **Table 45** be prioritized for implementation.

Table 45: Pedestrian Infrastructure Implementation and Cost Estimate

| Area                            | Road Name                        | From               | To                                                  | Length (km) | Cost         |
|---------------------------------|----------------------------------|--------------------|-----------------------------------------------------|-------------|--------------|
| <b>Short-Term (0 – 5 Years)</b> |                                  |                    |                                                     |             |              |
| <b>Erin Village</b>             | Daniel Street                    | Ross Street        | Dundas Street East                                  | 0.45        | \$69,435.00  |
|                                 | Daniel Street                    | Scotch Street      | End of Daniel Street (to the South)                 | 0.5         | \$77,150.00  |
|                                 | Scotch Street                    | Daniel Street      | Scotch Street Cul-de-sac                            | 0.5         | \$77,150.00  |
|                                 | Tomwell Crescent                 | Dundas Street East | Dundas Street East                                  | 0.27        | \$41,661.00  |
|                                 | Erindale Drive                   | Dundas Street East | Wheelock Road                                       | 0.47        | \$72,521.00  |
|                                 | Cross Street                     | Erindale Drive     | Scotch Street                                       | 0.1         | \$15,430.00  |
|                                 | Erinlea Crescent                 | Dundas Street East | Scotch Street                                       | 0.6         | \$92,580.00  |
|                                 | Waterford Drive and Water Street | Milwood Road       | Main Street                                         | 1           | \$154,300.00 |
|                                 | McCullogh Drive and Aspen Court  | Main Street        | Aspen Court Cul-de-sac                              | 0.75        | \$115,725.00 |
|                                 | Wellington Road 124              | Erinville Drive    | 10th Line/Maclachlan Road                           | 1.3         | \$200,590.00 |
|                                 | Erinville Drive                  | Erinville Drive    | Erin Park Drive                                     | 5.5         | \$848,650.00 |
| <b>Hillsburgh</b>               | Church Street                    | Barker Street      | Mill Street                                         | 0.3         | \$46,290.00  |
|                                 | Mill Street                      | Orangeville Street | Spruce Street                                       | 0.8         | \$123,440.00 |
|                                 | Spruce Street                    | Mill Street        | Douglas Crescent                                    | 0.15        | \$23,145.00  |
|                                 | George Street                    | Trafalgar Road     | 100 metres West of Trafalgar Road and George Street | 0.1         | \$15,430.00  |

|                                 |                                                                                                     |                            |                                                            |      |              |
|---------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------------------------|------|--------------|
|                                 | Station Street                                                                                      | Trafalgar Road             | 350 metres West of<br>Trafalgar Road and<br>Station Street | 0.08 | \$12,344.00  |
| <b>Medium-Term (5–15 years)</b> |                                                                                                     |                            |                                                            |      |              |
| <b>Erin Village</b>             | Overland Drive                                                                                      | Main Street                | Laurel Lane                                                | 0.75 | \$115,725.00 |
|                                 | First Avenue                                                                                        | Overland Drive             | First Avenue Cul-<br>de-sac                                | 0.18 | \$27,774.00  |
|                                 | Delarmbro Drive                                                                                     | Wellington<br>Road 124     | 8 <sup>th</sup> Line                                       | 1.11 | \$171,273.00 |
| <b>Hillsburgh</b>               | Douglas<br>Crescent                                                                                 | Spruce Street              | Douglas Crescent                                           | 1.11 | \$171,273.00 |
| <b>Long-Term (15–30 years)</b>  |                                                                                                     |                            |                                                            |      |              |
| <b>Erin Village</b>             | Patrick Drive and<br>Kildare Drive<br>and Kerry Court                                               | Wellington<br>Road 124     | Patrick Drive Cul-<br>de-sac and Kerry<br>Court Cul-de-sac | 1    | \$154,300.00 |
|                                 | Erin Heights<br>Drive and<br>Delerin Crescent<br>and William Rex<br>Crescent and<br>Wesley Crescent | Dundas Street<br>West      | 8 <sup>th</sup> Line                                       | 2    | \$308,600.00 |
| <b>Hillsburgh</b>               | Barbour Drive                                                                                       | Orangeville<br>Street      | Barbour Drive Cul-<br>de-sac                               | 0.8  | \$123,440.00 |
|                                 | Wallace Street<br>and Howe Street<br>and Hill Street                                                | Barbour Drive              | Barbour Drive                                              | 0.61 | \$94,123.00  |
|                                 | Orangeville<br>Street                                                                               | Barbour Drive              | Barker Street                                              | 0.5  | \$77,150.00  |
|                                 | Station Street                                                                                      | Sideroad 24<br>(North End) | Station Street<br>(South End)                              | 0.5  | \$77,150.00  |

The capital budget required for sidewalk construction and active transportation improvements in the identified phases is summarized below, with the estimated implementation costs for sidewalks presented for reference.

- **Short-Term (0–5 years):** ≈ \$1,986,000
- **Medium-Term (5–15 years):** ≈ \$487,000
- **Long-Term (15–30 years):** ≈ \$835,000

In line with the County of Wellington’s recommendations, cycling infrastructure improvements projects have been identified and organized into a phased implementation plan, consisting of short-term (0–5 years), medium-term (5-15 years), and long-term (15–30 years) priorities. This phasing approach again reflects opportunities for coordination with other capital projects, prioritization of urgent safety needs, and delivery of lower-cost projects for quick implementation.

Cycling infrastructure requires additional study, as many of the proposed facilities are located on County roads with higher operating speeds, where reliance on shared-use lanes (sharrows) would necessitate complementary speed management policies to ensure cyclist safety.

If additional funding becomes available, priority should be directed to sidewalk projects identified by the Town, while cycling infrastructure improvements are better suited for medium-term implementation.

Table 46: Cycling Infrastructure Implementation and Cost Estimate (Medium-Term (5–15 years))

| Road Name                                  | From                                | To                 | Length (km) | Project Description                                                                           | Cost        |
|--------------------------------------------|-------------------------------------|--------------------|-------------|-----------------------------------------------------------------------------------------------|-------------|
| <b>Wellington Road 124</b>                 | 6th Line                            | 10th Line          | 6.12        | A cycling facility review is recommended prior to urbanization (Facility Review Recommended). | \$10,000.00 |
| <b>Wellington Road 42</b>                  | Wellington Road 24 (Trafalgar Road) | Wellington Road 25 | 14          | Maintain signed cycling route during speed limit adjustments (Facility Review Recommended).   | \$10,000.00 |
| <b>Wellington Road 24 (Trafalgar Road)</b> | Wellington Road 22                  | Side Road 27       | 3           | Maintain signed sharrow route on the south side of the roadway.                               | \$12,000.00 |
| <b>10<sup>th</sup> Line</b>                | Pine Ridge Road                     | Side Road 15       | 1           | Sharrow is proposed to be implemented                                                         | \$4,000.00  |

## 8.4 Potential Funding Sources

The recommended capital projects identified in the TMP will require significant ongoing investment. Funding may be secured through both internal sources (such as development charges and property taxes) and external sources (including federal, provincial, county, and private contributions). Beyond the Town's annual capital budget process, additional opportunities exist at all levels of government and through private partnerships.

To maximize these opportunities, the Town should routinely monitor and evaluate available funding programs to ensure future projects are fully supported. The Town also will be required to prepare a business case for each project and apply through the funding stream most relevant to its scope and objectives. The Housing-Enabling Water System Funds (HEWSF) grant approved in 2025 will also help fund major transportation, water, and sewer improvements in Erin Village.

### 8.4.1 Federal Funding

**Community Improvement Fund:** This program combines the Gas Tax Fund and the incremental GST Rebate for Municipalities, providing over \$32 billion to municipalities across Canada. Eligible projects include roads, public transit, recreational facilities, and other community infrastructure.

**Investing in Canada Plan:** Launched in 2016, this federal program commits over \$180 billion across 12 years to five priority areas: public transit, green infrastructure, social infrastructure, rural and northern communities, and transportation infrastructure. The program is administered by Infrastructure Canada in collaboration with federal partners such as Natural Resources Canada, Canada Mortgage and Housing Corporation (CMHC), Employment and Social Development Canada (ESDC), and Transport Canada.

**Active Transportation Fund (Infrastructure Canada):** Launched in March 2021, the Active Transportation Fund (ATF) is the first national program dedicated exclusively to advancing active transportation in Canada. With a total budget of \$400 million over five years, the fund is merit-based and supports projects that encourage safe, sustainable, and accessible modes of travel such as walking, cycling, and other forms of active mobility. The program is structured into two funding streams:

- a) **Planning Projects Stream** – Supports the development or enhancement of formal active transportation strategies, master plans, and stakeholder engagement activities. Grants cover up to 100% of eligible costs, with a maximum contribution of \$50,000.
- b) **Capital Projects Stream** – Provides contributions for the construction of new active transportation infrastructure, enhancement of existing facilities, and improvements to design and safety features. Funding is available up to \$50 million per project, with a maximum contribution rate ranging from 40% to 100%, depending on the type of recipient and project location.

Examples of eligible projects include:

- New or expanded bike lanes, multi-use trails, sidewalks, and pedestrian bridges;
- Upgrades to improve the safety and accessibility of existing facilities;
- Integration of active transportation with public transit hubs; and
- Comprehensive feasibility studies and community engagement to guide future investment.

The ATF main objectives are designed to strengthen community connectivity, improve pedestrian and cyclist safety, support climate action by reducing emissions, and enhance inclusivity and accessibility for people of all ages and abilities.

By combining planning and capital investment streams, the program helps municipalities like the Town of Erin both strategize and deliver active transportation networks that promote healthier, more resilient, and sustainable communities.

**Zero Emission Vehicle Infrastructure Program (ZEVIP):** Natural Resources Canada (NRCan) administers the ZEVIP, a \$680 million national initiative aimed at addressing one of the key barriers to ZEV adoption, the lack of charging and refueling stations. The program supports the installation of charging and refueling stations to accelerate ZEV adoption. Funding covers up to 50% of eligible costs, to a maximum of \$5 million per project or \$2 million per delivery organization.

Wellington County has already taken steps in this direction, introducing its first electric vehicle charging stations in 2017 with provincial support. The County continues to invest in expanding charging infrastructure and is pursuing additional funding through the Federation of Canadian Municipalities' Green Municipal Fund. These efforts reflect a regional commitment to supporting ZEV adoption, with projections indicating that 22% to 42% of all travel could be completed by ZEVs by 2041, based on current adoption trends in Ontario.

For the Town of Erin, these initiatives present a clear opportunity. By aligning with County efforts and leveraging programs like ZEVIP and FCM's Green Municipal Fund, the Town can position itself to expand its local charging network. This would not only support residents and visitors who adopt ZEVs but also contribute to broader sustainability goals, reduce greenhouse gas emissions, and improve the Town's attractiveness as a forward-looking, environmentally responsible community.

#### 8.4.2 Provincial Funding

**Provincial Gas Tax Program:** This program provides long-term funding to reduce congestion, support economic growth, and improve quality of life for municipal residents. Ontario allocates two cents per litre of gasoline sold to municipalities to fund local transit improvements. In 2023–24, the province invested nearly \$380 million to enhance municipal transit services.

**Infrastructure Ontario (IO):** IO offers a loan program that provides long-term financing to public sector clients for infrastructure renewal. Ontario municipalities have used IO loans to revitalize roads and bridges, construct recreational facilities, and improve overall mobility for residents.

**Federation of Canadian Municipalities:** Green Municipal Fund (GMF) – The GMF supports municipal environmental initiatives that improve air, water, and soil quality, while reducing greenhouse gas emissions. Funding is available to all Canadian municipalities and their partners for eligible sustainability-focused projects.

#### 8.4.3 Regional/Local Funding

**Development Charges:** Development charges (DCs) are collected from developers to help the Town recover the capital costs of infrastructure needed to support growth. In the Town of Erin, DCs play a key role in funding transportation-related improvements, as identified in the 2024 Development Charges Background Study.

This study outlines a growth-related capital program of approximately \$183 million, of which about \$39.5 million is recoverable through DCs. Eligible projects include road upgrades, urbanization, new sidewalks, multi-use pathways, and other improvements that enhance safety and connectivity for all users.

For active transportation, DCs can be applied to the construction of trails, cycling lanes, and pedestrian infrastructure that link new subdivisions with existing networks and community destinations. They can also support intersection upgrades and pedestrian crossing facilities required to accommodate higher travel demand from new development.

By leveraging DCs, the Town ensures that growth pays for growth, aligning new development with long-term transportation and land use goals while reducing the reliance on property taxes to fund these improvements.

**Other Funding Sources:** Additional funding may be obtained through local business donations, community charity events, and development charges, providing supplementary support for capital projects.

## 8.5 TMP Monitoring

The TMP evolves alongside the Town's growth, infrastructure needs, and broader County and Provincial planning directions. The TMP builds on the County of Wellington's Growth Strategy and the requirements of the A Place to Grow Growth Plan, ensuring that local transportation policies remain consistent with higher-level planning objectives.

Ongoing monitoring is an integral component of the TMP. Monitoring activities include tracking population and employment growth against forecasts, assessing transportation system performance, and maintaining the Town's traffic demand forecasting tools. Also, continued participation in regional data collection programs, such as the Transportation Tomorrow Survey (TTS), is recommended to strengthen the evidence base for decision-making.

The monitoring framework should also capture emerging issues such as new development patterns, technological changes in mobility, traffic calming needs, and truck route management. Regular reporting of these findings will guide adjustments to the TMP and ensure that project prioritization, phasing, and funding decisions remain responsive to the Town's evolving transportation needs.

The monitoring framework integrates measurable indicators, data collection responsibilities, and update cycles to ensure the plan remains relevant and responsive to community needs, growth, and evolving policy directions. **Table 47** presents the performance indicators and measures established through the monitoring plans developed for the County of Wellington Road Master Action Plan (2021) and the Centre Wellington Transportation Master Plan (2019). These indicators, along with their corresponding data sources and measurement frequency, are recommended for adoption by the Town.

Table 47: Monitoring Indicators and Measures

| Measure                    | Indicator                                                 | Data Source                          | Frequency     |
|----------------------------|-----------------------------------------------------------|--------------------------------------|---------------|
| <b>Walking and Cycling</b> | Kilometres of new sidewalks                               | County / Township records            | Every 3 years |
|                            | Modal share of walking and cycling trips during p.m. peak | Transportation Tomorrow Survey (TTS) | Every 5 years |
|                            | Number of crosswalks or intersection improvements         | County / Township records            | Every 3 years |
| <b>Road Network</b>        | Volume-to-capacity ratios on key screenlines (p.m. peak)  | Automated traffic counts             | Every 3 years |
|                            | Kilometres of new roads                                   | County / Township records            | Every 3 years |
|                            | Kilometres of resurfaced or newly treated roads           | County / Township records            | Every 3 years |

|                          |                                                                                 |                               |               |
|--------------------------|---------------------------------------------------------------------------------|-------------------------------|---------------|
|                          | Annual traffic count program at key screenlines and intersections               | Traffic count program         | Annual        |
| <b>Safety</b>            | Number of motorist collisions                                                   | Police collision reports      | Annual        |
|                          | Road safety review against Speed Management & Safety Guidelines                 | Road Safety Program           | Annual        |
| <b>Policy Monitoring</b> | Monitor trends in traffic operations and technologies                           | Research / best practices     | As required   |
|                          | Track progress towards transportation performance targets (e.g., GHG emissions) | Program reviews               | As required   |
|                          | Monitor Provincial initiatives, policies, and funding programs                  | Provincial reports / programs | As required   |
| <b>Plan Updates</b>      | Reassess and update TMP components                                              | TMP review                    | Every 5 years |
|                          | Maintain/update transportation impact study guidelines                          | Guideline updates             | As required   |
|                          | Maintain/update street design guidelines (urban/rural)                          | Guideline updates             | As required   |
|                          | Update DC Background Study                                                      | Development Charges review    | Annual        |

## 8.6 TMP Updates

The TMP is a living document that must be reviewed at regular intervals to ensure its assumptions remain valid and reflective of changing growth patterns in the Town of Erin. Consistent with the MCEA process, master plans should be reviewed every five years to determine the need for a formal update. Routine reviews, supported by version control, will ensure the TMP remains clear, relevant, and effective in guiding transportation planning through the long-term horizon.