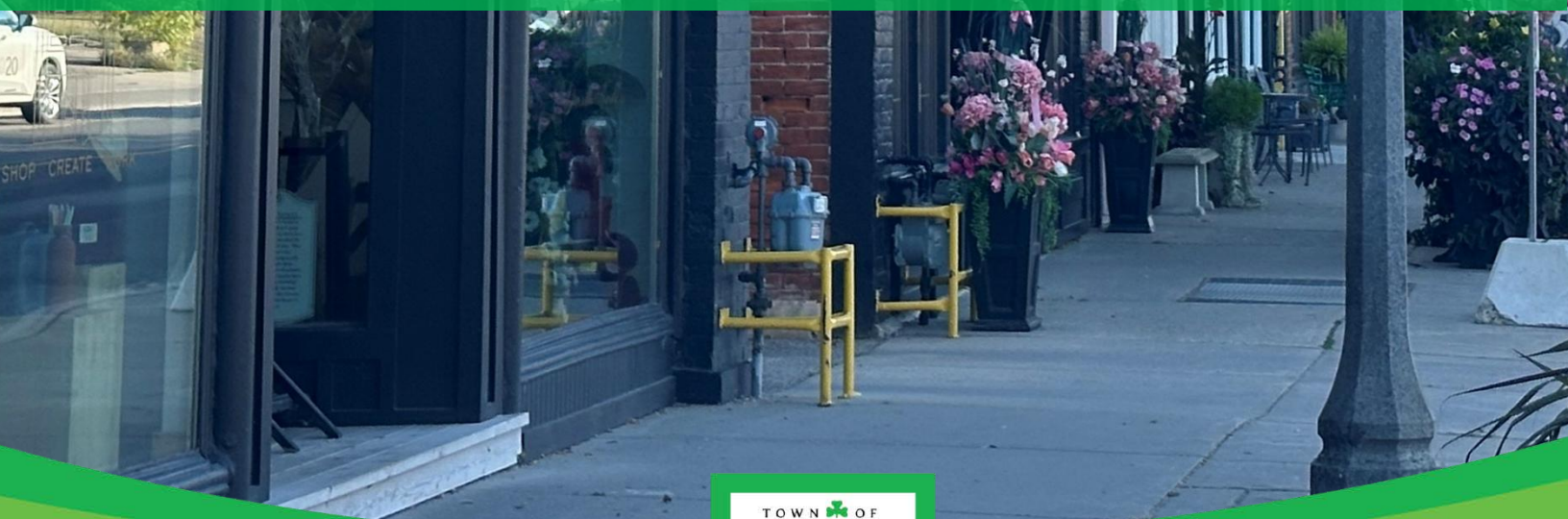




7.0

Road Network and Active Transportation Strategies



7 Road Network and Active Transportation Strategies

The purpose of this TMP is to support the Town of Erin's future growth and guide the development of its transportation network to meet needs through 2051. By improving road network connectivity, ensuring consistency, and advancing an active transportation strategy as the preferred alternative, the Town can provide residents and visitors with greater travel options. This strategy will improve the movement of people and encourage travel choices beyond single-occupant vehicles.

The TMP recommendations include improvements to the road network, active transportation, and horseback riding facilities, all aligned with the Town's long-term vision and County of Wellington Master Plan proposed improvements.

7.1 Road Network Improvement Recommendations

The road network in the Town of Erin is a vital component of its transportation system, supporting the movement of people and goods while also serving as an integral part of the community's social fabric. Most of the traffic on the Town's network is made up of cars and trailers.

As identified in earlier sections, the future road network traffic operations may face several deficiencies that must be addressed to accommodate future growth. This section summarizes the recommended improvements for the Town of Erin's road network. Key items include:

- Road surfacing upgrades to improve durability and safety;
- Reclassification of selected roadways to better align with their function and growth pressures;
- Capacity and traffic volume review in the downtown areas (Erin Village and Hillsburgh), with a focus on accommodating future growth;

- Intersection improvements at key locations to address operational deficiencies and safety concerns; and
- Truck detour recommendations, including required improvements to support detour operations

7.1.1 Road Surfacing Upgrades

The existing road surface condition identifies several roadway segments in the vicinity of Erin Village and Hillsburgh that are recommended for paving. The recommendations are supported by the following considerations and are presented in **Table 35**. Paving will help accommodate anticipated growth and planned developments within the downtown areas.

- Erin Village is expected to experience significant growth, requiring improved road surfaces to support increased travel demand.
- Hillsburgh is also projected to grow, with planned developments and the potential for a truck detour (pending approval) making paving necessary to handle future traffic volumes.
- Certain roadways are classified as arterials, and paving connecting routes will enhance traffic flow toward Erin Village while ensuring greater consistency across the road network.

These upgrades are also shown in **Map 49**.

Table 35: Road Segments Recommended for Paving

No.	Road Segment	Limits	Justification
1	Side Road 10	Trafalgar Road (Wellington Road 24) to Winston Churchill Boulevard	- Erin Village will experience growth from planned developments. - Proposed truck detour along Wellington Road 124 and Wellington Road 52 may result in shifting some additional truck traffic in the future to this section.
2	Eighth Line	Wellington Road 42 to Dundas Street West	- Erin Village will see increased growth from planned developments. - Paving this section will help reduce pressure on parallel paved roads in the future. - Improves access to developments on Dundas Street West.
3	Sixth Line	Erin-Garafraxa Townline to Side Road 24	- Hillsburgh is expected to grow with planned developments. - Paving this section could reduce traffic on Trafalgar Road (Wellington Road 24) in the future. - Improves access to developments on Side Road 27.
4	Side Road 27	Sixth Line to Trafalgar Road (Wellington Road 24)	- Hillsburgh is anticipated to expand with new developments. - A development is currently under construction on the south side of this section.
5	Eighth Line	Erin-Garafraxa Townline to Side Road 27	- If the proposed truck detour is approved, this section will carry higher traffic volumes. - The Town received a Site Alteration Application for the Hillsburgh Pit (Concession 9, east of 8th Line), located along the proposed 8th Line detour. The site is expected to generate around 150 truck trips per day via 8th Line and Sideroad 22.

6	Ninth Line	Erin-Garafraxa Townline to Wellington Road 22	- Wellington Road 23 (south end of this section) is an arterial road. - Paving will improve traffic flow to Erin Village and enhance network consistency.
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Township of East Garafraxa

Town of Caledon

Hillsburgh

Erin Village

Cedar Valley

Township of Centre Wellington

Town of Halton Hills

Township of Guelph-Eramosa

Map 49

Legend

- | | | |
|-----------------------|------------------------|--|
| Trail | Arterial Road (County) | Subdivision |
| Municipal Boundary | Collector Road | Paved Surface |
| Town of Erin Boundary | Local Road | Unpaved Surface |
| | | Proposed Surface Improvement (To be Paved) |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
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Town of Erin TRANSPORTATION MASTER PLAN

Town of Erin Existing Road Surface Condition and Proposed Road Surface Improvements

7.1.2 Roadway Reclassification and Network Consistency

The review of future traffic conditions and planned growth within the Town, identified several road segments that require reclassification to better reflect projected functional roles. Comparisons of AADT values across future horizons reveal corridors expected to experience growth, emphasizing the need for proactive classification reviews. With reference to **Table 2** and **Table 3** there are different criteria for classification of a roadway as local, collector and arterial, and AADT is not a single criterion.

Considering TAC Geometric Design Guide for Canadian Roads (June 2023), Town of Erin Official Plan (2025), and County of Wellington RMAP (2021), **Table 36** and **Table 37** recommend Town of Erin roadway classification attributes, which can be used as a reference for upgrading certain roadways within the Town.

Table 36: Recommended Attributes for Town of Erin Roadway Classification (Urban Surrounding Environment)

Roadway Classification	Urban		
	Arterial ¹	Collectors	Local
AADT	5000 – 50000 (High Traffic Volume)	1000 – 20000	Low Traffic Volume (i.e., Below 1000)
Average Speed (km/h)	60 – 90	40 – 70	40 - 60
Road Right-of- Way (m)	30 metres	26 metres	26 metres
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

¹ Arterial roadway is under County of Wellington Jurisdiction

Table 37: Recommended Attributes for the Town of Erin Roadway Classification (Rural Surrounding Environment)

Roadway Classification	Rural		
	Arterial ¹	Collectors	Local
AADT	1000 – 20000	200 – 10000	Low Traffic Volume (i.e., <200)
Average Speed (km/h)	70 – 100	60 – 90	50 – 80
Road Right-of-Way (m)	30 metres	26 metres	26 metres
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

¹ Arterial roadway is under County of Wellington Jurisdiction

The following recommendations can be considered for the future of Town road network.

- **Collector Roads Upgrades:** Certain collector road sections are recommended to be upgraded to arterial roads to improve network consistency and support long-term growth, suggested developments, and travel demand. County approval and consideration of these recommendations is expected.
- **Local Roads Upgrades:** Some local segments are also recommended to be upgraded to collector roads to maintain a balanced functional road hierarchy.

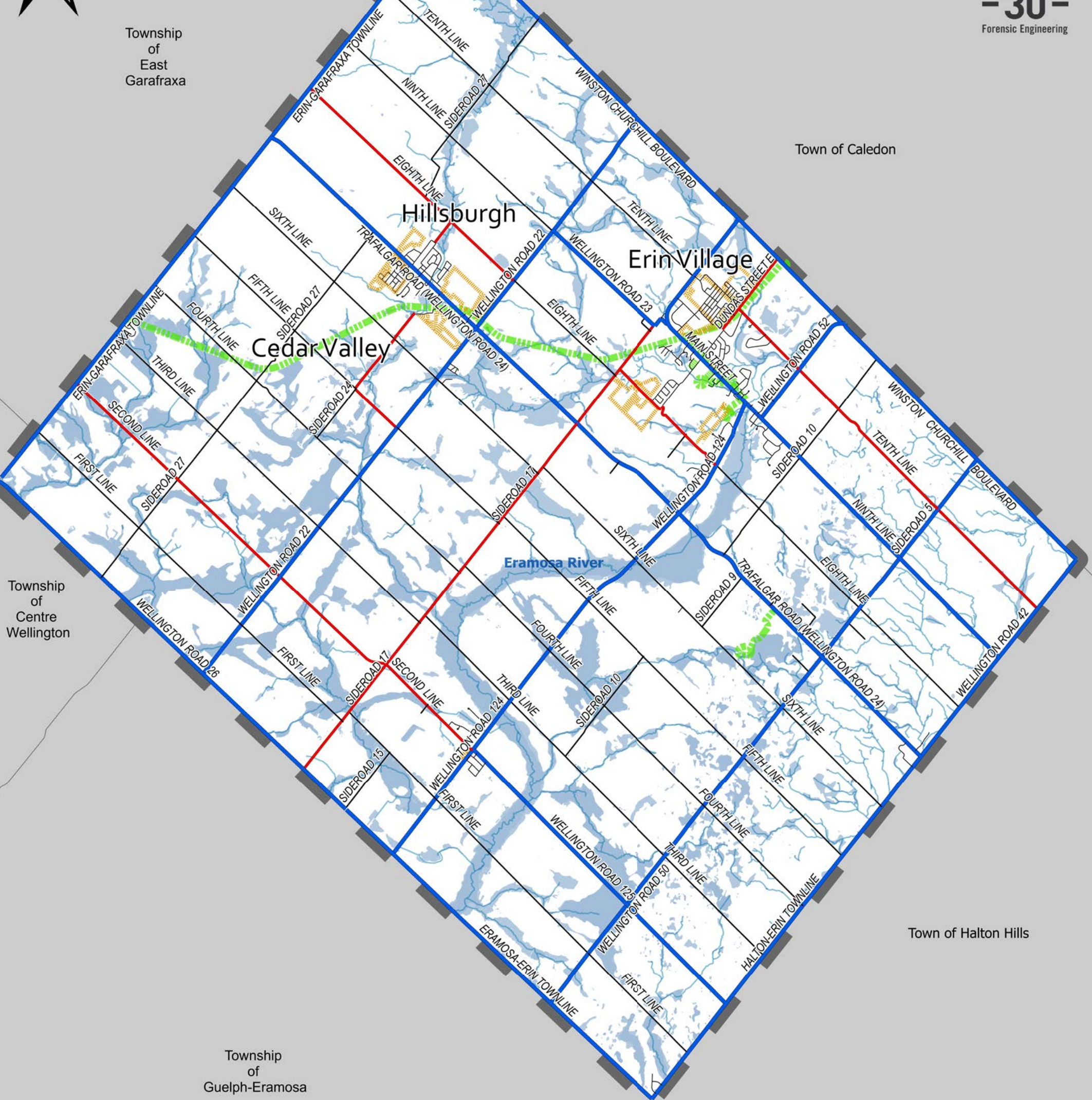
Table 38 and **Map 50** outline the recommendation for roadway reclassification.

Table 38: Proposed Road Network Classification

Road Segment	Limits	Current Classification	Recommended Classification	Supporting Reason
Halton-Erin Townline	Eramosa-Erin Townline to Trafalgar Road (Wellington Road 24)	Collector	Upgrade to Arterial	To provide greater consistency and support future growth and travel demand
Winston Churchill Boulevard	Wellington Road 22 to Erin-Garafraxa Townline	Collector	Upgrade to Arterial	To improve operations, ensure consistency, and support future traffic growth
Erin-Garafraxa Townline	Entire corridor	Collector	Upgrade to Arterial	Forecasted to exceed 2,000 AADT by 2051; Might require higher classification for capacity and consistency
Ninth Line	Wellington Road 42 to Wellington Road 52 and Side Road 5	Collector	Upgrade to Arterial	Significant traffic growth expected starting in 2041 due to planned development and inbound/outbound trips
Side Road 5	From Trafalgar Road (Wellington Road 24) to Winston Churchill Boulevard	Collector	Monitor for reclassification to Arterial	Currently below truck thresholds but may require reclassification in the future as traffic grows. Also, the rest of this corridor to Erin-Garafraxa Townline is classified as collector; suggested for more consistency.
Tenth Line	Wellington Road 42 to Wellington Road 52	Local	Upgrade to Collector	To align with forecasted volumes in Erin Village and support network balance



Township
of
East
Garafraxa



Map 50

Legend

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

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
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Town of Erin TRANSPORTATION MASTER PLAN

Town of Erin Proposed Road Network Classification

7.1.3 Road Network Review

As per TTS 2016 data review, over 85% of Erin commuters use private vehicles, with minimal public transit use. Most trips (88%) stay within the Town, while outbound travel is mainly directed to nearby regions, highlighting local focus and regional commuting connections.

Also, in the Town of Erin Official Plan (2025), Erin Village and Hillsburgh are forecasted to experience strong residential and employment growth, supported by subdivision developments and infrastructure plans, emphasizing the need to align transportation with future demand ([Section 4.2.1](#)).

The screenline analysis shows that existing and future AM and PM traffic volumes are well below each screenline's capacity. However, growth projections for Erin Village and Hillsburgh suggest that downtown areas could experience higher V/C ratios by 2041 to 2051, especially if all planned developments are fully built out.

Capacity constraints are not expected to reach critical levels, but these areas will require close monitoring. By 2051, some links may face higher-than-anticipated V/C ratios, highlighting the need for targeted planning. Downtown improvements should address not only capacity, but also:

- Connectivity;
- Livability; and
- Alignment with long-term planning objectives.

Roadway reconstructions and servicing projects are already identified in the Town's pre-design plans (**Appendix H**). These upgrades support proposed developments and planned growth in Erin Village and form the basis for recommendations to pave certain roadways, reclassify roads, and enhance the active transportation network. The plan and roadways are shown in **Figure 21**.

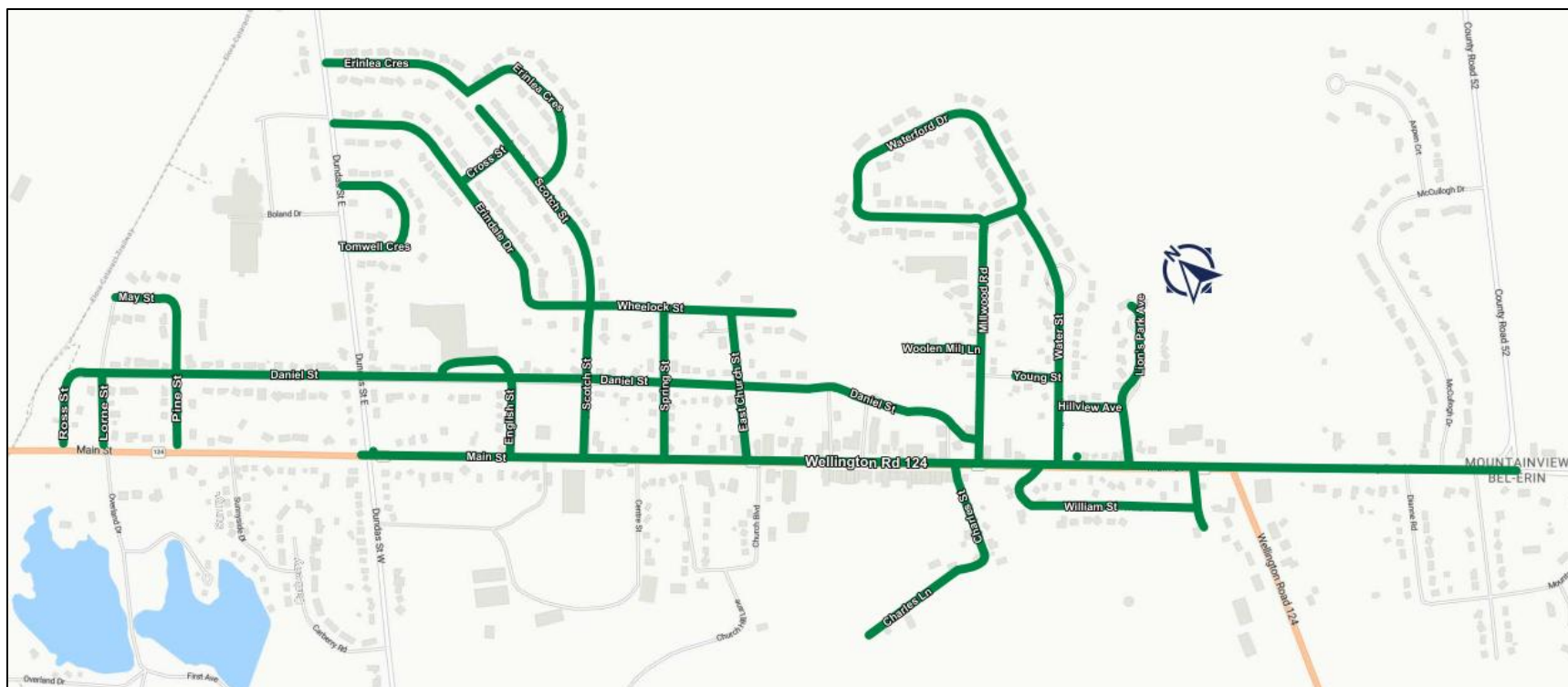


Figure 21: Streets in Erin Village Planned for Reconstruction (Source: Appendix H, Notice to Residents – Pre-Design Background Data Collection for Road Reconstruction and Servicing Project)

These roadway improvements and reconstructions can be considered as capital projects requiring significant investment to ensure their successful delivery. They represent long-term infrastructure commitments that will need to be prioritized and phased in alignment with available funding and broader municipal objectives. More detailed information on the scope, timing, and associated costs of these projects will be provided in [Section 8](#) of this report. **Table 39** lists the planned roadways to be reconstructed as per **Appendix H**.

Table 39: List of Streets in Erin Village Planned for Reconstruction

Roadways Names	
Daniel Street	Scotch Street
Ross Street	Spring Street
Lorne Street	East Church St.
Pine Street	Millwood Road
May Street	Woolen Mill Lane
English Street	Water Street
Yonge Street	Erinlea Crescent
Hillview Avenue	Cross Street
Lion's Park Avenue	Charles Street
Waterford Drive	William Street
Wheelock Street	Wellington Road
Erindale Drive	Tomwell Crescent

7.1.4 Intersection Improvements

Table 40 outlines intersection improvement recommendations within the Town of Erin for the 2051 horizon, based on the most recent traffic study (**Appendix B**) and the County of Wellington RMAP (2021) findings related to intersection safety and operational concerns. As identified in the future traffic review, these intersections will require continued assessment to ensure operations remain acceptable as growth occurs.

Table 40: Intersection Improvement Recommendations

No.	Intersection	Recommendation
Traffic Operations Study (2051)		
1	Wellington Road 24 (Trafalgar Road) and Sideroad 17	Install traffic signal and provide offset left-turn lanes
2	Sideroad 27 and Second Line	- Remove stop control from north–south approaches - Apply stop control to east–west approaches (Sideroad 27) - Sightline assessment and improvements at the north (Sideroad 27) and west (Second Line) approaches
3	Wellington Road 22 and Second Line	- Remove from east–west approaches - Apply stop control to north–south approaches (Second Line)
4, 5	Wellington Road 24 (Trafalgar Road) and Erin Garafraxa Townline / Halton-Erin Townline and Wellington Road 125	- Monitor with future traffic growth - Re-evaluate warrants and consider geometric improvements - Sightline assessment and potential improvements at the south approach of Wellington Road 125
County of Wellington RMAP (2021)		
6	Wellington Road 52/9th Line and Wellington Road 52 ¹	- Right-turn channelization and painted island to be removed. Both are aligned with the plan approved by County of Wellington to convert intersection to 3-way stop control in 2026. - Incorporate paved shoulders with the conversion to an all-way stop

7	Wellington Road 24 (Trafalgar Road) and Wellington Road 124 ²	• Conduct movement study • Adjust traffic signal timing • Review snow clearing operations
8	Wellington Road 25 (Winston Churchill Boulevard) and Wellington Road 124 ³	• Install traffic signal • Add left turn lanes along Wellington Road 124 • Regrade ditches • Include paved shoulders during intersection improvements

As noted in the Truck Detour Analysis (Appendix G,

1. The channelized westbound right turn (WBR), as well as northbound through and right turn (NBTR) and southbound through and left turn (SBLT) movements are expected to experience increased delays in 2035 with detoured trucks. A signalized intersection or will be required to accommodate truck traffic efficiently.
2. The westbound through (WBT), eastbound through (EBT), and southbound through and right (SBTR) movements at this intersection are identified sensitive to truck and commuter flows in 2035 with detoured trucks. Targeted upgrades, such as phasing adjustments and turning lane improvements, are proposed.
3. The westbound left, through and right (WBLTR) lane operates at LOS F (overall LOS F). This location represents the most critical bottleneck in 2035 with detoured trucks. An upgrade to permanent signals or the implementation of a roundabout is required to address the issue.

Map 51 shows the location of the intersections recommended for improvements and future considerations.

In addition to the intersections assessed from a traffic operations perspective, listed in **Table 40**, safety and operational concerns were identified at the intersection of Wellington Road 124 and Shamrock Road/17th Sideroad. It has been mentioned that access to nearby businesses is difficult which can be attributed to the skewed intersection geometry and its location on a horizontal curve. These features increase conflict points and support higher speed turning movements because of wide pavement areas and large corner radii. The intersection layout also results in long pedestrian crossing distances.

Based on these findings, the following geometric and operational improvements are recommended:

- Improve lane alignment and pavement markings to provide clearer guidance for left-turning and through movements

- Reduce excessive pavement width by tightening corner radii or introducing curb extensions to manage vehicle speeds
- Review signal phasing based on traffic volumes and collision patterns to determine if protected turning phases or timing adjustments are warranted
- Implement speed-management measures on approaches, such as gateway treatments, advance pavement markings (e.g., “SLOW”), flashing beacons, and enhanced warning signage
- Limit left-turns or add channelization where driveway conflicts are significant
- Improve access management by reviewing the location and design of driveways near the Shamrock Road and 17th Sideroad intersection



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Hillsburgh

Erin Village

Cedar Valley

Township
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Centre
Wellington

Township
of
Guelph-Eramosa

Town of Halton Hills

Map 51

Legend

- | | | |
|----------------------|------------------------|-----------------------------------|
| Watercourse | Arterial Road (County) | Intersection Improvement Location |
| Trail | Collector Road | |
| Wetlands | Local Road | Subdivision |
| Municipal Boundaries | Town of Erin Boundary | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
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Town of Erin

TRANSPORTATION MASTER PLAN
Town of Erin Intersection Improvement
Recommendations

7.1.5 Proposed Truck Detour Required Improvements

The overall methodology used to assess the feasibility and traffic operations characteristics of the proposed truck detours is outlined in [Section 6.5](#). The following summarizes the operational issues identified through the truck detour analysis (**Appendix G**) and presents the corresponding recommendations.

- **2025 Existing Conditions (without Detoured Trucks):**

Most intersections operate acceptably; however, several key locations already experience localized delays.

- **2025 Conditions (with Detoured Trucks):**

Reassignment of truck volumes to the proposed bypass routes shows most intersections continue to function within acceptable limits. Nonetheless, notable delays occur at several critical intersections, particularly along Wellington Road 124 and Wellington Road 24 (Trafalgar Road).

- **2035 Future Conditions (with Growth Factors):**

With applied growth forecasts, most intersections remain acceptable, but several critical locations along Wellington Road 124 and Wellington Road 24 (Trafalgar Road) experience severe congestion, with some movements deteriorating to LOS F.

Table 41 lists the critical intersections and approach movements for 2035 (study horizon) with detoured truck traffic, outlining issues and recommended actions prioritized for future planning, budgeting, and implementation.

Table 41: Critical Intersections – 2035 Conditions (with Detoured Trucks) and Recommended Improvements

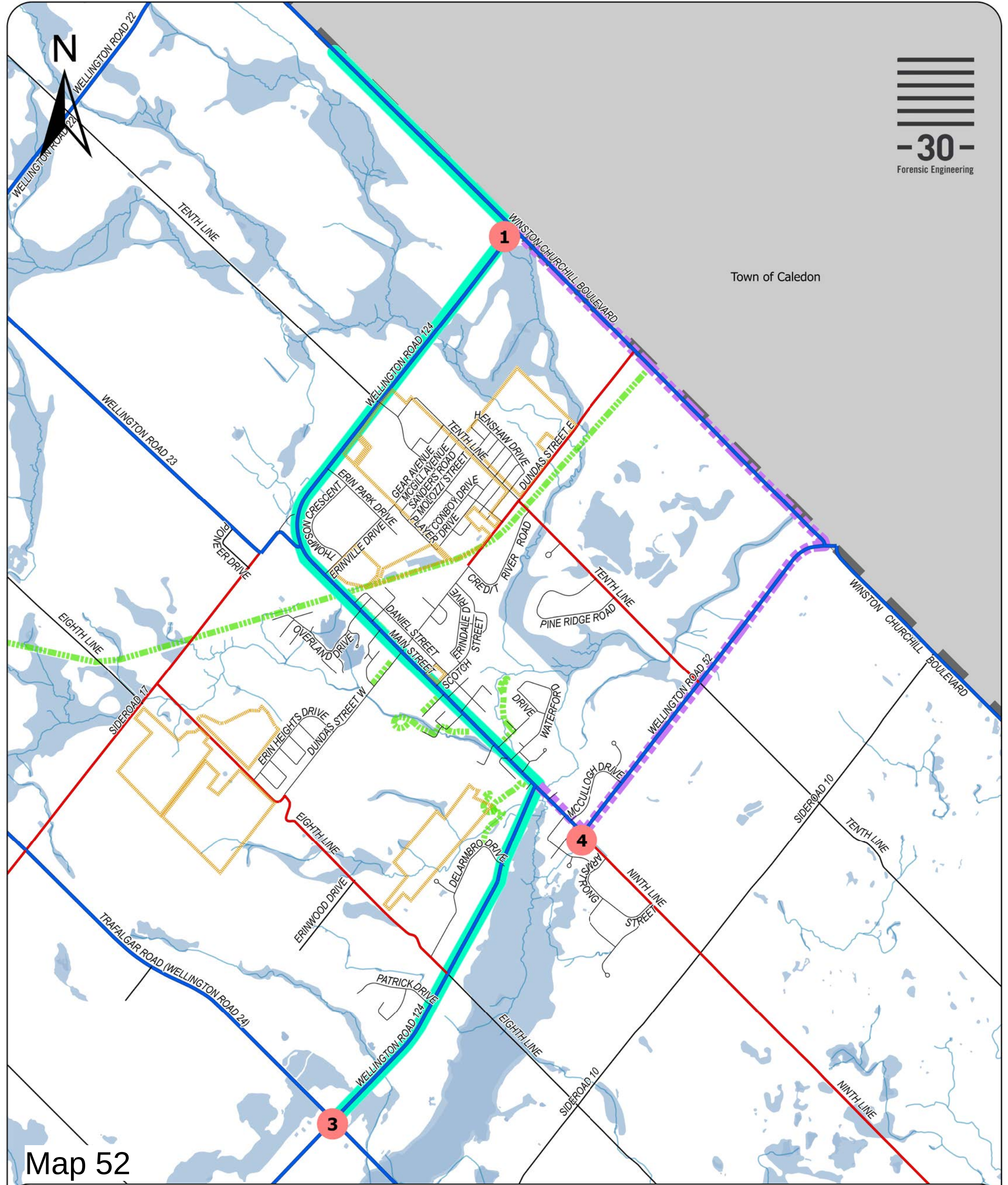
No.	Intersection (Traffic Control)	Critical Approach / Movement	Operational Issues	Recommendations
1	Wellington Road 25 (Winston Churchill Boulevard) and Wellington Road 124 (Signalized)	WBLTR	Most critical bottleneck considering LOS and delays	Upgrade to permanent signals or roundabout required
2	Wellington Road 24 (Trafalgar Road) and Wellington Road 22 (Signalized)	WBLTR	Severe westbound congestion	Capacity or geometric improvements recommended (dedicated left and right turns)
3	Wellington Road 24 (Trafalgar Road) and Wellington Road 124 (Signalized)	EBT, WBT; SBTR	Sensitive to truck and commuter flows	Monitor and plan targeted upgrades (e.g., turn lanes, phasing changes)
4	Wellington Road 52/9th Line and Wellington Road 52 (All-Way Stop Control)	WBR, NBTR, SBLT	Delay increases	Signals or roundabout may be required to handle truck growth
5	8th Line and Wellington Road 22 Two-Way Stop Control)	NB/SB Approaches	Side-road delays growing	Turn lanes or control upgrades may be needed
6	Wellington Road 24 (Trafalgar Road) and Side Road 27 (All-Way Stop Control)	EB/WB Approaches	Localized delays growing	Ensure intersection design accommodates truck turning movements

Movement code names:

- WB = Westbound
- EB = Eastbound
- NB = Northbound
- SB = Southbound
- L = Left turn
- T = Through
- R = Right turn
- LT = Shared Left-Turn / Through lane
- RT = Shared Right-Turn / Through lane
- LTR = Shared Left-Turn / Through / Right-Turn Lane

Map 52 and **Map 53** show the locations of intersections with detoured truck traffic, recommended for improvements and future considerations within the Town of Erin.

Moving forward, the next steps should include a detailed geometric design review of the proposed detour corridors to confirm lane widths, intersection turning radii, sightlines, and grades. A pavement and structural capacity assessment will also be necessary to determine if rehabilitation or strengthening is required to support sustained truck traffic. In addition, any new connector roads or significant upgrades may trigger the need for an Environmental Assessment (EA) process and property impact review.



Map 52

Legend

Watercourse	Arterial Road (County)	Original Truck Route
Wetland	Collector Road	Proposed Truck Detour
Trail	Local Road	Critical Intersection
Municipal Boundary	Subdivision	
Town of Erin Boundary		

Scale

0	0.2	0.4	0.8	1.2	1.6
Kilometers					

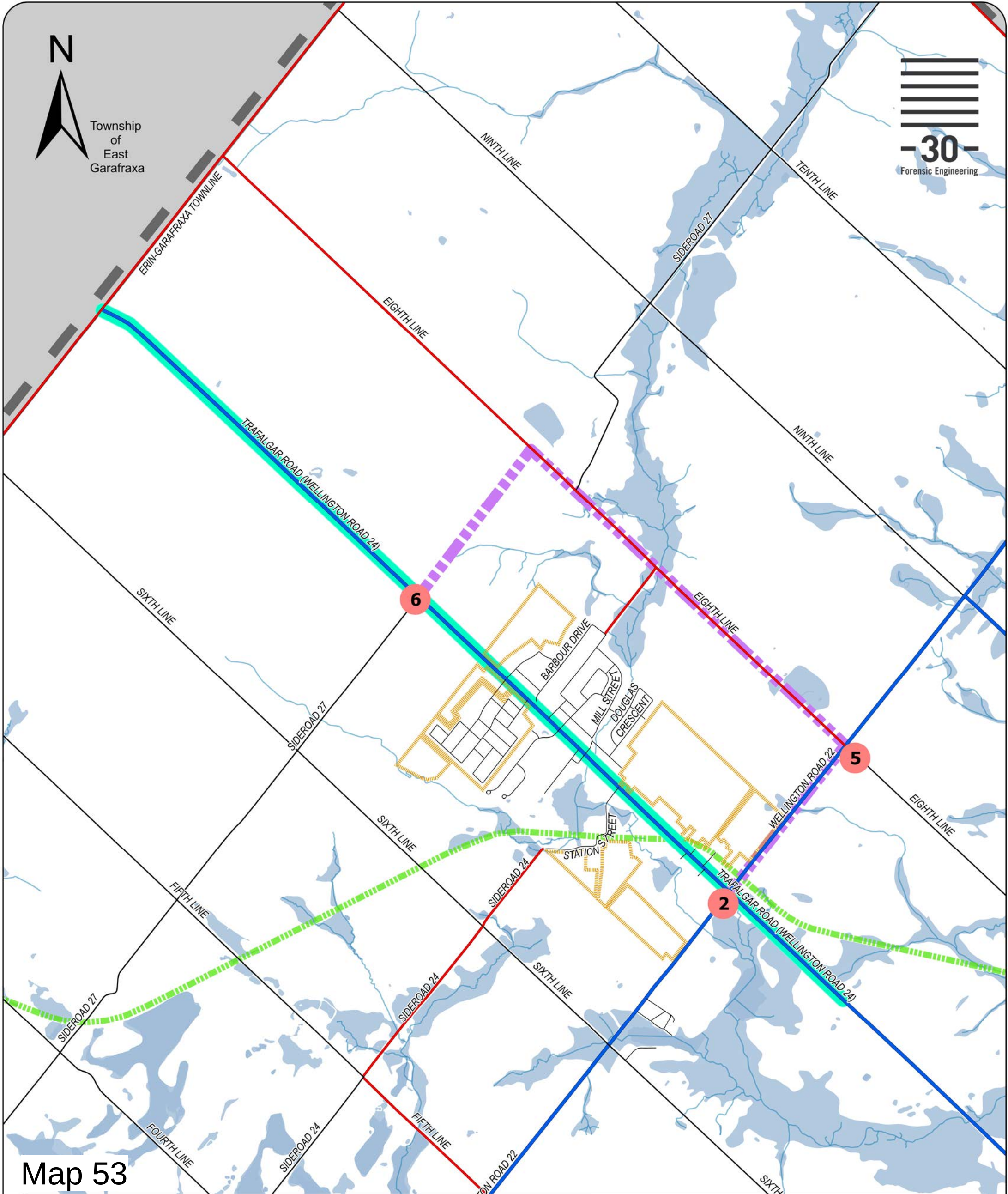
Town of Erin

TRANSPORTATION MASTER PLAN

Critical Intersections along Erin Village Proposed Truck Detour Option



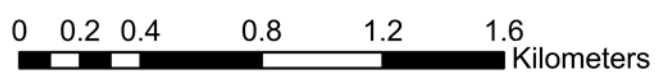
Township of East Garafraxa



Legend

- | | | |
|-----------------------|------------------------|-----------------------|
| Watercourse | Arterial Road (County) | Original Truck Route |
| Wetland | Collector Road | Proposed Truck Detour |
| Trail | Local Road | Critical Intersection |
| Municipal Boundary | Subdivision | |
| Town of Erin Boundary | | |

Scale



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Town of Erin

TRANSPORTATION MASTER PLAN

Critical Intersections along Hillsburgh Proposed Truck Detour Option

7.2 Active Transportation Network Improvements

As noted, developing an effective AT strategy requires improved connectivity between trails, sidewalks, schools, and community hubs. This priority has been consistently identified by both the Town of Erin and its residents.

7.2.1 Cycling Facilities

The County of Wellington RMAP (2021) also emphasized AT connectivity and proposed roadway safety and speed management measures that integrate cycling with roadway improvements. Following are the key recommendations illustrated in **Map 54**.

1. **Wellington Road 124 (from 6th Line to 10th Line, through Brisbane and Erin, including Main Street):** A cycling facility assessment is recommended prior to urbanization.
2. **Wellington Road 42 (from Trafalgar Road (Wellington Road 24) to the intersection of Wellington Road 25 and Wellington Road 142):** Maintain the signed cycling route, if already implemented, when adjusting speed limits.
3. **Wellington Road 24 (Trafalgar Road) (from Wellington Road 22 to Side Road 27, through Hillsburgh):** Maintain a signed route with sharrows,² if already implemented, on the south side of the roadway.

² As per Ontario Traffic Manual -Book 18, “Sharrow” is the term used for shared roadway lane markings or shared lane arrows. A sharrow consists of two white chevron markings and a bicycle stencil. Sharrows are intended to guide cyclists as to where they should ride within a travel lane shared by both motorists and cyclists. They are an optional treatment and are context specific.



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Town of Caledon

Hillsburgh

Erin Village

Cedar Valley

Township
of
Centre
Wellington

Eramosa River

Town of Halton Hills

Township
of
Guelph-Eramosa

Map 54

Legend

- | | |
|-----------------------|--|
| Watercourse | Arterial Road (County) |
| Wetland | Collector Road |
| Trail | Local Road |
| Municipal Boundary | Proposed Cycling Routes and Active Transportation Enhancements |
| Town of Erin Boundary | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
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Town of Erin

TRANSPORTATION MASTER PLAN

Town of Erin Proposed Cycling Routes and Active
Transportation Enhancements

As part of this TMP, the County of Wellington recommendations have been integrated into the proposed AT network within the Town's roadway system to ensure a coordinated approach. The recommended improvements can be coordinated with the Town's planned development and servicing programs to ensure efficient budgeting and integration within future capital projects.

7.2.2 Pedestrian Network

Sidewalks as an important part of the Town of Erin's active transportation network should be safe, accessible, and fully integrated with local and regional facilities, including trails, recreational centres, and downtown cores. Ensuring seamless connections will reduce barriers for users and minimize risks associated with different modes of active transportation.

As an example, the road widening plan for Main Street in Erin Village includes expanding the right-of-way to 30 metres and incorporating enhanced pedestrian infrastructure to better support downtown activity.

The recommended network improvements are designed to achieve the objectives below:

- **Perimeter and Cross-Site Linkages:** Extend existing pathways and local streets to create continuous pedestrian and cycling connections.
- **Support for Compact, People-Oriented Downtowns:** Enhance urban centres to encourage walking and cycling, reducing reliance on the automobile.
- **Coordination with Capital Projects:** Align active transportation improvements with road reconstruction and water/wastewater infrastructure projects for efficiency and cost-effectiveness.
- **Trail Integration:** Strengthen connections to the Elora Cataract Trailway and other regional trail systems, supporting greenbelt linkages through the West Credit River valley, rolling hills, and local parklands.

- **Local Connectivity:** Improve links between neighbourhoods, schools, parks, commercial areas, and downtowns by addressing network gaps.
- **Access to Community Facilities:** Ensure safe, direct routes to schools, parks, and recreation centres.
- **Sidewalk and Pathway Expansion:** Expand sidewalks and multi-use paths to close gaps and improve safety.
- **Community Satisfaction and Inclusivity:** Create internal and external linkages to support current and future needs.

All new and reconstructed sidewalks shall comply with AODA (Accessibility for Ontarians with Disabilities Act) standards. An unobstructed width of 2.0 m is preferred to allow wheelchair passing and manoeuvring. Where not feasible, a minimum width of 1.8 m is acceptable, and 1.5 m may only be considered in highly constrained, short segments.

At this stage, sidewalks on one side are proposed for Erin Village and Hillsburgh, consistent with the existing network where most sidewalks are already one-sided. This approach improves connectivity and safety while keeping costs within reasonable budget allocations. Additional sidewalks can be integrated in future planning as development and growth continue. These connections are summarized in **Table 42**.

Map 55 and **Map 56** illustrate the recommended Town-wide active transportation network and identify proposed facility types.

It is acknowledged that developments should include active transportation connections and provide sidewalks or trails linking to adjacent roadways. Where feasible, trail connections between subdivisions and main roads have been proposed in **Map 55** and **Map 56**. For these recommended connections, an environmental assessment will be required prior to implementation. In areas with significant environmental constraints—such as dense vegetation, steep slopes, or creek crossings—any trail construction will need additional study to fully assess costs and potential environmental impacts. As such, these trail connections should be considered preliminary concepts only and will require more detailed

environmental assessment, slope and stability review, and careful consideration of natural features and constraints before any implementation decisions are made.

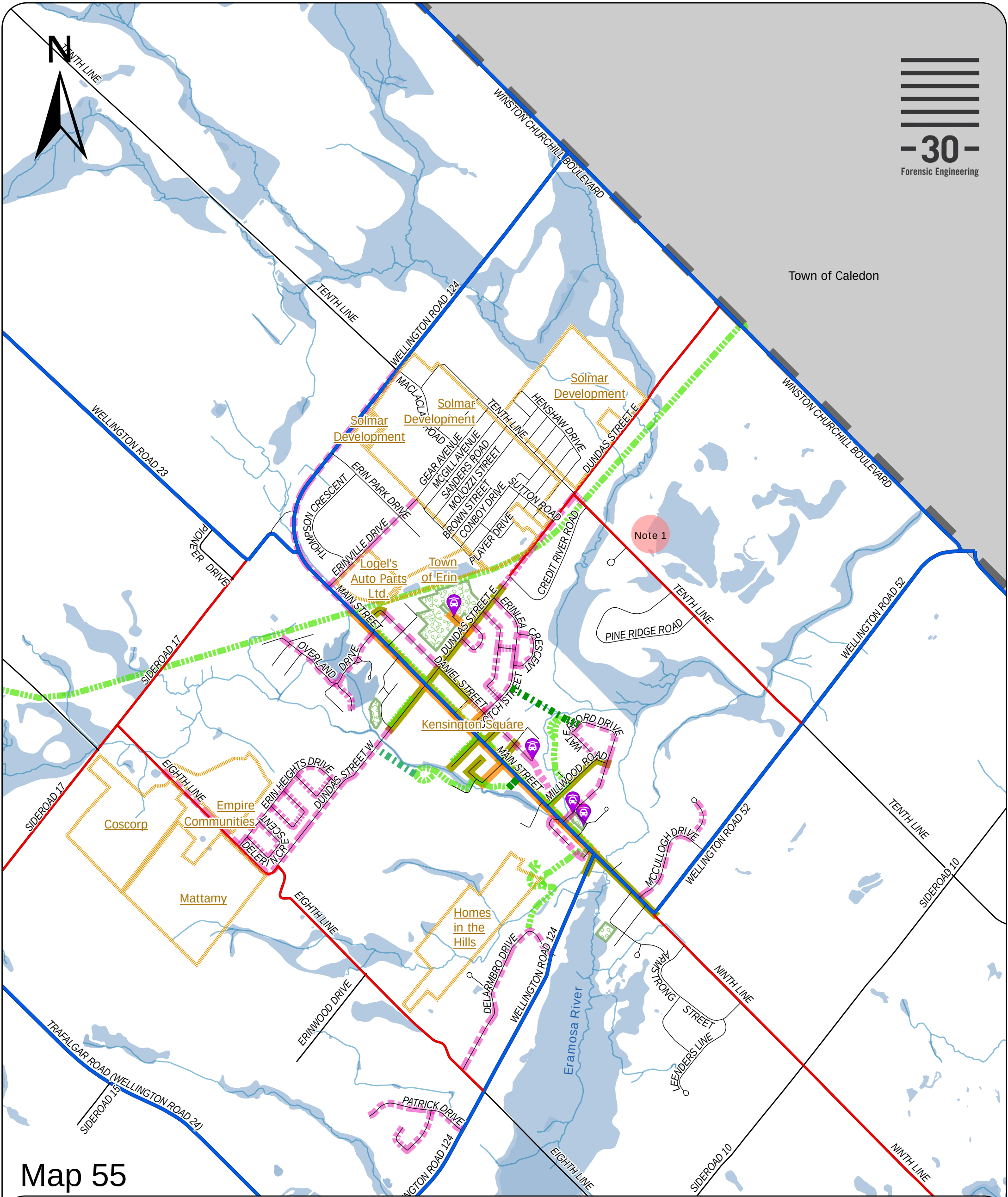
Also, stakeholders have highlighted the need to connect 10th Line South and the Pine Ridge Subdivision (“Note 1” in **Map 55**) to the rest of Erin Village. Given the limited right-of-way in this area for the implementation of sidewalks, the employment of sharrows (pavement markings that show cyclists where to ride safely in a lane shared with vehicles) is recommended to indicate that cyclists and vehicles share the same lane.

In addition, “Note 1” in **Map 56**) has been included to address concerns regarding the appropriate connection of future subdivisions to the adjacent trail network. The new subdivision must provide suitable access to the nearby trail to maintain overall trail connectivity and support the active transportation objectives identified as key elements in the Town of Erin TMP’s future planning framework.

Table 42: Town of Erin Proposed Active Transportation Network

Category	Location	Streets/Areas	Planned Improvements
Sidewalk & Multi-use Path Expansion and Rehabilitation	Erin Village	Daniel Street, Dundas Street West, Dundas Street East	- Expand pedestrian and cycling connectivity in urban areas. - Improve access between residential communities, schools, parks, and commercial areas by filling network gaps. - Rehabilitate and expand sidewalks and multi-use paths to strengthen local and urban connectivity.
	Hillsburgh	Station Street, Mill Street	
New Sidewalk & Path Installations (Community Connectivity)	Erin Village	English Street, Scotch Street, Erindale Drive, Cross Street, Erinlea Crescent, Wheelock Road, Tomwell Crescent, Water Street, Waterford Drive, Millwood Road, Aspen Court, McCullough Drive, William Street, Charles Street, Overland Drive, Erin Heights Drive	- Install new sidewalks in residential and commercial areas lacking safe connections. - Enhance links to schools, parks, services, and neighbouring communities. - Introduce new sidewalks and pathways to close connectivity gaps and provide safer routes for pedestrians and cyclists.
	Hillsburgh	George Street, Mill Street, Orangeville Street, Barbour Drive, Hill Street, Howe Street, Church Street, Queen Street	

Integrated/Connected AT Network	Erin Village	Overland Drive, Daniel Street, Dundas Street East	• Create connections between existing sidewalks, trails, and parks to establish a continuous, integrated active transportation network. • Link existing sidewalks and trails to support a seamless, accessible active transportation system.
	Hillsburgh	Station Street, Mill Street, Orangeville Street, Barbour Drive, Queen Street	



Map 55

Legend

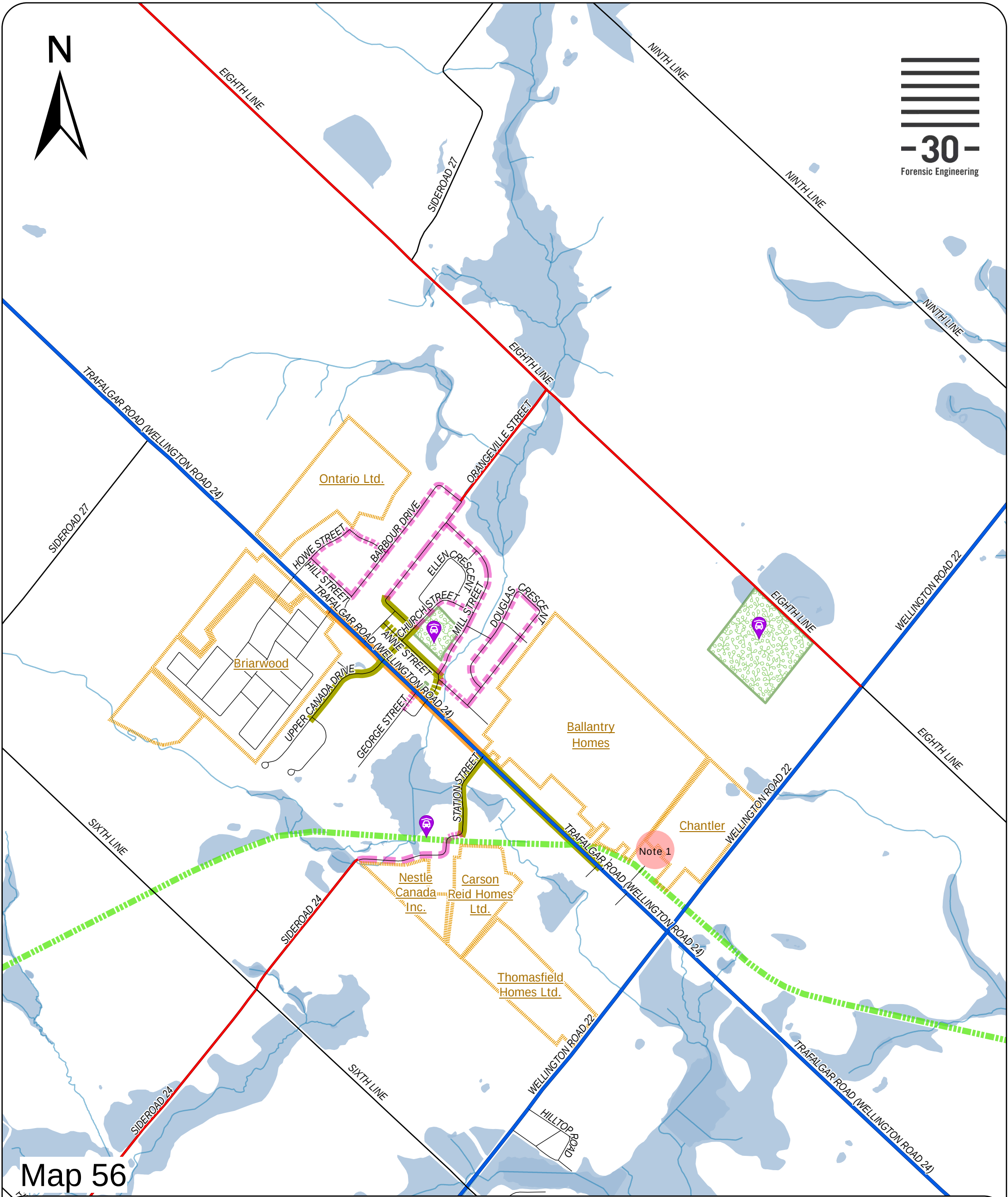
Trail	Arterial Road (County)	Proposed Trail Connectivity
Wetland	Collector Road	Proposed Sidewalk on One Side
Municipal Boundary	Local Road	Partial Sidewalk on Both Sides
Town of Erin Boundary	Subdivision	Partial Sidewalk on One Side
Parking	Watercourse	Sidewalk on Both Sides
Park		Sidewalk on One Side



Town of Erin

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Erin Village Existing and Proposed Sidewalks Network

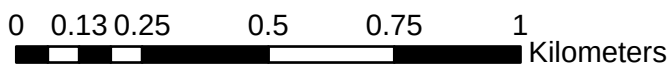


Map 56

Legend

- | | | |
|-----------------------|------------------------|--------------------------------|
| Trail | Arterial Road (County) | Proposed Sidewalk on One Side |
| Wetland | Collector Road | Partial Sidewalk on Both Sides |
| Municipal Boundary | Local Road | Partial Sidewalk on One Side |
| Town of Erin Boundary | Subdivision | Sidewalk on Both Sides |
| Parking | Watercourse | Sidewalk on One Side |
| Park | | |

Scale



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Town of Erin

TRANSPORTATION MASTER PLAN

Hillsburgh Existing and Proposed Sidewalks Network

7.3 Horseback Riding

The Town of Erin is home to more than 5,000 horses and 421 farms. Erin's equine and equine-related agri-business sector is a significant contributor to economic prosperity, economic development, and the sustainable quality of life for business owners, residents, and visitors.

While walking for leisure or exercise accounts for 55% of residents' sport participation, horseback riding contributes 13%. A December 2013 survey identified trail riding, social events, training, and riding lessons as the main recreational riding activities. Most of these take place on private properties, local trails, local roadways, and trails outside the Town.³

Although horseback riding and equestrian culture form part of the Town's charm, several obstacles exist for riders, such as:

- Lack of a unified vision for facilities;
- Road condition and safety concerns;
- Limited access to trails; and
- Distance to large municipal centres.

The Town of Erin is predominantly rural, with several subdivisions and residential developments underway. Limited trail availability, ongoing development, separated municipal centres, and higher rural traffic volumes have made road riding a necessity for some riders. For others, road riding provides variety and a break from the repetitive nature of arena riding. This section presents a preliminary review of key aspects to consider when integrating horseback riding into the Town's vision and master plan.

³ Appendix D: Survey Findings, Equine Task Force Report, Town of Erin, December 2013.

7.3.1 Riding on Trails

Horseback riding is an active transportation activity. Like cyclists, horses can travel on certain facilities designated for active road users. Off-road multi-use trails have either a paved or packed unpaved surface and are wide enough to accommodate different uses such as cycling, walking, and horseback riding.

A key example in the Town is the Elora Cataract Trailway, approximately 47 km in length, connecting several towns, villages, and hamlets in the eastern part of Wellington County. It also forms part of the designated Trans Canada Trail route. According to the County of Wellington Active Transportation Master Plan (ATMP) (2012), this trail is open to horseback riders in addition to walkers, cyclists, and snowmobilers. The trailway provides continuous travel between Erin Village, Hillsburgh, and Orton, supporting connectivity and mobility.

A key limitation of the Elora Cataract Trailway is the lack of direct connections to stables and recreational equine facilities. As a result, riders must often use roads, shoulders, or ditches to access off-road trails. Likewise, new developments and subdivisions are not linked to the existing trail network, further increasing reliance on roadways.

7.3.2 Riding on Road Shoulders

The County of Wellington RMAP (2021) identified paved shoulders as suitable operating space for non-motorized travel. Shoulders 2.5–3.0 metres wide with clear edge markings exceed the 1.5–2.0 metre bike lane guidance in the County's ATMP (2012) for roads posted at 60–80 km/h. These facilities support bicycles, horseback riding, and other rural travel modes, forming the primary network for riders beyond off-road trails. While operating speeds remain relatively high, the shoulders provide important connections between municipal centres in the Town.

Challenges occur in urban sections of County roads where shoulder space is limited or absent. More examples include:

- On County Road 124 (Main Street) in Erin Village and County Road 24 (Trafalgar Road) in Hillsburgh, shoulders are minimal or nonexistent;
- Town collector roads often have narrow or undefined shoulders; and
- Local roads are typically narrower, with undefined shoulders and unpaved surfaces.

In these conditions, and where off-road trails are lacking, riders are required to travel directly on the roadway.

7.3.3 Riding on Roadways

Similar to bicycles, horses are considered vehicles when travelling on Ontario roadways. The Ontario Highway Traffic Act, R.S.O. 1990, c. H.8 defines “vehicle” as:⁴

“A motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a streetcar.”

When travelling on the roadway, horses are treated as vehicles, and they are part of live traffic. Motorists must watch for horses, especially on rural roads, and riders must obey all roadway traffic rules, including yielding, stopping, and signalling.

⁴ Highway Traffic Act, R.S.O. 1990, c. H.8

A minimum of 2.0 metres is required for single-file horse riding,⁵ which is accommodated within standard Town and County Road lane widths. Side-by-side riding, which requires 3.0 metres, is generally feasible on Town collectors and County arterials but is less workable on narrow local roads. Also, geometric design standards, such as equestrian visibility envelopes, road gradients, and sight distances, apply to horseback riders as they do to other roadway users.

7.3.4 Safety Considerations

Horseback Riders Crossings

Off-road trails cross multiple Town and County roads at unorganized and unmarked locations, many with posted speeds up to 80 km/h. None of these crossings are marked for horseback riders. Visitors and unfamiliar motorists may not be aware of horseback riding as a mode of transport. Marking and signage, such as the “Horse with Rider” warning sign (WC-22) from the Ontario Traffic Manual (OTM Book 6), are important for reminding drivers of potential horse crossings and encouraging them to slow down and proceed with caution.



Shared Roads

It must be noted that sharing the road with horses is different from sharing the road with bicycles or pedestrians. Horses are living beings, sensitive to unfamiliar situations, and can behave unpredictably. On average, a horse weighs about 1,000 pounds (453 kg). A collision can cause severe injury or death to the rider, the driver, and the horse, as well as major vehicle damage.

⁵ CD 143 – Designing for walking, cycling and horse-riding, Design Manual for Roads and Bridges, United Kingdom, August 2025.

On roads and shoulders frequently used by riders, motorists should be reminded to reduce speed, pass slowly and cautiously, and avoid actions that may startle horses. The “Horse with Rider” warning sign (WC-22), paired with a “Share the Road” tab, can help alert drivers to equestrian traffic and encourage courteous passing behaviour.

7.3.5 Recommendations and Future Improvements

Currently, there is no standard procedure in Ontario to account for horseback riders in traffic counts or roadway design. This is likely due to horseback riding being concentrated within rural municipalities with significant stables and equine activity. For the Town of Erin, the following recommendations can be considered to enhance this popular activity.

- Install “Horse with Rider” (WC-22) warning signs where necessary along the Town’s road network.
- Upgrade trail crossings and gate designs to accommodate horseback riders, with separate crossing paths from pedestrians and cyclists.
- During future rehabilitation of local roads, provide sufficient shoulder or lane widths for horseback riders where trails are not available and horseback riding activities are expected.
- Ensure that new subdivisions and developments are connected to the existing trail network.
- Include horseback riders in traffic data collection when demand justifies it.
- Expand the off-road trail network and create direct connections between the Elora Cataract Trailway and equestrian facilities that generate horse-riding traffic.
- Provide education and enforcement to inform both drivers and horseback riders about roadway sharing rules, safety practices, and equestrian etiquette.
- Coordinate with adjacent municipalities to connect horseback riding facilities beyond Town boundaries.