



3.0

Stakeholders and Public Engagement



3 Stakeholder and Public Engagement

Meaningful engagement with stakeholders and the public has been a key component of the Town of Erin's TMP process. The study team has worked collaboratively with Town staff, agencies, community representatives, and residents to ensure that local perspectives, priorities, and concerns are fully considered throughout the study. Engagement activities were designed to promote transparency, gather valuable input on existing transportation challenges and opportunities, and confirm that the proposed strategies and recommendations reflect the community's needs and future vision for the Town's transportation network.

3.1 Public Information Centre 1

The primary objective of the first PIC was to introduce and solicit feedback on the first TMP study for the Town. The project team conducted a drop-in event at the Erin Legion, on February 26, 2025, from 5:00 p.m. to 7:00 p.m. This session aimed to engage the community by sharing the progress made in the initial phase and collecting public opinions on the existing transportation network and future plans to accommodate growth by 2051.

This event featured 20 display boards that highlighted key components of the first phase of TMP preparation. Both the consultant project team and Town staff were present to address inquiries and provide detailed explanations. The session provided background information on the area, outlined the TMP's objectives and processes, and introduced data collection methods. Existing road classifications, travel demand trends, traffic volumes, and collision analysis were also presented and discussed. Additionally, transit services, AT infrastructure, parking facilities, and current new developments and subdivisions were reviewed so that current and future needs could be introduced.

Approximately 50 individuals attended, with 20 providing constructive feedback on transportation strategies for the Town (**Figure 15**). Public comments received during the event have been summarized for consideration in the TMP.



Figure 15: PIC Round 1 Attendees

Following a comprehensive review of comments and feedback from participating residents in attendance at the PIC session, the following topics emerged as primary concerns.

1. Public Transit and Transportation

Improvements to public transportation, and services such as taxis and ride-sharing platforms are essential for enhancing mobility and accessibility within the community. Also, implementing senior health transportation services will ensure elderly residents have reliable access to medical appointments and essential services.

2. Traffic Control and Safety

Effective traffic control and safety measures, such as speed bumps, stop signs, traffic lights, roundabouts, and speed limits, are essential for reducing accidents and ensuring smooth traffic flow. Additionally, managing heavy vehicle traffic flow can help minimize congestion and enhance road safety for all users.



3. New Development and Planning

Residents are requesting road improvements, including enhanced safety measures, to accommodate new developments expected to increase traffic in the area. Transportation planning is crucial for optimizing traffic flow and ensuring safety. This includes strategically closing bridges and roads, planning new routes for subdivisions, and using accurate maps and population forecasts to guide infrastructure development. These efforts help manage growth and improve overall transportation efficiency.



4. Community Connectivity

Enhancing community connectivity involves creating direct links to Erin Village and developing sidewalks and walking trails. These improvements ensure safe and efficient pedestrian movement within the community.

5. Cycling and Multi-Use Trails

Developing safe biking and walking trails, along with local cycling routes, enhances connectivity and supports sustainable mobility.

6. Infrastructure and Environmental Concerns

Addressing infrastructure and environmental concerns involves implementing climate change adaptation and mitigation strategies, establishing wildlife corridors and trail networks, and ensuring effective land preservation and water management.

Table 16 categorizes attendee feedback from the PIC session, highlighting specific concerns and identifying potential risks and required improvements across various locations within the Town of Erin.



Table 16: PIC 1 Detailed Comments and Feedback

Category	Summary of Comments (Recommendations/Concerns)
Transportation	• Improve public transportation (buses). • Introduce shuttle services to provide a reliable and efficient transportation option for commuters travelling to major GO stations. • Improve transportation services such as taxis and ride-sharing platforms. • Encourage carpooling initiatives to reduce traffic congestion.
Speed Control	• Install a speed bump on Wellington Road 42 between Trafalgar Road and Winston Churchill Boulevard. • Reduce the current posted speed limit from 80 Km/h on most of the roadways in the Town to enhance road safety. • Implement a reduction in the height of the speed hump located on Side Road 27, east of 4th Line to optimize vehicular flow while maintaining safety standards. • Introduce speed bumps on Erin Heights to effectively manage speeds, ensuring pedestrian safety and adherence to local traffic regulations. • Implement effective speed control measures on Side Road 26 to mitigate speeding and ensure public safety. • Introduce speed enforcement measures on Wellington Road 52 from the waste treatment plant to Wellington Road 124 to enhance road safety and reduce speeding incidents. • Utilize speed cameras and regular patrols to ensure compliance and enhance road safety. • Address late night racing through enforcement and management to ensure public safety.
Road Closures	• Close bridges on Dundas Street and Bush streets, on 8th Line between Sideroad 17 and Dundas Street, and on 10th Line.
Traffic Control	• Install a stop sign at 10th Line and Pine Ridge Road to improve traffic control. Increased traffic on 10th Line necessitates safe crossing measures for residents accessing mailboxes. • Implement a roundabout at Wellington Road 52 and Winston Churchill Boulevard to enhance traffic flow and safety.

	• Carry out a roundabout improvement at Trafalgar Road and 12th Line to optimize traffic flow and increase safety. Consider redesigning entry and exit points, improving signage, and adding lighting for better visibility. • Install traffic lights at the Kensington development to manage increased vehicle flow efficiently and ensure pedestrian safety. • Implement a 3-way stop or traffic lights at the junction of Wellington Road 52 and Ninth Line to regulate traffic flow and reduce congestion at this critical intersection. • Construct a boulevard on 8th Line to facilitate smoother traffic egress for vehicles entering Dundas Street. • Move back the painted stop line at the intersection of Main Street and Wellington Road 124 (at the south end) to improve safety and visibility.
Heavy Vehicles	• Implement a truck by-pass along the unopened road allowance on the 27th Side Road, located north of Hillsburgh. • Remove heavy vehicle traffic from Erin Village. • Transport trucks are now routed via Side Road 12, bypassing the traffic light near Tim Hortons.
Senior Transportation	• Implement senior health transportation services to ensure reliable access for elderly residents.
Community Connectivity	• Create a direct connection from the McCollough Drive/Aspen Crescent community to Erin Village. • Create walking trails in the ravine behind Erin Lea, and within the area connecting McCollough Drive/Aspen Crescent to Erin Village. • Establish a sidewalk on east side of Wellington Road 52 and from McCollough Drive to Wellington Road 124. • Establish a safe multi-use path for biking and walking within the new development areas of Hillsburgh. • Maintain existing local cycling trails and design new ones. • Ensure provisions are made for horses, rider facilities, and trailer parking at trail access points leading into villages. • Develop a comprehensive trail network to accommodate horses, bikes, and pedestrians. • Ensure provisions e-bike parking and charging stations. • The absence of sidewalks in older subdivisions force children to walk on the road, posing safety risks. • Daniel Street is deteriorating and lacks sidewalks.

	• Erin Heights requires a sidewalk, and there is no sidewalk leading to Canberry Park. • Ensure snowmobile network trails remain open during the summer months. • Create bike lanes to facilitate movement around the villages. • Establish elevated walking paths to connect the new subdivision to the high schools.
Collisions	• The intersection of Trafalgar Road and Wellington Road 124, near Brisbane Convenience and Gas Bar, has a high incidence of traffic accidents, attributed primarily to excessive vehicle speeds. • The intersection of Trafalgar Road and 17 Side Road has experienced a high number of accidents.
Information and Climate Change	• Ensure the Wellington County Climate Change Adaptation and Mitigation Plan is included, as it is a critical component to be considered. • Addressing climate change is imperative for enhancing infrastructure resilience, preserving land, managing water resources efficiently, and reducing greenhouse gas emissions. • Incorporate wildlife corridors into the plan to enhance ecological connectivity.

3.2 Public Information Centre 2

The second and final PIC, held on Wednesday, October 22, 2025, from 6:00 p.m. to 8:00 p.m., presented the findings of the traffic operations analysis, identified safety concerns, and highlighted opportunities for active transportation and future network improvements. During this session, the study team presented key findings and recommendations, including:

- Paving and roadway surface improvements;
- Roadway classification upgrades;
- Intersection improvements;
- Active transportation network enhancements;
- Horseback riding route considerations;
- Truck detour feasibility assessment; and

- Traffic operations study results.

The team also introduced the Implementation Plan, outlining short-, medium-, and long-term improvements across the Town of Erin, supported by high-level budgeting information. This event allowed residents, stakeholders, and agency partners to review recommendations and provide feedback to help shape the final TMP document.

Approximately 40 individuals attended the event, with around 10 participants providing constructive feedback on the proposed recommendations and ongoing issues to be considered in the final plan. Photos from PIC 2 are shown below to highlight community participation.

Public comments received during the event have been documented and summarized for further review and consideration in **Table 17**. Also, **Appendix C** includes the notices for both the first and second PIC sessions, along with the display boards illustrating information presented at these events. This content is provided for reference by the Town and the public.



Figure 16: PIC Round 2 Attendees

Table 17: PIC 2 Detailed Comments and Feedback

Category	Summary of Comments (Recommendations/Concerns)
Traffic Calming and Speed Management	• Reduce vehicle speeds on Town roads entering urban areas. • Implement additional traffic calming and enforcement on Sideroad 17, 9th Line, and Townline 32. • Strengthen speed limit enforcement and consider further calming measures on residential streets.
Intersection Safety and Controls	• Install a 4-way stop and pedestrian crosswalks at Dundas Street West and 10th Line. • Add a stop sign at Pine Ridge and 10th Line. • Address frequent stop sign violations and near misses through police enforcement.
Signage and Right-of-Way	• Install yield signage at single-lane bridges on the 10th Line to clarify right-of-way. • Extend yield signage improvements to all single-lane bridges in the Town.
Roadway Lighting and Visibility	• Improve street lighting at major intersections, particularly Town–County Road junctions such as Sideroad 17 and Trafalgar Road. • Address sightline and visibility issues contributing to safety concerns at Sideroad 17 and Trafalgar Road.
Active Transportation and Trails	• Improve trail connectivity between local trails and the Elora Cataract Trailway. • Enhance trail maintenance and ensure year-round accessibility.
Coordination and Network Integration	• Align Town roadway improvements and recommendations with the County’s Road network for consistent safety and operations.
Road and Winter Maintenance	• Repair road defects and washouts caused by snow, slush, and flash-freeze events. • Review maintenance strategies for vulnerable road sections under winter conditions.
Truck Detour Impacts	• Reassess proposed detours due to potential increases in traffic near residential communities, especially around Wellington Road 52 and 9th Line. • Address heavy truck traffic, noise, and disruption impacts on adjacent residential neighborhoods.
Pedestrian Infrastructure	• Add sidewalks on the east side of Wellington Road 52 between Wellington Road 124 and 9th Line to improve pedestrian safety and accessibility.

3.3 Indigenous Communities Consultation

The Town and project team undertook engagement with the following Indigenous communities and organizations as part of the Town of Erin TMP between March and April 2026:

- Mississaugas of the Credit First Nation (MCFN)
- Six Nations of the Grand River Elected Council (SNGREC)
- Haudenosaunee Development Institute (HDI), and
- Haudenosaunee Confederacy Chiefs Council (HCCC)

Engagement included sharing the draft TMP report and appendices, PIC 1 and PIC 2 materials, project notices, and other supporting documentation, as well as providing opportunities for meetings with the project team.

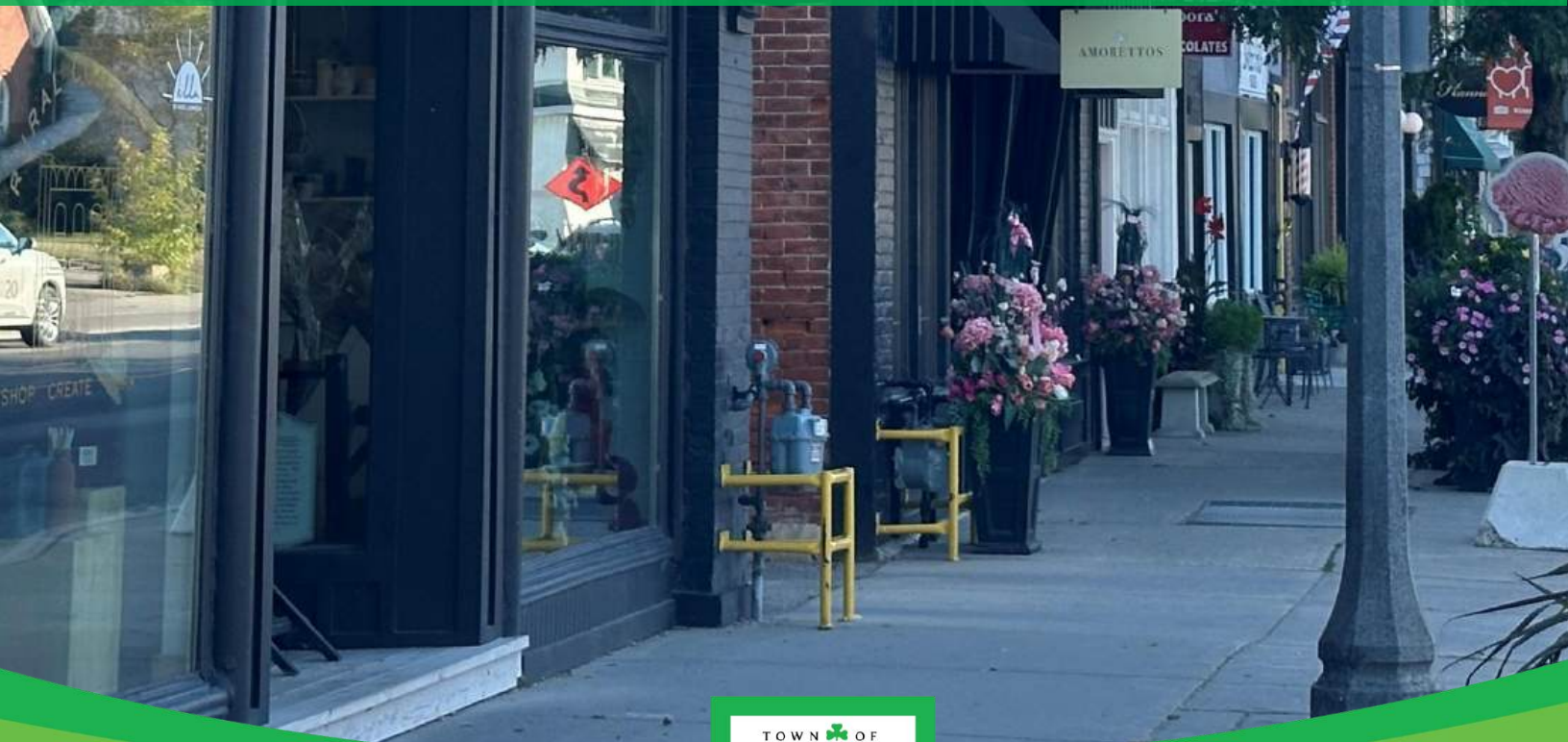
A key outcome of the engagement process was the recognition that additional Indigenous consultation and engagement may be required as individual infrastructure improvements identified through the TMP advance to more detailed planning, environmental assessment, design, and construction stages. Depending on the characteristics and approval requirements of a specific project, such as road widenings, new sidewalks or trails, and network extensions, a project-specific Environmental Assessment (EA) may be required. Such future processes would include consultation and Indigenous community engagement in accordance with applicable legislation, established protocols, and agency requirements.

The consultation and engagement undertaken as part of the TMP were considered appropriate for the planning-level scope of the study. Relevant engagement materials, including presentations, meeting agendas, and meeting records, are provided in Appendix C.



4.0

Future Conditions



4 Future Conditions

4.1 Planned Improvements

Several planned infrastructure improvements and developments have been identified in the Town of Erin based on a comprehensive review of recent key documents, including

1. Erin Development Charges Background Study (2024)
2. Town of Erin Official Plan (2025)
3. Erin Economic Development Strategic Plan 2025
4. Town of Erin Growth Management Strategy (2019)

The planned projects support urban growth, enhance transportation and servicing infrastructure, and improve the public realm. They are organized by theme and location to ensure coordinated development and address future traffic and capacity needs.

4.1.1 Transportation Network Improvements

Roadway and Infrastructure Upgrades

To accommodate projected growth and improve connectivity, several road widening and extension projects are planned as follows.

- Road widening plans from current widths (ranging from 7.6 m to 15.2 m) to a standard 20 m right-of-way on Centre Street, Charles Street, West Church Boulevard, Lions Park Drive, Hillview Avenue, March Street, Sunnyside Drive, Union Street, and William Street within the Erin Village Urban Area.
- Road Widening plans for Main Street within the Erin Village including widening to 30 m, with enhanced pedestrian infrastructure to support downtown activity.

- New arterial and collector roads are proposed as part of planned subdivision developments and internal circulation improvements in both Erin Village and Hillsburgh. This includes the conceptual development of an Erin Village By-pass, intended to divert through-traffic and truck movements away from the downtown core.

As part of the Town's long-range infrastructure planning, **Table 18** summarizes road reconstructions, bridge rehabilitations, and culvert improvements being planned to accommodate future growth and increased travel demand. These projects are scheduled between 2024 and 2036.

Table 18: Town of Erin Long-range Infrastructure Planning

Project No.	Location / Description
Road Improvement Projects	
1	17th Sideroad and George Street Reconstruction; Winston Churchill Bridge
2	Eighth Line (Sideroad 17 to Dundas Street West)
3	Dundas Street East (Main Street to 10th Line)
4	Dundas Street West (Eighth Line to Bridge)
5	Sideroad 17 (Eighth Line to Wellington Rd 23)
6	Daniel Street (Dundas Street to southern Dead-end)
7	10th Sideroad (Dundas Street to Wellington Rd 52)
8	Sideroad 15 (10th Line to Winston Churchill Blvd)
Bridge and Culvert Projects	
10	Bridge #9 (8th Line Below 17th Sideroad)
11	Bridge #2 (10th Line above County Road 52)

These projects reflect the Town's proactive approach to upgrading key corridors, improving connectivity between growth areas, and ensuring infrastructure resilience as Erin undergoes residential and employment expansion.

The Erin Development Charges Background Study (2024) references the addition of street-related infrastructure such as sidewalks, active transportation features, traffic signals, and street lighting. A sidewalk construction program focuses on connections to downtown, schools, major institutions, and key streets. The inclusion of sidewalks and active transportation infrastructure aligns with the Town's goal of promoting walkable, connected communities, particularly within Erin Village and Hillsburgh.

4.1.2 Urban Centre Expansions

Downtown Revitalization and Placemaking Initiatives

Targeted upgrades are planned to enhance quality of life and promote vibrant, welcoming public spaces within the Town of Erin. These improvements aim to strengthen the character of Erin's historic downtowns and attract new businesses and visitors. The planned enhancements focus on key areas and actions, including:

- Streetscape improvements including sidewalks, public art, benches, lighting, and landscape features within downtown Erin and Hillsburgh (Main Streets).
- Wayfinding signage and branding elements to support tourism, especially in town cores and along entry corridors.
- Public amenities proposed at key tourism locations, including trail access points and farmers' market areas.

Strategic Growth and Land Use Structure

The County of Wellington Official Plan (2024) sets the primary policy framework and designates greenfield areas with a minimum density target of 40 residents and jobs per hectare to support compact, efficient growth. However, expanding a primary urban centre boundary is only permitted if existing land within the County and local municipality cannot meet growth needs to 2051. The Town growth structure, illustrated in **Figure 17**, includes the following components and future development areas:

- **Designated Greenfield Areas:** Future development lands surrounding built-up areas, subject to minimum density targets.
- **Primary Urban Centres:** Erin and Hillsburgh, as key hubs for residential and employment growth.
- **Greenbelt Areas:** Protected lands where urban expansion is restricted.

This structured approach ensures that growth in the Town is aligned with county and provincial planning goals, while supporting vibrant, complete, and resilient communities.

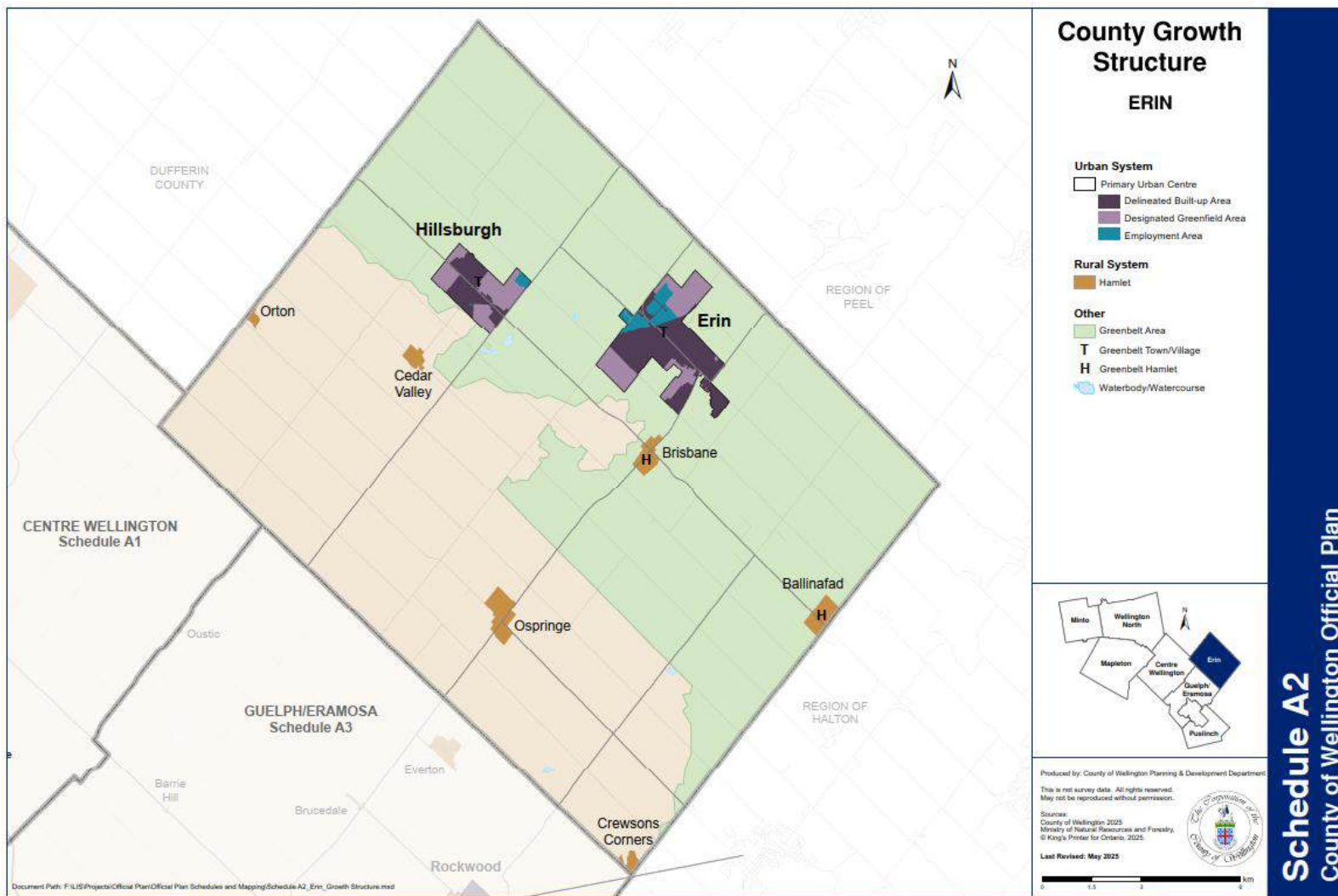


Figure 17: Schedule A2 – Town of Erin Growth Structure (Source: County of Wellington Official Plan (2024))

The Town of Erin Official Plan (2025) also outlines a strategic approach to growth in Erin Village and Hillsburgh, supporting new residential subdivisions, mixed-use development in commercial cores, and expanded employment lands. The full range of land use designations – Future Development, Residential, Commercial, Employment, Agricultural, and Open Space – within Erin Village and Hillsburgh is shown in the Town of Erin Official Plan, Schedules A-2 and A-3 (**Appendix D**).

4.1.3 Parks, Trails, Horseback Riding, and Community Facilities

To meet the recreational needs of the community and support anticipated growth, several improvements have been planned for parks, trails, and community facilities in the Town of Erin. These include:

- New parks, trails, and playgrounds are proposed in future residential areas to ensure accessible green spaces for all residents.
- Priority has also been placed on enhancing trail connections to the Elora Cataract Trailway. Also strengthening greenbelt linkages considering West Credit River valley lands, rolling hills, and existing and future parks.
- Erin Centre 2000 has been identified for upgrades and potential repurposing to serve as a more active and inclusive community hub and location for event hosting.



Also, with over 5,000 horses and 421 farms, the Town has a strong equine sector that contributes significantly to the local economy and community life.

4.1.4 Water, Wastewater, and Servicing Infrastructure

Water System Expansion (Urban Areas)

With urban expansion comes the need for reliable municipal services. The Town plans to invest in:

- Watermain upgrades, pumping stations, and increased water storage capacity in both Erin Village and Hillsburgh.
- Phased implementation of wastewater services in designated growth areas to enable subdivision and industrial development.
- Supporting infrastructure for stormwater management throughout new development areas.

Wastewater Servicing for Employment Lands

The northern area of Erin Village (along Wellington Roads 124 and 125) and southeast Hillsburgh are designated for industrial growth. These areas will require wastewater infrastructure extensions to support commercial and industrial tenants.

4.1.5 Proposed Truck Detours

During PIC 1 in February 2025, residents expressed concerns about the high volume of trucks travelling through the residential and core areas of Erin Village and Hillsburgh. They requested that the study evaluate potential truck detours and provide recommendations to redirect heavy truck traffic to alternative roadways. Both the County of Wellington and the Town of Erin had previously received requests to consider shifting truck traffic away from the core areas of Erin Village and Hillsburgh to address community concerns. There is a need for continued discussion and collaboration between the Town and County to further explore options, address residents' concerns, and strengthen coordination between the two jurisdictions, given that truck traffic affects roads in both areas and potential detours will require joint planning. In response, two potential bypass options were advanced for further review.

- **Detour 1 – Erin Village Bypass:** Currently, trucks use Main Street to access Winston Churchill Boulevard, directing heavy traffic through the Village core. The proposed detour would redirect trucks from Wellington Road 124 onto Wellington Road 52, then east at 9th Line, and continue to Winston Churchill Boulevard. This option removes truck traffic from Main Street while preserving regional connectivity.
- **Detour 2 – Hillsburgh Bypass:** Trucks currently travel along Wellington Road 24 (Trafalgar Road) through the core of Hillsburgh. The proposed detour would introduce a new connector road from Sideroad 27 east to the Eighth Line, continuing south to County Road 22, and rejoining Wellington Road 24 (Trafalgar Road). This route would divert trucks away from the community core while providing a continuous through corridor for goods movement.

4.1.6 Fire Protection Services

A new fire station is proposed to improve emergency response coverage in areas of anticipated population growth, particularly within the Erin Village expansion area. As part of the Town's growth-related capital program, the fire station represents a key investment in public safety infrastructure. The project is intended to meet the increasing demand for fire protection services resulting from continued residential and employment growth in both Erin Village and Hillsburgh.



Table 19 summarizes the key improvements by location within Town of Erin.

Table 19: Planned Improvements by Location – Town of Erin

Category of Work/Development	Location	Planned Improvement
Roadway and Infrastructure Upgrades	Centre Street, Charles Street, West Church Blvd, Lions Park Drive, Hillview Avenue, March Street, Sunnyside Drive, Union Street, William Street (Erin Village)	Widening to 20 m ROW to support local traffic and urban growth
	Main Street (Erin Village)	Widening to 30 m with enhanced pedestrian infrastructure
	New arterial and collector roads in Erin Village and Hillsburgh	Support subdivisions and create Erin Village By-pass to divert through-traffic
Road Reconstruction	Multiple corridors across Erin	Projects between 2024-2036 including 17th Sideroad, Dundas Street, 10th Sideroad, Daniel Street, etc.
Active Transportation and Sidewalks	Town-wide (urban growth areas)	Sidewalk installation in new developments; connectivity to downtowns, schools, and institutions
Downtown Revitalization	Main Streets of Erin Village and Hillsburgh	Streetscape enhancements, signage, public art, and public washrooms

Residential and Mixed-Use Development	Designated Greenfield Areas within Erin Village and Hillsburgh	New subdivisions, commercial nodes, and infill within Primary Urban Centres
Employment Land Expansion	North Erin Village & Southeast Hillsburgh	Servicing of designated lands for industrial and commercial uses
Water and Wastewater Infrastructure	Erin Village and Hillsburgh	Upgrades to watermains, storage, and phased wastewater servicing
Community Facilities	Erin Centre 2000	Facility upgrades and repurposing as a community hub
Parks and Trails	Future residential areas & trail corridors	New parks, playgrounds, trail connections (e.g., Elora Cataract Trailway)
Fire Protection Services	Erin Village (expansion area)	New fire station with apparatus bays and facilities for career/volunteer firefighters

4.2 Growth and Development

As per the Town of Erin Development Charges Background Study (2024), The Town is expected to experience significant population growth, increasing from approximately 13,213 in mid-2024 to 26,100 by 2031. Beyond 2031, the population is projected to grow by approximately 10% per decade as shown in **Figure 18**, translating to an estimated annual growth rate of 1%.

These growth projections will guide future planning and infrastructure development in the area. The document frequently mentions “2024 to Buildout” without specifying an exact buildout year. However, it includes population forecasts, housing needs, and infrastructure planning over a 20+ year horizon, with a planning timeline that extends until all designated urban, developable land is fully occupied (i.e., 2041–2051, depending on development pace and servicing capacity).

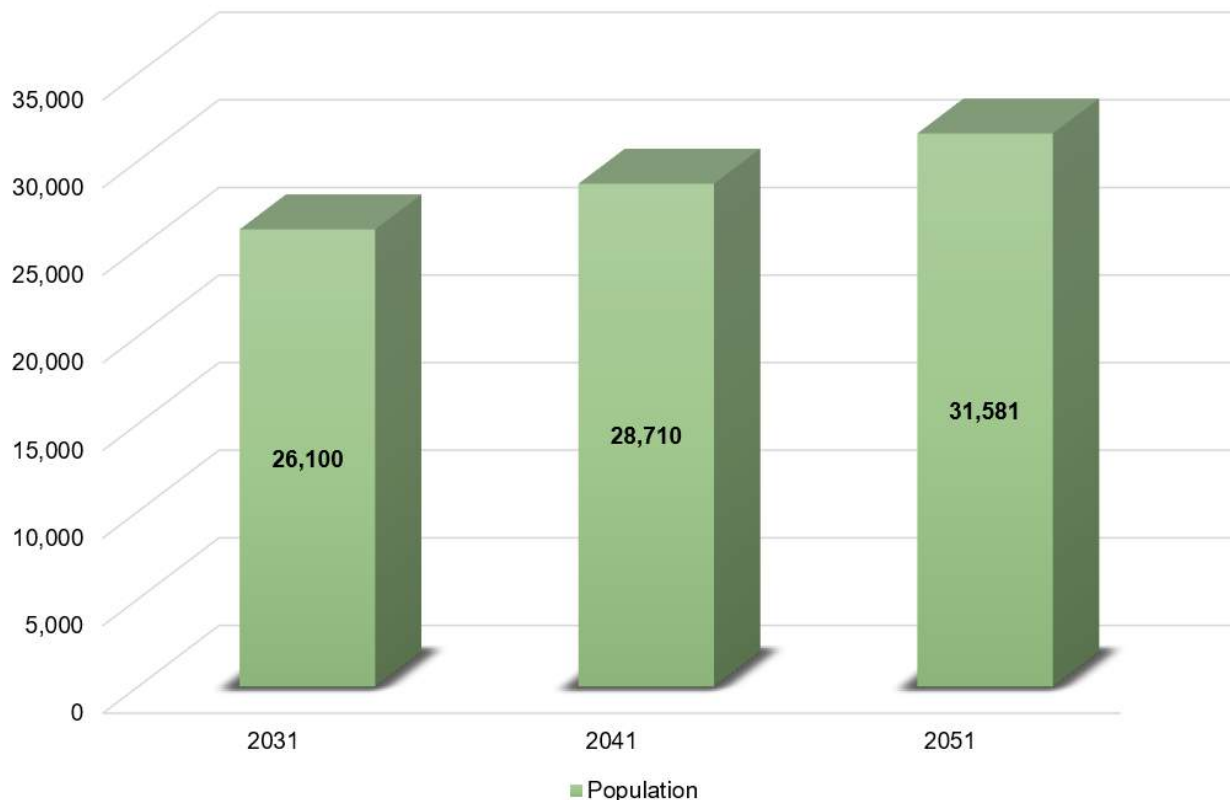


Figure 18: The Town of Erin Population Growth Forecast

As outlined in Appendix C of the Town of Erin's Development Charges Background Study, a long-term assessment was conducted to evaluate the capital and operating cost implications of infrastructure projects. A 2% annual growth rate, net of inflation, was applied over the average useful life of each asset to estimate future financial impacts and to support informed decision-making investment and cost recovery planning.



At County level according to the Phase 1 Municipal Comprehensive Review (MCR) Report, new developments are expected to occur in Erin Village and Hillsburgh, supported by expanded water and wastewater infrastructure. The anticipated growth rate for the area is 2.3% annually between 2021 and 2051, significantly higher than the 0.8% annual growth experienced between 2006 and 2016, and above regional historical trends.

The Town of Erin Official Plan (2025) aligns with the County of Wellington Official Plan (2024) by adopting the same projections to 2051. It also outlines locations and strategies for future residential and employment growth, ensuring alignment with County planning. **Table 20** summarizes the projected growth from 2021 to 2051 across total population, households, and employment.



Table 20: Projected Growth From 2021 to 2051

Category	2021	2051	% Increase	Approximate Annual Growth Rate (%)
Total Population	12,000	26,300	119.2%	2.67%
Households	4,230	9,200	117.5%	2.65%
Employment	3,100	6,200	100.0%	2.34%

Over this 30-year period, the total population is expected to more than double, increasing by 119% to 26,300 residents. Similarly, the number of households is projected to rise by 117%, and total employment is expected to grow by 100%, reflecting strong residential and economic expansion.

As for the growth rate for the Town of Erin, the total population is expected to grow at an average annual rate of 2.67%, while households are projected to increase by 2.65% per year. Employment growth is estimated at 2.34% annually.

These rates reflect sustained long-term growth in both residential and economic sectors, supporting the Town's vision for balanced and planned development over the next three decades.

Considering growth factor projections and future planned developments, **annual growth rate of 2.3%** will be used to estimate future traffic volume conditions.

4.2.1 Growth within Erin Village and Hillsburgh

The Wellington County Official Plan (2024) projects significant residential and employment growth in Erin Village and Hillsburgh, supported by Class EA outcomes for water and wastewater services. Employment growth has also been directed to Erin Village and Hillsburgh. Growth projections (4.37%–5.13% annually in **Table 21** and **Table 22**) as per this document indicate a substantial increases in population and households in both urban centres between 2021 and 2051.

Table 21: Erin Village 30-year Growth Projection as per the Wellington County Official Plan (2024)

Category	2021	2051	Approx. Annual Growth Rate (%)
Total Population	3,100	10,800	4.37%
Households	1,140	3,840	4.28%

Table 22: Hillsburgh 30-year Growth Projection as per the Wellington County Official Plan (2024)

Category	2021	2051	Approx. Annual Growth Rate (%)
Total Population	1,400	6,100	5.13%
Households	550	2,190	4.88%

Table 23: Outside Primary Urban Centres 30-year Growth Projection as per the Wellington County Official Plan (2024)

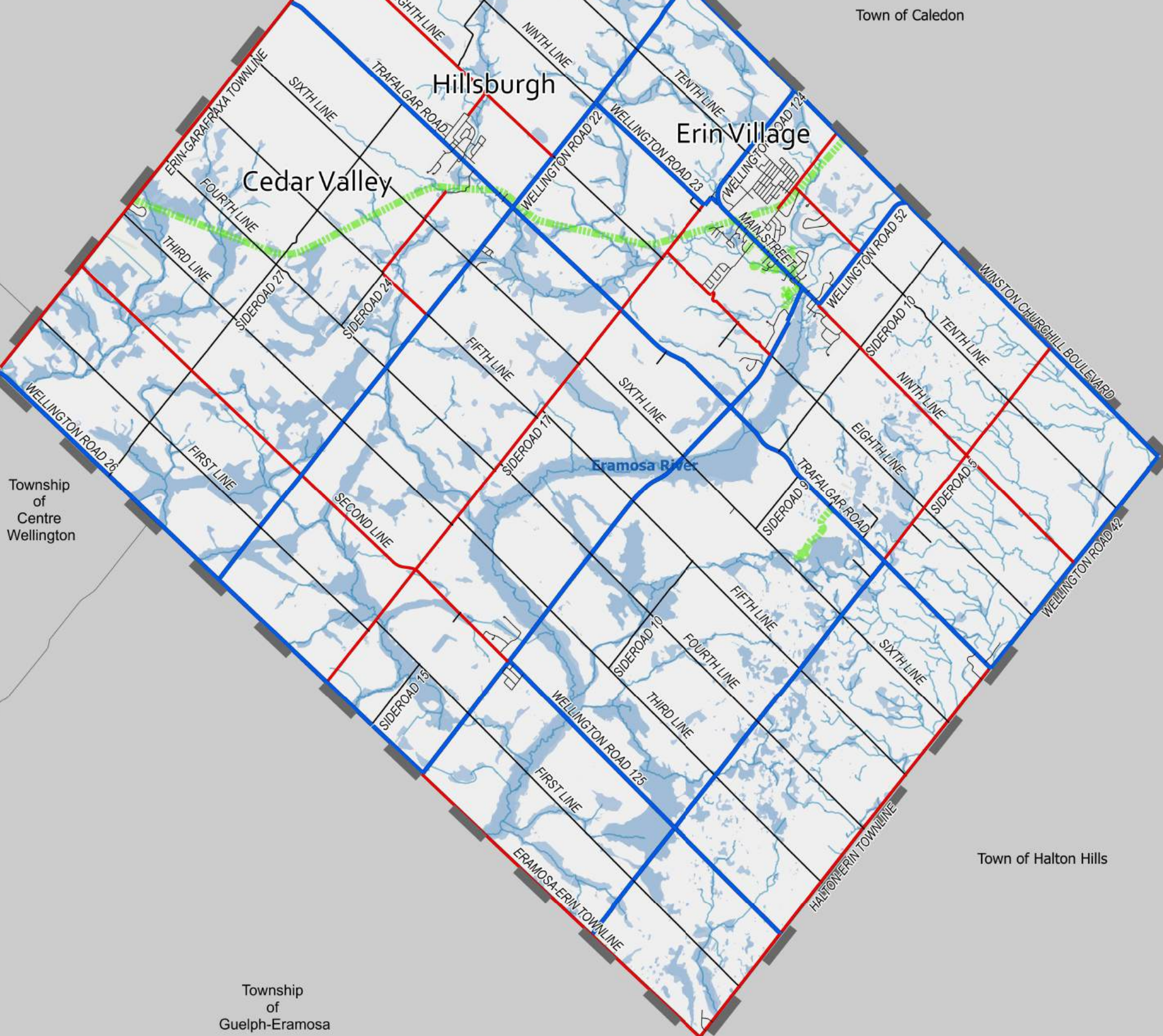
Category	2021	2051	Approx. Annual Growth Rate (%)
Total Population	7,500	9,400	0.75%
Households	2,540	3,170	0.74%

These projections highlight the need for careful consideration of the downtown areas when developing road network and transportation recommendations.

In addition, the identified subdivision developments (shown in **Map 31**) within Erin Village and Hillsburgh support these projections and will attract further population growth as they are constructed.



Township
of
East
Garafraxa

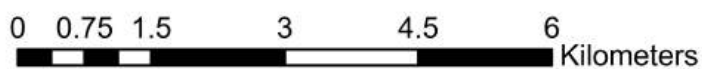


Map 31

Legend

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

Scale



TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

**Town of Erin Existing Road Classification
and Jurisdiction**

The combination of planned subdivisions and strong population growth reinforces the importance of addressing transportation capacity, connectivity, and livability in these core areas.

4.3 Forecasting Future Traffic Volumes

As part of this study, traffic data was collected using ATR stations installed within the Town of Erin (**Map 28**). Based on this data, existing (2024) AADT volumes were calculated and are presented in **Map 27**. A growth factor of 2.3% was applied to existing network volumes to forecast traffic demand for the 2031, 2041, and 2051 horizon years.

In addition to local development activity, future traffic volumes on the Town of Erin's road network will be influenced by growth in surrounding municipalities and increased seasonal and recreational travel. To ensure the accuracy of future projections, growth rates were established through a review of both the County of Wellington Official Plan and the anticipated buildout conditions within the Town (Section 4.2). Varying growth rates were studied based on specific conditions and planning documents and to best reflect projected development patterns and traffic demands across all time horizons.

While growth rates were applied to traffic volumes based on the respective urban settlement areas, future development plans could result in relatively higher short-term growth (Section 4.2.1). Traffic volume growth associated with development activity should be accounted for on a case by-case basis as supporting traffic impact studies are undertaken in support of development applications.

Future AADT projections for the Town have been illustrated in **Map 32 to Map 34** for different TMP time horizons.



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 32

Legend

Trail	Arterial Road (County)	AADT
Municipal Boundary	Collector Road	100 - 1000
Town of Erin Boundary	Local Road	1001 - 2000
Subdivision		2001 - 3100

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2031 Forecasted Annual Average Daily Traffic (AADT)



Township of East Garafraxa

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Caledon

Town of Halton Hills

Map 33

Legend

- | | | |
|-----------------------|------------------------|------------------|
| Trail | Arterial Road (County) | AADT 100 - 1000 |
| Municipal Boundary | Collector Road | AADT 1001 - 2000 |
| Town of Erin Boundary | Local Road | AADT 2001 - 4000 |
| Subdivision | | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2041 Forecasted Annual Average Daily Traffic (AADT)



Township of East Garafraxa

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Caledon

Town of Halton Hills

Map 34

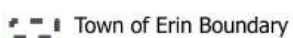
Legend



Trail



Municipal Boundary



Town of Erin Boundary



Subdivision



Arterial Road (County)



Collector Road



Local Road

AADT

100 - 1000

1001 - 2000

2001 - 5000

Scale



Town of Erin

TRANSPORTATION MASTER PLAN

2051 Forecasted Annual Average Daily Traffic (AADT)

Based on the comparison conducted on AADT values in future time horizons, there are some roadways that would face high increases in the traffic volumes in terms of AADT.

- By 2041, traffic volumes are projected to exceed 2,000 vehicles AADT along the Ninth Line near Erin Village and 1,000 vehicles AADT along the Eighth Line near Hillsburgh. These increases can primarily be attributed to planned development generating additional inbound and outbound traffic to both communities.
- By 2051, Erin-Garafraxa Townline and Halton-Erin Townline are also expected to experience higher traffic levels, with AADT values exceeding 2,000 vehicles per day on certain segments.

4.4 Future Traffic Operations Analysis

4.4.1 Intersection Level Analysis

Future intersection operations were assessed using Synchro 12 software for different study time frames (2031, 2041 and 2051). Existing TMC data was factored to future horizons using a 2.3% annual growth rate, and the Synchro models were updated accordingly to evaluate long-term performance.

The analysis reviewed key operational parameters, including LOS, intersection capacity utilization (ICU), control delay, and queue lengths by approach. As part of the Town's TMP, future traffic operations were analyzed for eleven (11) key intersections identified by the Town.

Table 24 summarizes the intersection locations, traffic control types, and overall LOS results for the AM and PM peak periods at the 2051 horizon year, representing the worst-case scenario.

Table 24: Future (2051) Traffic Operation Analysis

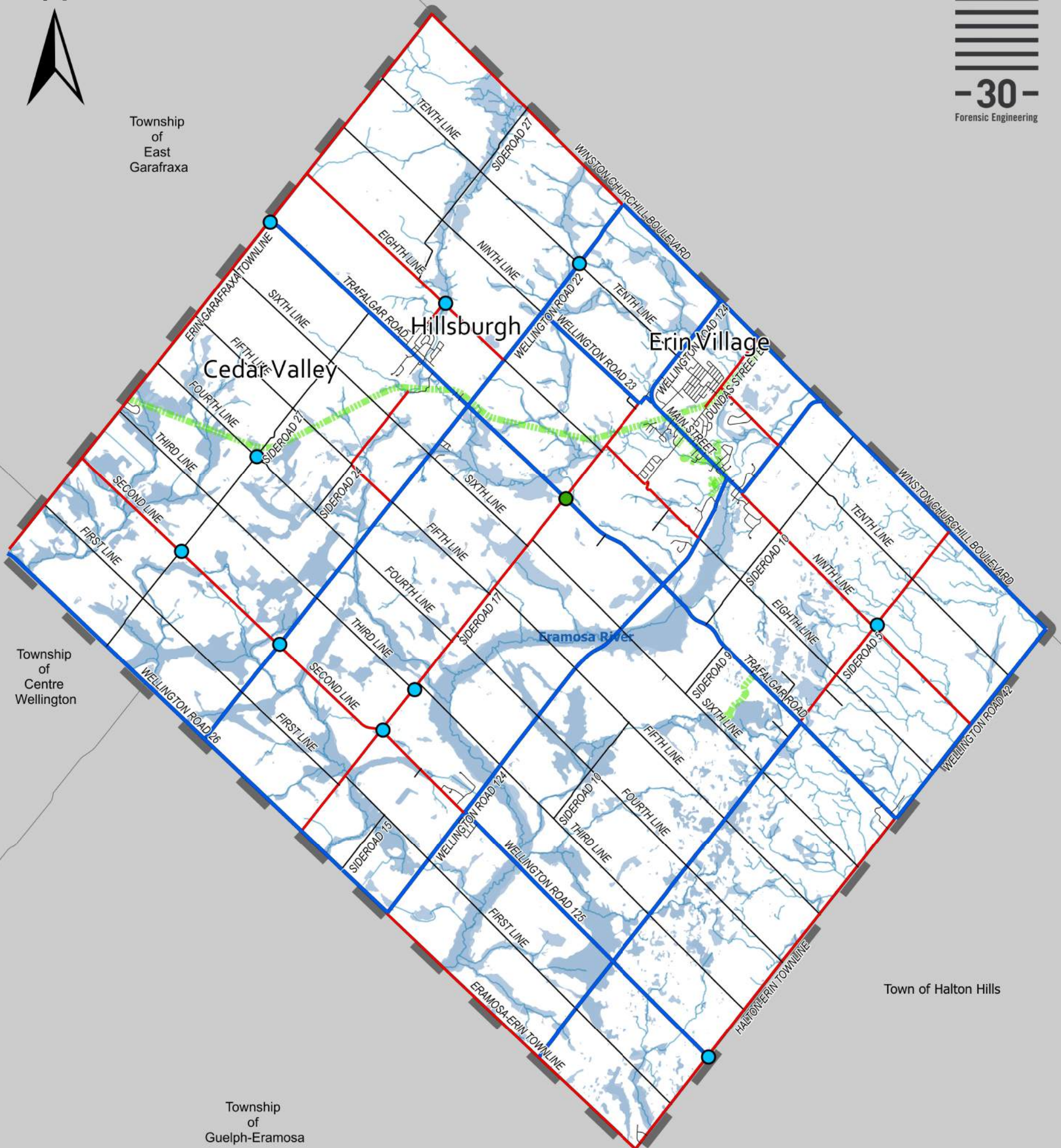
Intersection	Existing Intersection Type	Future Intersection Type or Modifications	LOS	
			AM Peak	PM Peak
Wellington Road 24 (Trafalgar Road) at Erin Garafraxa Townline	Stop-Controlled (on Erin Garafraxa Townline)	No Change to the Intersection Control Type	A	E
Eighth Line at Orangeville Street	Tee Intersection Stop-Controlled (on Orangeville Street)	No Change to the Intersection Control Type	A	A
Wellington Road 22 at Tenth Line	Stop-Controlled (on Tenth Line)	No Change to the Intersection Control Type	A	A
Sideroad 5 at Ninth Line	All-Way Stop-Controlled	No Change to the Intersection Control Type	A	B
Wellington Road 24 (Trafalgar Road) at Sideroad 17	Stop-Controlled (on Sideroad 17)	Traffic Signals are Recommended	B*	B*
Sideroad 27 at Fourth Line	Stop-Controlled (on Fourth Line)	No Change to the Intersection Control Type	A	A
Sideroad 27 at Second Line	Stop-Controlled (on Second Line)	Stop-control should be Implemented on the Sideroad 27	A*	A*
Wellington Road 22 at Second Line	Stop-Controlled (on Wellington Road 22)	Stop-control should be Implemented on the Second Line	A*	A*
Sideroad 17 at Second Line	Stop-Controlled on Sideroad 17)	No Change to the Intersection Control Type	A	A
Wellington Road 125 at Halton-Erin Townline	Stop-Controlled (on Halton-Erin Townline)	No Change to the Intersection Control Type	A	E
Sideroad 17 at Third Line	Tee Intersection Stop-Controlled (on Third Line)	No Change to the Intersection Control Type	A	A

* The LOS values reflect the recommended changes to the type of traffic control

Based on the results presented in **Table 24**, which summarize the LOS values and intersection performance, several critical intersections were identified. The recommended modifications for these intersections are outlined below.

- **Wellington Road 24 (Trafalgar Road) and Sideroad 17:** The signal warrant is met at this intersection; therefore, traffic signals are recommended. In addition, directly offsetting northbound and southbound left-turn lanes should be provided.
- **Sideroad 27 and Second Line:** Intersection operations are excellent, and no geometric improvements are required. However, traffic volumes show a 65.5% / 34.5% split between the major and minor streets. It is recommended that stop control be applied to the lower-volume east–west approaches (minor streets, Sideroad 27), and the existing north–south (Second Line) stop control be removed.
- **Wellington Road 22 and Second Line:** Intersection operations are excellent, and no geometric improvements are required. In line with observed traffic volumes on the arterial and collector roadways, stop control should be applied to the lower-volume north–south approaches (minor streets- Second Line), and the existing east–west (Wellington Road 22) stop control should be removed.
- **Wellington Road 24 (Trafalgar Road) and Erin Garafraxa Townline / Halton-Erin Townline and Wellington Road 125:** As background traffic volumes increase at the minor street stop-controlled intersections of Erin Garafraxa Townline and Halton-Erin Townline with Wellington Roads 24 and 125, fewer gaps will be available for vehicles entering the main road traffic stream. The overall LOS for these intersections is projected to deteriorate to LOS E, which is considered concerning. These locations should be closely monitored by the road authority, with re-evaluation of geometric improvements and traffic control warrants recommended at the identified horizon years.

Map 35 and **Map 36** show the future (2051) LOS for the intersections being studies during morning and evening peak hours.



Map 35

Legend

- Watercourse
 Arterial Road (County)
  LOS A
-  Trail
  Collector Road
  LOS B
-  Wetlands
  Local Road
  LOS E
-  Municipal Boundaries
  Town of Erin Boundary

Scale



Town of Erin

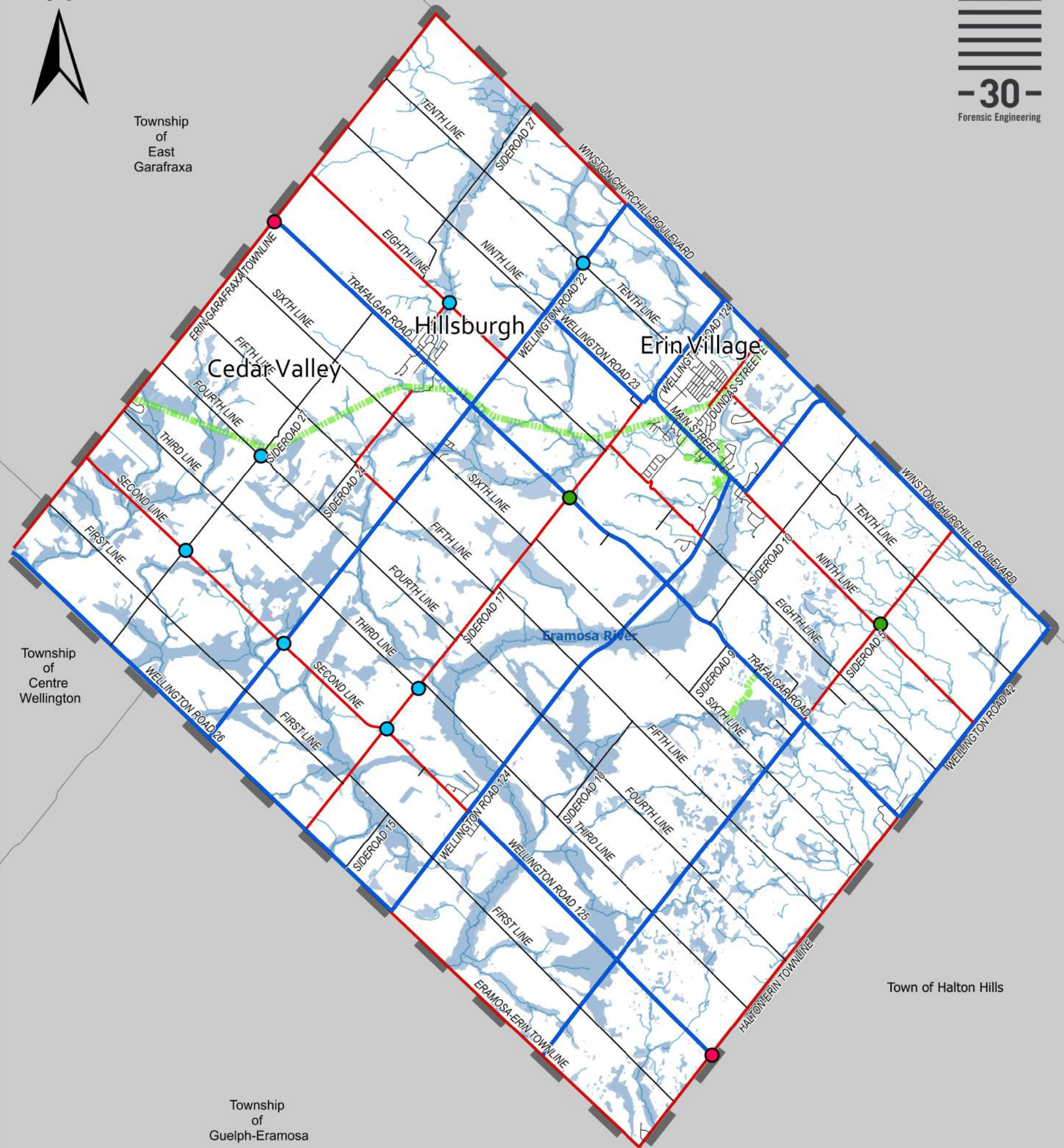
TRANSPORTATION MASTER PLAN

2051 Forecasted Level of Service (LOS)

(During AM Peak Hour)



Township of East Garafraxa



Map 36

Legend

- | | | |
|----------------------|------------------------|-------|
| Watercourse | Arterial Road (County) | LOS A |
| Trail | Collector Road | LOS B |
| Wetlands | Local Road | LOS E |
| Municipal Boundaries | Town of Erin Boundary | |

Scale



TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN
2051 Forecasted Level of Service (LOS)
(During PM Peak Hour)

Appendix B contains the complete future traffic operations review, including an assessment of potential geometric and/or traffic control improvements to address collision risks and enhance approach levels of service for existing condition (2024) and future time horizons. Detailed Synchro analysis results are also provided in **Appendix B**.

4.4.2 Network Capacity Analysis

A “screenline” analysis was conducted to evaluate the capacity and operational performance of the Town’s road network. This assessment aimed to identify localized constraints, evaluate overall traffic flow, and determine whether the network has sufficient capacity to accommodate existing and future travel demands.

Screenlines are imaginary lines drawn across several parallel roads to assess aggregated travel demand and capacity along key corridors. This method allows for a comparative evaluation of supply (available roadway capacity) and demand (total vehicle volumes crossing the screenline). While one roadway segment may be approaching or exceeding its capacity, adjacent routes within the same screenline may have reserve capacity, allowing for traffic diversion and more efficient network utilization.

As discussed in Section 2.1, the County of Wellington Official Plan (2024) identifies three roadway categories within the Town of Erin: County Roads, Rural Roads, and Urban Roads. County Roads typically serve as the Town’s arterial network and are maintained by the County, while Rural and Urban Roads fall under the Town’s jurisdiction. For this study, the focus is on Rural and Urban Roads, which are classified functionally as collector, or local.

Town of Erin Existing Road Network Capacity

To complete the screenline analysis, planning capacity values in vehicles per hour per lane (vphpl) per direction were established based on roadway classification. Existing conditions were reviewed with reference to the Town’s Road Needs Study Report appendices (2020), which provided recommended capacity thresholds for local, collector, and arterial roads. These values shown in **Table 25** were used to

assess the adequacy of the current network and identify any critical gaps or surplus capacity.

Table 25: Existing Capacity Values for Town of Erin Roadways

Road Classification	Town of Erin Road Needs Study Document (vphpl)	Selected Existing Capacity (vphpl)
Arterial (County Jurisdiction)	500	500
Collector	400 - 500	400
Local	300 - 400	300

Town of Erin Future Road Network Capacity

To support the development of appropriate design parameters for the Town of Erin, a comparison of lane capacity values from the Township of Centre Wellington TMP (2019) and the County of Wellington Road Master Action Plan (2021) was conducted. This evaluation would ensure the future road network capacities are aligned with local conditions and the County's roadway classification system.

The capacity figures in the County's RMAP (2021) are based on the City of Guelph's Strategic Travel Demand Model, providing a strong basis based on regional travel patterns. Also, the 2021 Centre Wellington TMP provides a strong reference for capacity values due to its proximity to the Town of Erin and similar roadway characteristics within the same jurisdiction.

Based on this review, roadway capacities were recommended to reflect both operational performance and future growth needs. **Table 26** summarizes the capacity values in (vphpl) adopted for this study.

Table 26: Roadway Capacity Review – Town of Erin

Road Classification (Jurisdiction)	Centre Wellington TMP (vphpl)	County of Wellington RMAP (vphpl)	Recommended Capacity (Town of Erin) (vphpl)
Arterial (County of Wellington)	900	1200	900
Collector (Town of Erin)	800	900	800
Local (Town of Erin)	500	700	500

As shown in **Map 37** to **Map 40**, the existing and future AM and PM traffic volumes at the specified screenline locations remain well below each screenline's respective capacity.

Appendix E provides existing and forecasted peak period volumes for 2031, 2041, and 2051. The tables include approach volumes for both AM and PM peak hours for reference.



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Town of Halton Hills

Township of Guelph-Eramosa

Map 37

Legend

- | | | |
|-----------------------|------------------------|-----------------------------------|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | Traffic Direction |
| Subdivision | | xx (xx) AM (PM) Peak Hour Volumes |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2024 Network Screenline Peak Hour Volumes (AM/PM Peak)



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 38

Legend

- | | | |
|-----------------------|------------------------|--------------------------------|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | AM (PM) Peak Hour Volumes |
| Subdivision | Traffic Direction | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2031 Forecasted Network Screenline Peak Hour Volumes
(AM/PM Peak)



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 39

Legend

- | | | |
|-----------------------|------------------------|--------------------------------|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | AM (PM) Peak Hour Volumes |
| Subdivision | Traffic Direction | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2041 Forecasted Network Screenline Peak Hour Volumes
(AM/PM Peak)



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 40

Legend

- | | | |
|-----------------------|------------------------|--------------------------------|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | AM (PM) Peak Hour Volumes |
| Subdivision | Traffic Direction | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2051 Forecasted Network Screenline Peak Hour Volumes
(AM/PM Peak)

Volume-to-Capacity (V/C) Ratio Analysis

The Volume-to-Capacity (V/C) ratio analysis was conducted to assess corridor performance, identify capacity constraints, and evaluate the impact of proposed modifications such as road widening, intersection reconfigurations, and the introduction of complete streets elements, if feasible. These modifications aim to improve traffic operations, roadway classification, support multi-modal transportation, and better align the roadway design with future travel demands.

Volume-to-capacity ratios were calculated for both the AM and PM peak hours under existing and future traffic conditions to identify potential bottlenecks and evaluate overall network performance. The analysis assessed:

- The level of congestion (i.e., V/C ratios) at roads crossing each screenline; and
- The overall V/C ratios of roadways crossing each screenline.

Table 27 summarizes the V/C thresholds based on the County of Wellington RMAP (2021).

Table 27: Volume-to-Capacity (V/C) Thresholds based on The County of Wellington RMAP (2021)

V/C Range	Category	Description
V/C < 0.70	Good Capacity	Free-flow conditions; no capacity concerns
$0.70 \leq V/C \leq 0.85$	Approaching Capacity	Operations are acceptable but nearing capacity threshold
V/C > 0.85	Over Capacity	Exceeds efficient capacity; likely delays and poor level of service

According to the Township of Centre Wellington TMP (2019), when the V/C ratio of a road segment approaches 1.0, it indicates a poor level of service and high congestion. The TMP categorizes congestion levels as High Congestion ($V/C \geq 0.90$) and Medium Congestion ($V/C < 0.90$). Within the medium congestion range, further subcategories are defined to better assess operational conditions:

- **V/C ratio within the range of (0.00 – 0.59):** Traffic operates under free-flow conditions with no significant capacity concerns.
- **V/C ratio within the range of (0.60 – 0.89):** Traffic experiences moderate congestion; operations should be monitored, but capacity improvements are not immediately required.

Based on these, **Table 28** is recommended as the reference framework for conducting (V/C) ratio analysis to evaluate roadway performance and identify capacity constraints within the Town of Erin.

Table 28: Recommended V/C for the Town of Erin Road Network Capacity Analysis

V/C Range	Category	Description
$V/C < 0.6$	Good Capacity	Unconstrained flow conditions; no capacity limitations
$0.6 \leq V/C \leq 0.9$	Approaching Capacity	Traffic operations remain stable but are approaching capacity limits.
$V/C > 0.9$	Over Capacity	Surpasses effective capacity; increased delays and reduced level of service expected.

This approach provides a balanced assessment framework, allowing for proactive planning while recognizing that some moderate congestion may still fall within acceptable limits.

Map 41 to **Map 44** present the V/C ratios at roads crossing each screenline, and **Map 45** to **Map 48** show overall V/C ratios for the study time horizons. The detailed capacity analysis, along with the corresponding V/C calculations, are provided in **Appendix E** (sectional V/C ratios) and **Appendix F** (Overall V/C ratios).



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Town of Halton Hills

Township of Guelph-Eramosa

Map 41

Legend

- | | | |
|-----------------------|------------------------|---|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | AM (PM) Volume-to-Capacity (V/C) Ratios |
| Subdivision | | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2024 Network Screenline Volume-to-Capacity Ratios



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 42

Legend

- | | | |
|-----------------------|------------------------|---|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | AM (PM) Volume-to-Capacity (V/C) Ratios |
| Subdivision | | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2031 Forecasted Network Screenline Volume-to-Capacity Ratios



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 43

Legend

- | | | |
|-----------------------|------------------------|---|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | Traffic Direction |
| Subdivision | | AM (PM) Volume-to-Capacity (V/C) Ratios |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2041 Forecasted Network Screenline Volume-to-Capacity Ratios



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 44

Legend

- | | | |
|-----------------------|------------------------|---|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | AM (PM) Volume-to-Capacity (V/C) Ratios |
| Subdivision | | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2051 Forecasted Network Screenline Volume-to-Capacity Ratios



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Town of Halton Hills

Township of Guelph-Eramosa

Map 45

Legend

Trail	Arterial Road (County)	Northeast-Southwest Screenline
Municipal Boundary	Collector Road	Northwest-Southeast Screenline
Town of Erin Boundary	Local Road	Traffic Direction
Subdivision		AM (PM) Volume-to-Capacity (V/C) Ratios

Scale

0 0.75 1.5 3 4.5 6 Kilometers



Town of Erin

TRANSPORTATION MASTER PLAN

**2024 Network Screenline:
Overall Volume-to-Capacity Ratios**



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 46

Legend

- | | | |
|-----------------------|------------------------|---|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | Traffic Direction |
| Subdivision | | xx (xx) AM (PM) Volume-to-Capacity (V/C) Ratios |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2031 Forecasted Network Screenline:
Overall Volume-to-Capacity Ratios



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 47

Legend

- | | | |
|-----------------------|------------------------|---|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | Traffic Direction |
| Subdivision | | xx (xx) AM (PM) Volume-to-Capacity (V/C) Ratios |

Scale



TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2041 Forecasted Network Screenline:
Overall Volume-to-Capacity Ratios



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Township of Guelph-Eramosa

Town of Halton Hills

Map 48

Legend

- | | | |
|-----------------------|------------------------|---|
| Trail | Arterial Road (County) | Northeast-Southwest Screenline |
| Municipal Boundary | Collector Road | Northwest-Southeast Screenline |
| Town of Erin Boundary | Local Road | AM (PM) Volume-to-Capacity (V/C) Ratios |
| Subdivision | Traffic Direction | |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

2051 Forecasted Network Screenline:
Overall Volume-to-Capacity Ratios

The screenline analysis indicates that the Town's main travel corridors have sufficient capacity to accommodate both existing and future travel demands. As shown in **Table 27**, all V/C ratios are well below 0.70, representing good capacity with free-flow conditions and no capacity concerns.

As discussed in Section 4.2.1, the Wellington County Official Plan (2024) projects substantial residential and employment growth in Erin Village and Hillsburgh, supported by Class EA outcomes for water and wastewater services. Growth projections of 4.37%–5.13% annually between 2021 and 2051 indicate significant increases in population and households in both urban centres, with subdivision developments further supporting and accelerating this trend.

Considering these higher growth forecasts, which are provisional and assume all planned developments are constructed by the build-out year and current planning approvals remain in place, the downtown areas may experience higher V/C ratios. However, these are not anticipated to reach critical levels, as roadway reconstruction and widening options are already identified within the Town's plans.

Moreover, capacity constraints are not the sole factor guiding roadway improvements; other considerations, such as connectivity, livability, and long-term planning objectives, play important roles in determining when and where upgrades are required.

4.5 Intersection and Corridor Needs and Improvements

Future network demand and planned development require consideration of intersection and corridor improvements. This TMP evaluates traffic operations at key intersections under existing and future scenarios, supported by screenline and V/C ratio analyses to assess capacity constraints and the ability to accommodate growth.

4.5.1 Intersection Improvements

As discussed in [Section 2.8.4](#), a traffic operations assessment was completed for eleven (11) Town-selected intersections. As outlined in **Table 12**, all unsignalized intersections operate at an acceptable LOS A at existing conditions.

As part of the future traffic operations review, a 2.3% growth factor was applied to the intersection movements. The detailed results are presented in [Section 4.4.1](#), while **Table 29** summarizes the findings and recommended improvements for critical intersections.

Table 29: Summary of Intersection Findings and Recommended Improvements (2051)

Intersection	Findings	Recommendations
Wellington Road 24 (Trafalgar Road) and Sideroad 17	Signal warrant satisfied	Install traffic signals and provide offset northbound/southbound left-turn lanes.
Sideroad 27 and Second Line	Operations are excellent; no geometric improvements required.	Apply stop control to east–west approaches (Sideroad 27) *; remove existing stop control on north–south approaches (Second Line).
Wellington Road 22 and Second Line	Operations are excellent; no geometric improvements required.	Apply stop control to north–south approaches (Second Line); remove existing stop control on east–west approaches (Wellington Road 22).
Wellington Road 24 (Trafalgar Road) and Erin Garafraxa Townline / Halton-Erin Townline and Wellington Road 125	Background traffic growth will reduce gaps for minor street vehicles. Overall, LOS is projected to deteriorate to E, which is considered concerning.	Monitor intersection performance; re-evaluate geometric improvements and traffic control warrants at future horizon years.

* Traffic split is 65.5% / 34.5% (major/minor)

4.5.2 Corridor and Road Sections Improvements

The screenline analysis confirms that the Town's main travel corridors have sufficient capacity. However, projected residential and employment growth in

Erin Village and Hillsburgh, supported by planned subdivision developments, is expected to increase traffic pressures over the long term.

By 2051, some links in these areas experience higher-than-anticipated V/C ratios if all planned developments are constructed, underscoring the need for careful consideration in long-term planning. Given the importance of maintaining efficient operations in the downtown core, greater attention should be directed toward these areas to ensure connectivity, livability, and long-term functionality.

Additional recommendations including paving unpaved road surfaces, reviewing AADT trends, and refining road classifications to account for growth and proposed truck detours, are provided in [Section 7.1](#).