

Town of Erin

Public Information Centre #2

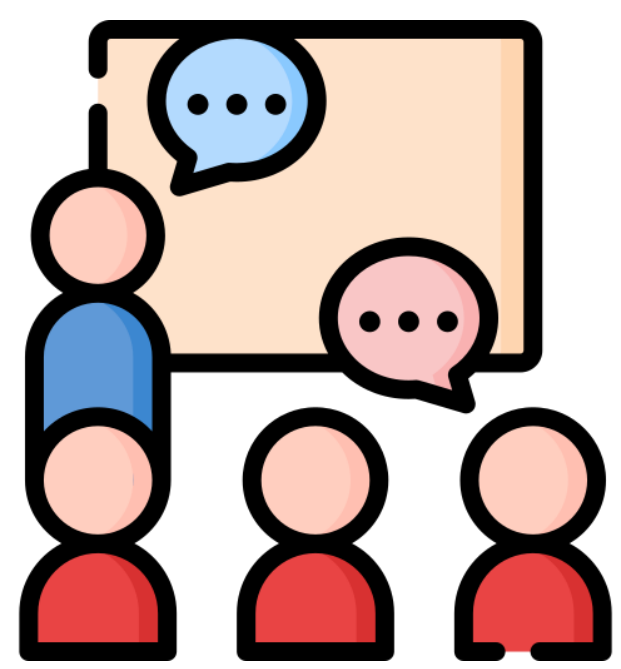
Transportation Master Plan | October 22, 2025



Welcome to Phase 2 of Public Consultation Engagement



We want to hear from you, as your involvement is key to the success of the Transportation Master Plan (TMP)



The Public Information Centre #2 will be used to present information about the TMP, provide you with the chance to have your say, speak with the project team, and learn more about transportation in the Town of Erin



We want to hear your ideas and concerns about the transportation system. Your feedback will be reviewed, as part of the study process.

To provide your input during this stage of the TMP, please visit: <https://erinengaged.erin.ca/>

Public Engagement 2 Objectives

- Introduce the project recap and outline the study process
- Present the understanding of the study area and future conditions and discuss recommended strategies for the Town's transportation system
- Present preliminary recommendations for different modes of transportation
- Seek input on the future conditions within the study area
- Answer questions about the study



Phase 1 Consultation Recap

What We Heard

PIC #1 was held on February 26, 2025, and raised key messages we heard from residents, including:

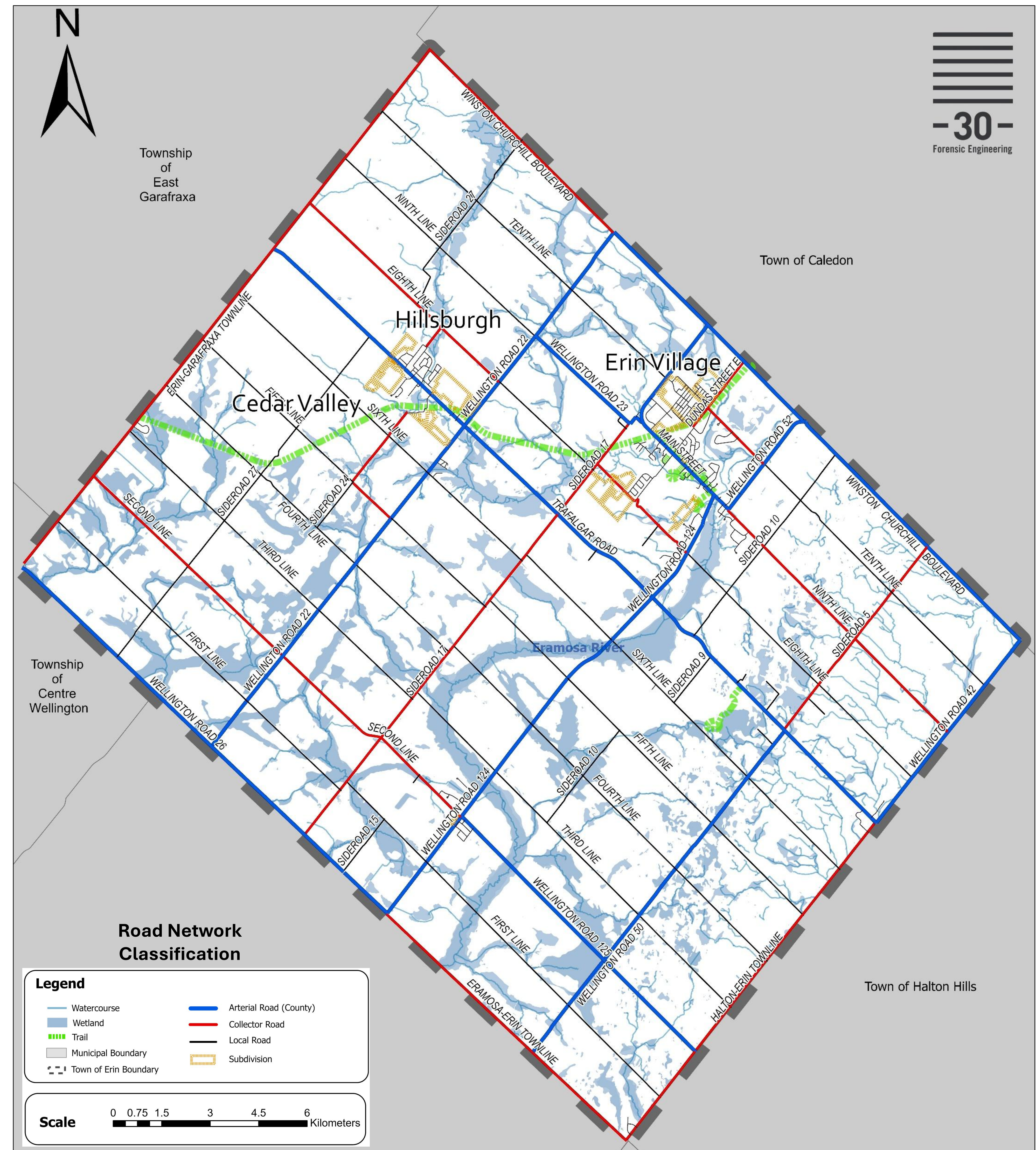
- Inadequate public transportation options (buses, taxis, Uber)
- Redirect truck traffic and establish truck bypass routes
- Speed limit reduction and regulations in high-traffic areas
- Intersections traffic control improvements at critical locations
- Closure of problematic bridges and sections of roads
- Improve existing poor road conditions
- Establish better connectivity to urban centers and new subdivisions
- Active Transportation network gaps and safety

Public Comments/Questions	Response
Will the TMP address citizen concerns about speeding, especially close to subdivisions?	A supporting strategy on safety considerations is proposed in the TMP
Is horseback riding and the equine community considered in the TMP?	It has been reviewed, and improvements are included in the TMP
Will gravel collector roads be upgraded?	Addressed in the TMP recommendations
Operating speeds on 10 th Line and Pine Ridge Road are increasing	A supporting strategy on safety considerations is proposed in the TMP, considering speeding
Traffic from Solmar subdivision (Dundas Street and 10 th Line) often ignores the stop sign	The TMP provides general recommendations, considering future subdivisions traffic, safety concerns and subdivision impacts
Will the TMP address traffic demand from the new subdivision?	Addressed in the TMP
Visibility issue at Sideroad 5 and Trafalgar Road (County Road 24)	General recommendations for intersection safety improvements and implementation of roundabouts are provided
Does the TMP cover seasonal maintenance for gravel collectors?	The TMP proposes improvements, upgrades, and ongoing monitoring of gravel roads
What are the options for improving public transportation (taxis, Uber, buses)?	The TMP provides general recommendations and highlights the importance of transit system
Can Solmar subdivision access via Winston Churchill Boulevard instead of 10th Line?	Land and property acquisition is an important criterion in access management, and the TMP considers future subdivision traffic and its impacts
Does the TMP propose a truck bypass around urban centers?	The TMP reviewed proposed truck detours, and 30FE assessed both their feasibility and operational performance
Roads and sidewalks on Daniel Street are deteriorating – what can be done?	General recommendations are provided in the TMP for sidewalk transportation connectivity, accessibility and integrations
Will TMP consider safety improvements at intersection?	Measurements to enhance safety at intersection is proposed in the TMP

Project Overview

Study Area and Background

- The Town of Erin is a lower-tier municipality in Wellington County that is located north-west of Peel Region and north of Halton Region
- The land area of the Town of Erin is 297.76 square kilometers, and the population density was reported to be 40.1 people per square kilometer (Statistics Canada, 2021 Census of Population)
- Major County Roads 22, 23, 24 (Trafalgar Road), 25, 26, 42, 50, 52, 124, and 125 owned by the County of Wellington and run through the Town
- The Town of Erin is a primarily rural community characterized by scenic rolling countryside, good quality farmland, important river, wetland and forest systems and small settlement areas
- The Town of Erin has a population of approximately 12,400 residents and forecasted to grow to 26,300 by 2051 (Growth Management Strategy)



Transportation Master Plan Process

- This TMP will be conducted in accordance with the Master Plan process as prescribed in the Class Environmental Assessment (EA) for Municipal Road projects
- The TMP will address Phases 1 and 2 of the five-phase Municipal Class EA Process, including a Public Information Centre and assessing alternative solutions

Identification of Alternative Solutions

Alternative 1: Do Nothing (Status Quo)

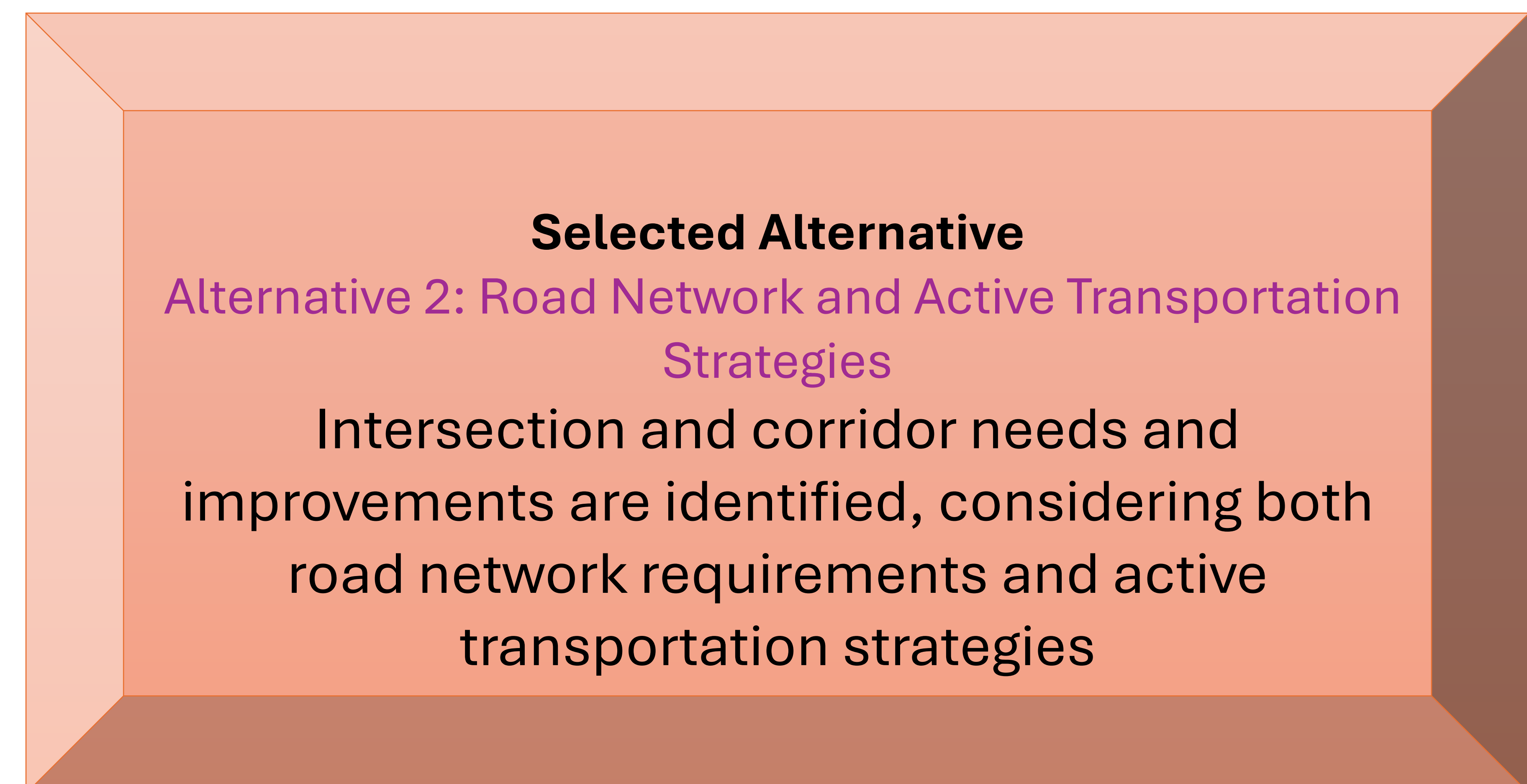
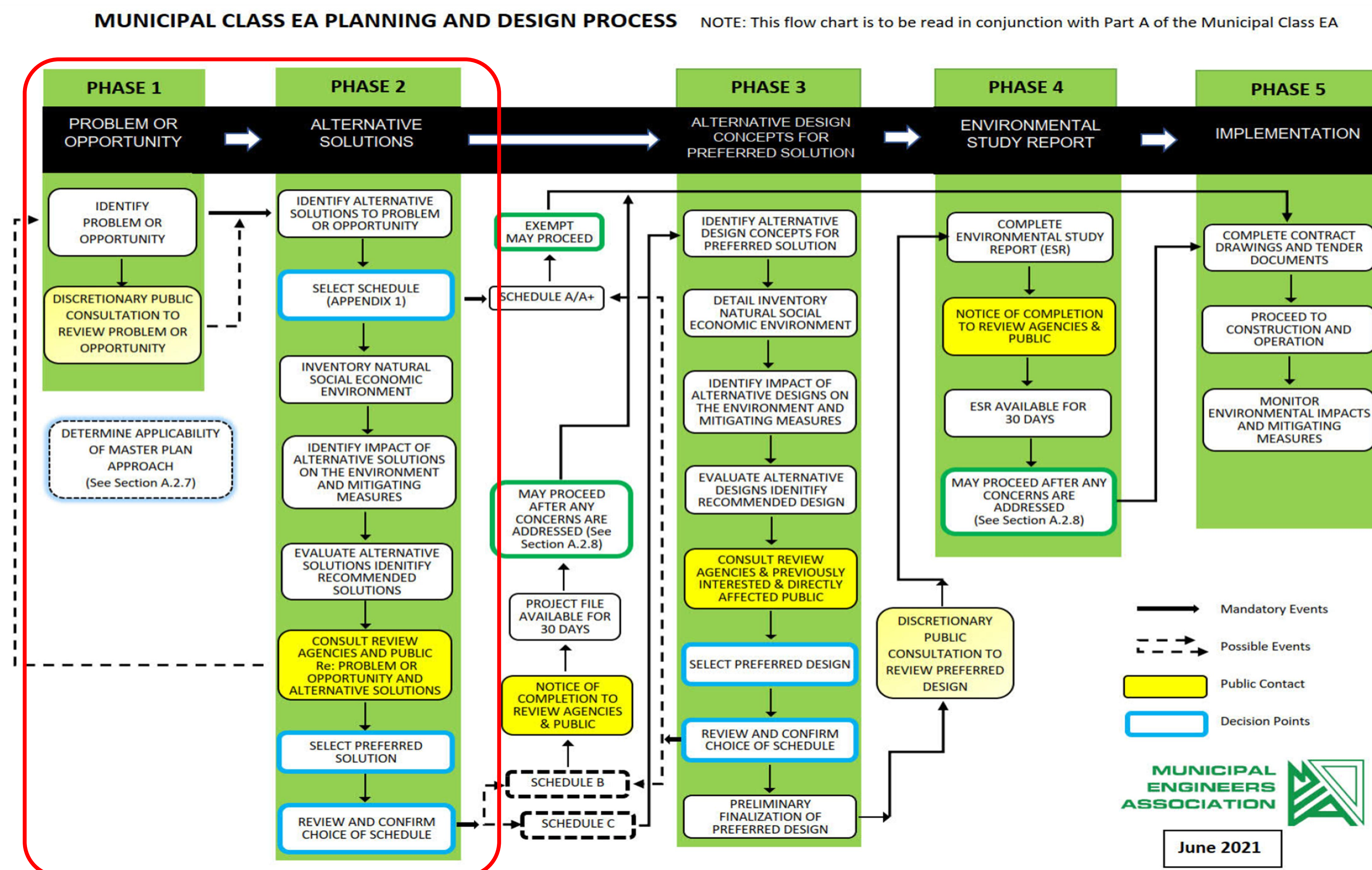
- This alternative assumes no additional road development beyond what is currently planned under the Town's jurisdiction

Alternative 2: Road Network and Active Transportation Strategies

- Prioritize targeted investments in the road network, and integration of active transportation infrastructure, such as sidewalks and multi-use pathways

Alternative 3: Multi-Modal Network Strategy

- Emphasizes a multi-modal approach, and focus on strategic road network capacity improvements while enhancing the active transportation and transit networks



Study Process and Objectives



Project Objectives

- The TMP will be a strategic policy document that will serve as a road map for short, medium and long-range transportation infrastructure investments, as well as integrated multi-modal transportation planning, to meet the demands up to the 2051 horizon year
- The TMP will develop and enhance the transportation network to help establish the Town of Erin as a local community leader in building, preserving and enhancing livable communities, which will be supported by economic development, tourism, sustainable transportation practices and the emerging shared economy

Challenges and Opportunities

Challenges

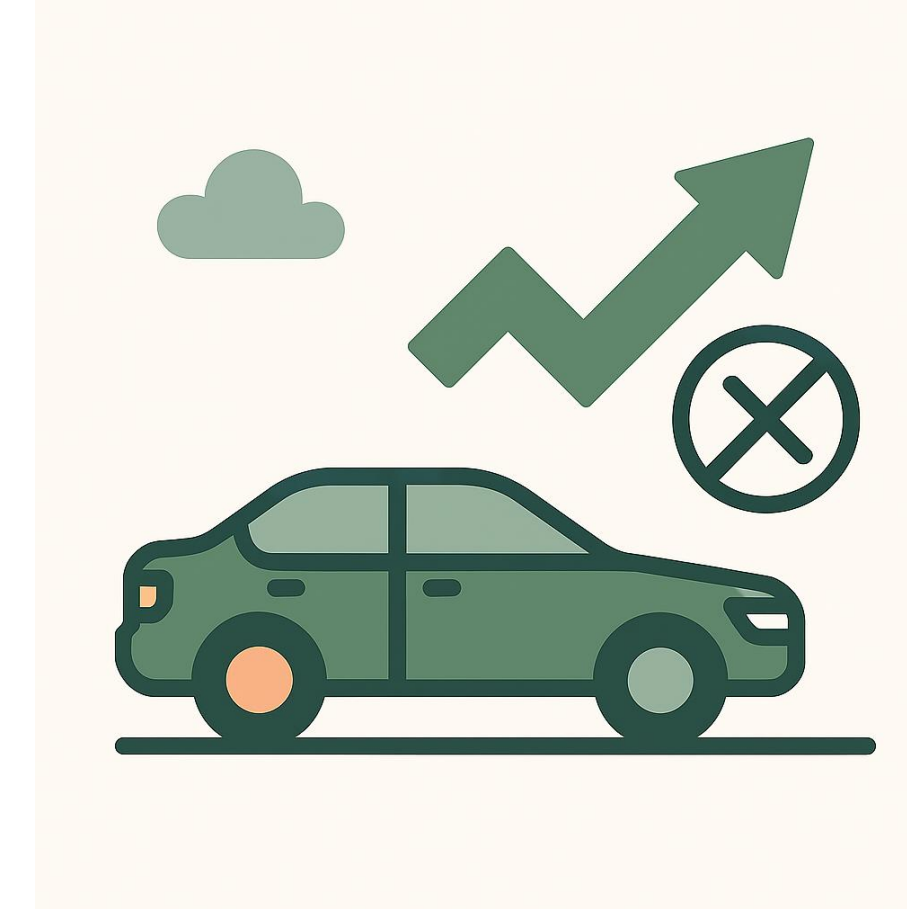
Urban Growth

- The Town is experiencing significant growth, particularly in Erin Village and Hillsburgh, creating new demands on the transportation network



High Auto-Dependency

- Over 90% of all trips made by Erin residents were by private automobiles, with the majority as drivers (According to the 2016 Transportation Tomorrow Survey)



Active Transportation Infrastructure Needs

- Only about 1% of trips in the Town were made by walking or cycling. The absence of a formal active transportation plan likely contributes to this low mode share.



Lack of Public Transportation System

- The Town's public transit usage remains below 1%, largely due to the absence of transit facilities, fixed-route services, and limited regional options such as GO Transit



Opportunities

Transportation Network Planning and Improvements

- Improve the road network through updated classification and infrastructure planning

Sustainable Growth and Land Use Integration

- Align transportation planning with sustainable growth and land use objectives

Active Transportation and Trail Network Development

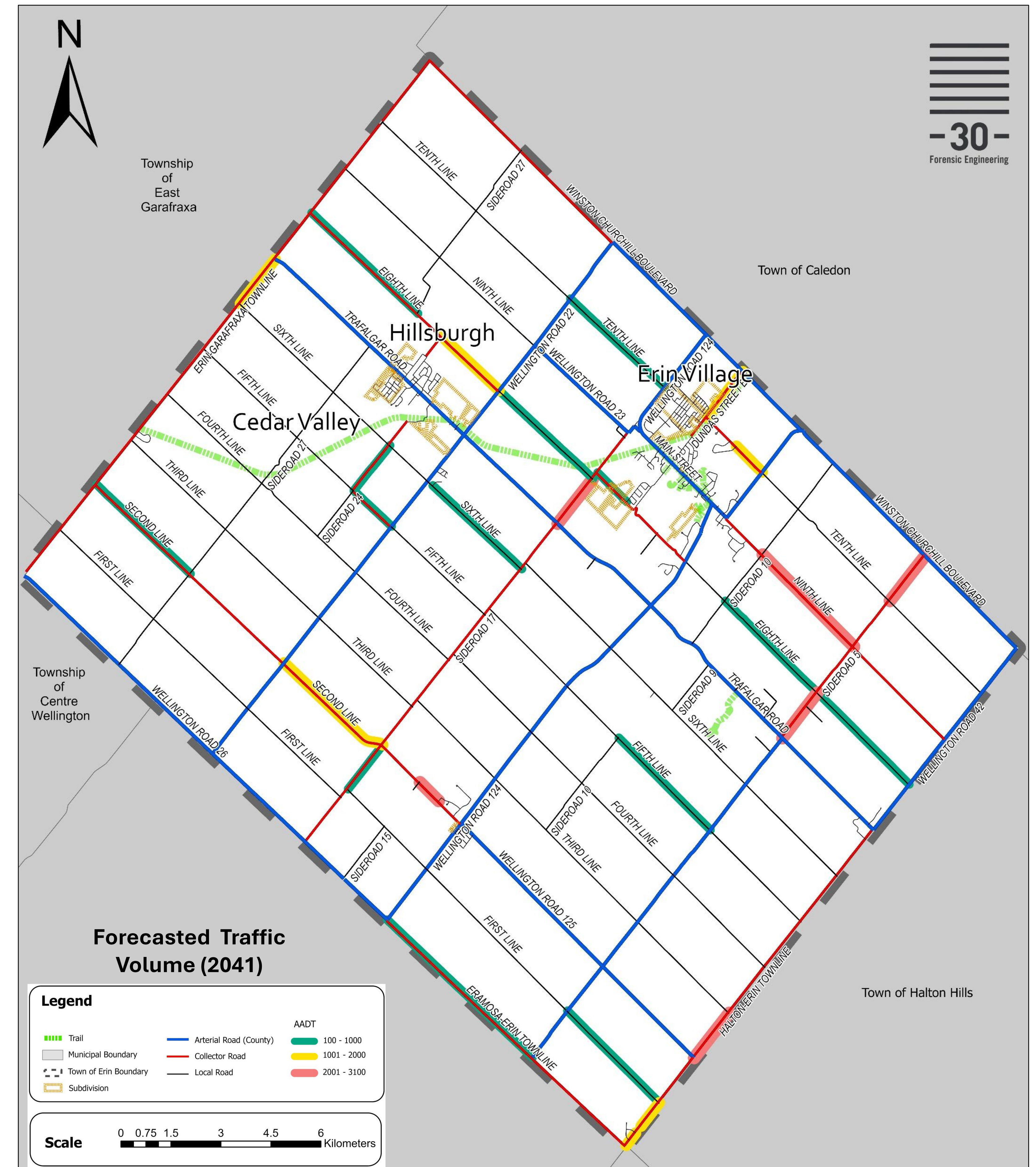
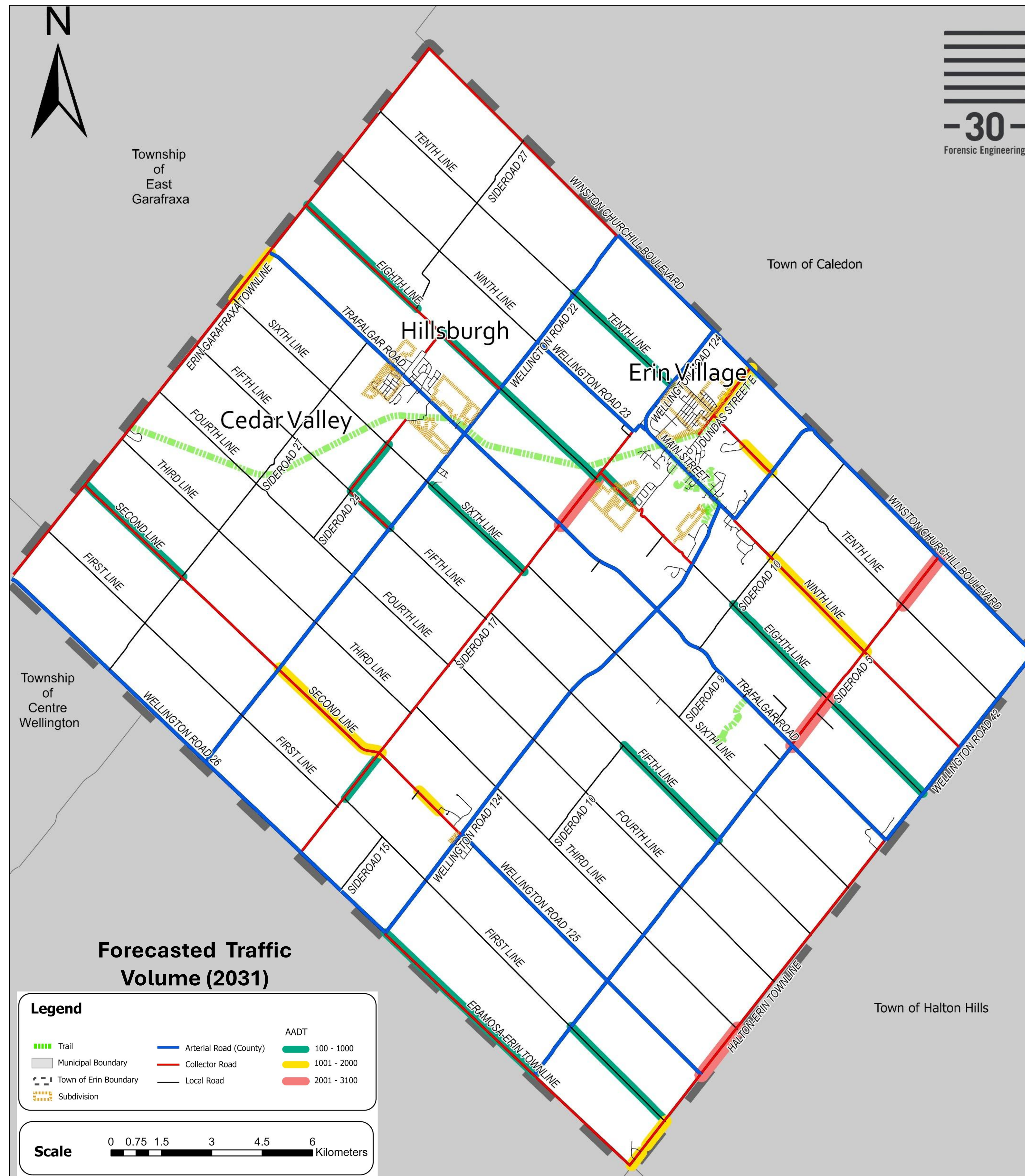
- Expand active transportation and trail systems to support mobility and recreation

Enhance Transit and Regional Connectivity

- Improve transit accessibility and enhance regional connectivity

Future Traffic Volumes

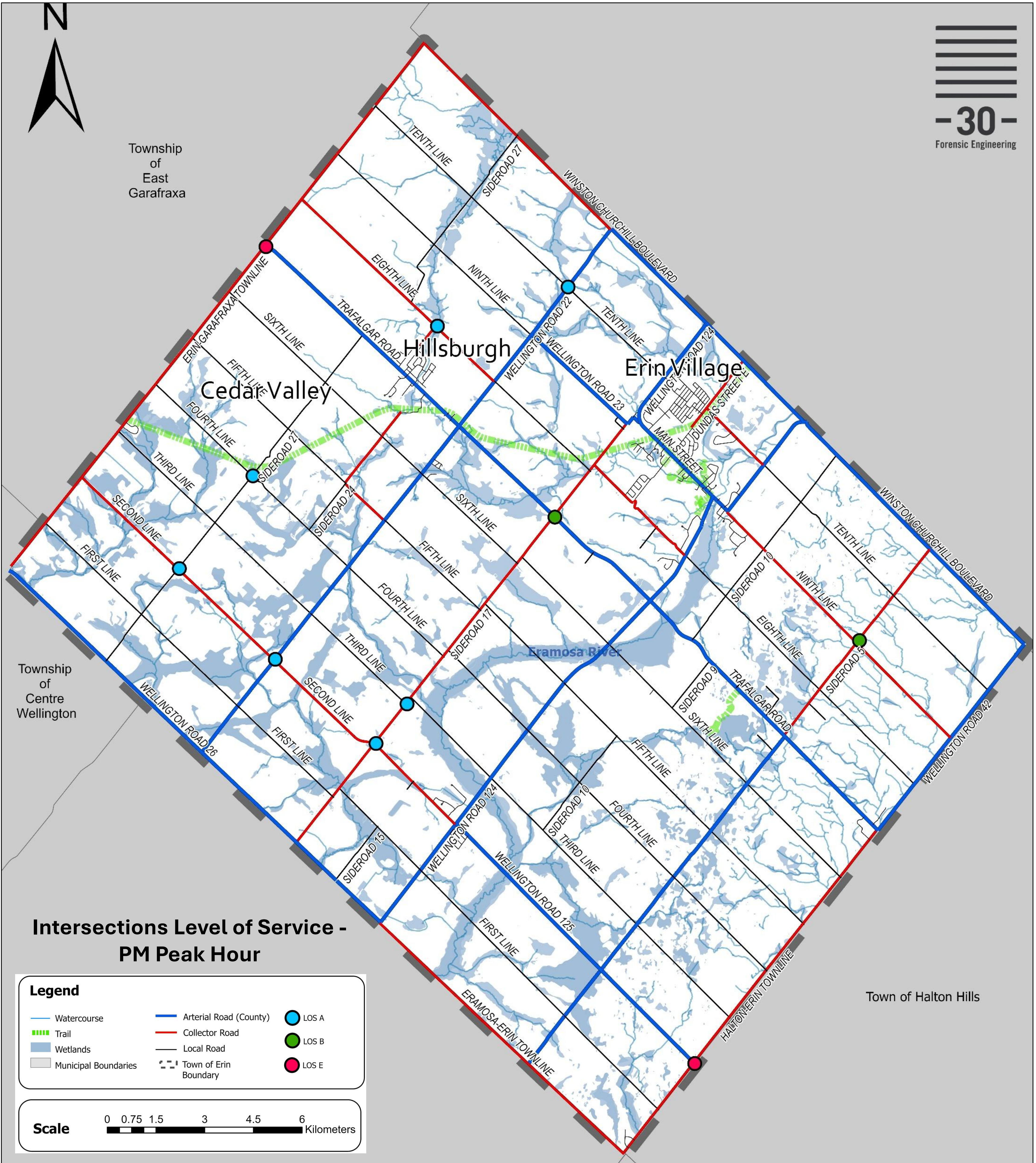
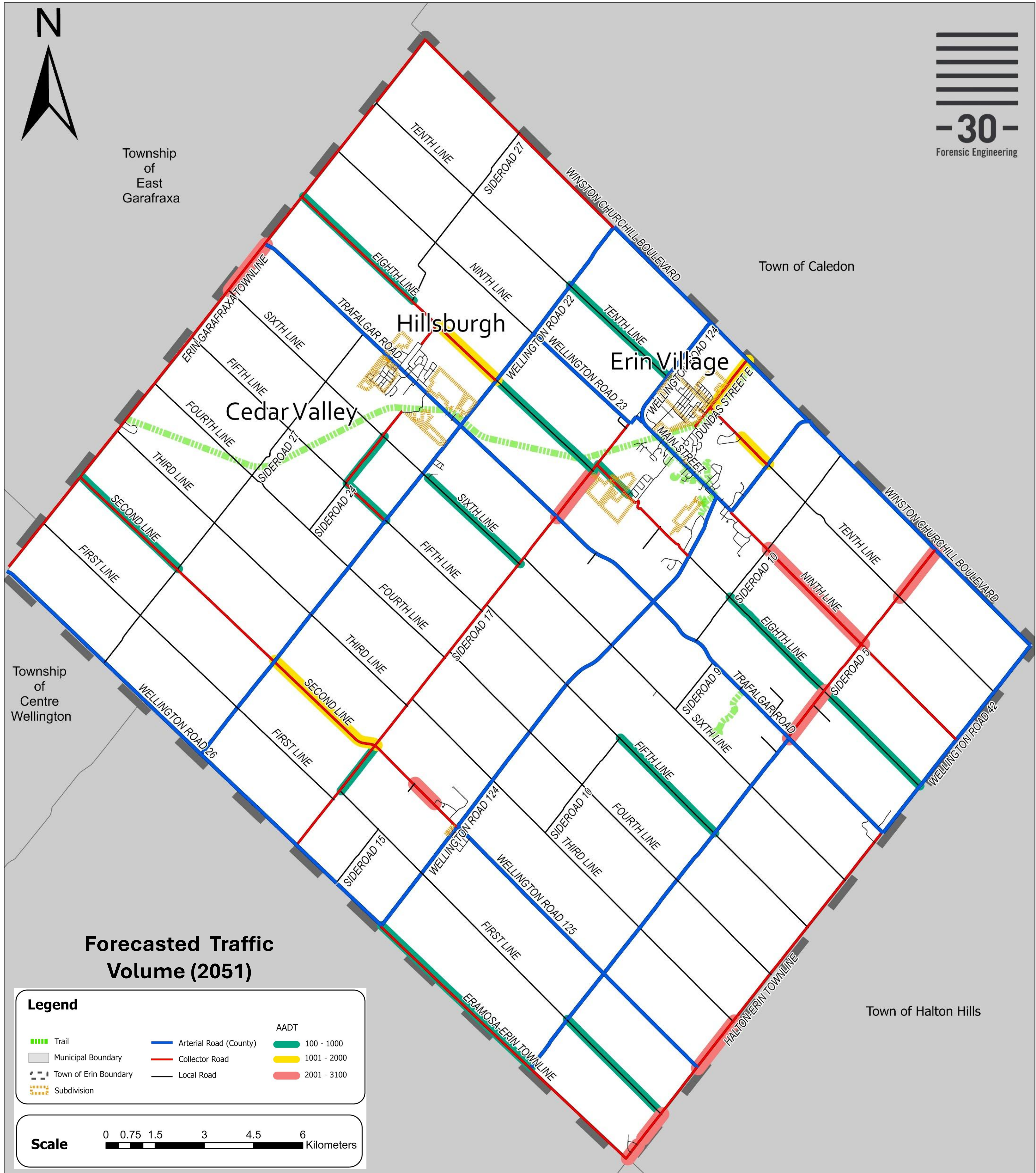
- An anticipated annual growth factor of 2.3% was applied to existing network volumes to forecast traffic demands for the 2031, 2041, and 2051 horizon years
- By 2041, traffic volumes are projected to exceed 2,000 vehicles per day along the Ninth Line near Erin Village and 1,000 vehicles per day along the Eighth Line near Hillsburgh



Future Traffic Volumes & Operations

- By 2051, Erin-Garafraxa Townline and Halton-Erin Townline are also expected to experience higher traffic levels, with traffic volume values exceeding 2,000 vehicles per day on certain segments

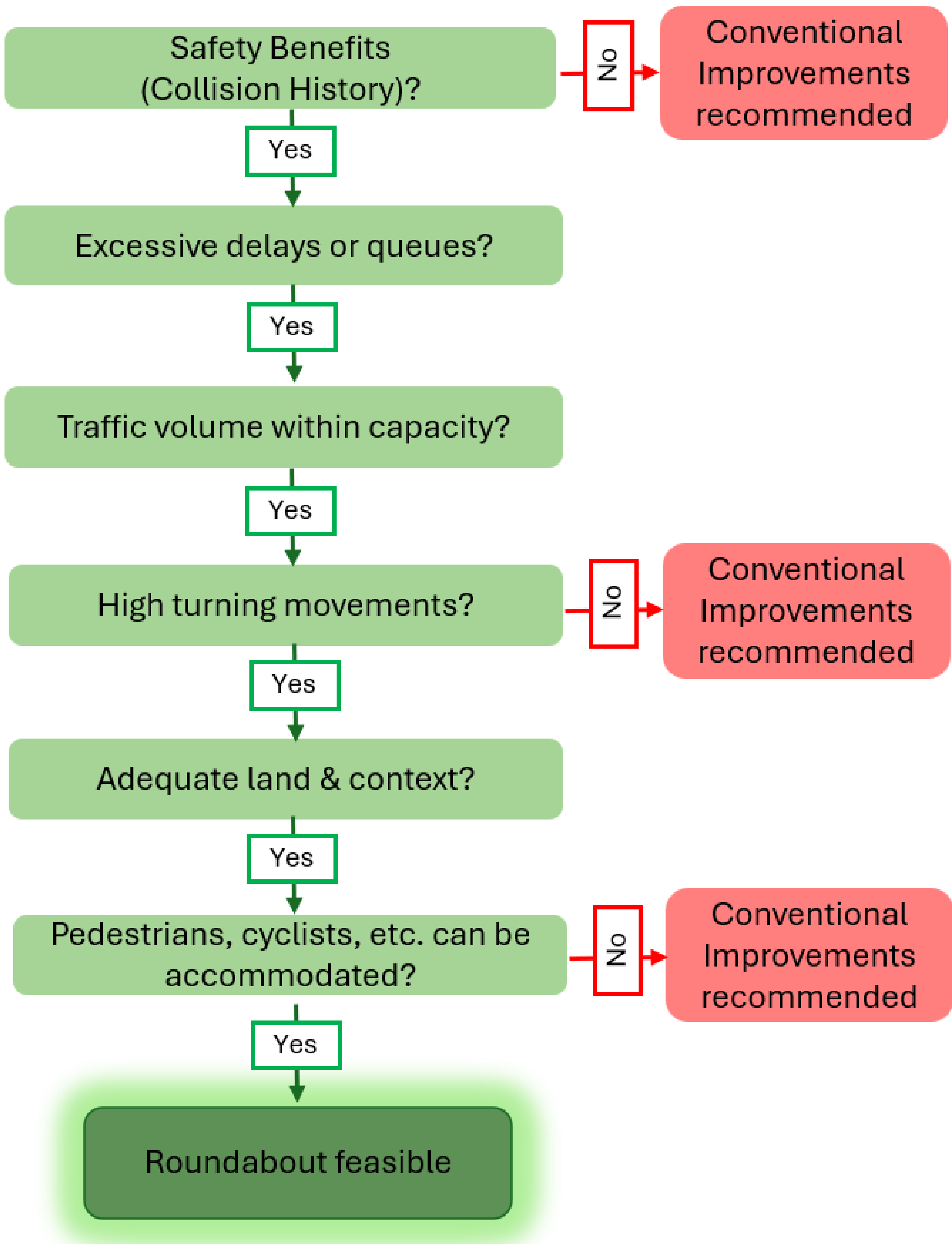
Level of Service (LOS)	Operations	Delay
A	Free Flow	Negligible Delay
B	Stable Flow	Minimal Delay
C	Stable Flow	Moderate Delay
D	Less Stable Flow	Long Delay
E	Unstable Flow	Substation Delays
F	Unpredictable Flow	Excessive Delays



Recommended Strategies/Policies to Support TMP

Roundabout Screening Tool

- Modern roundabouts substantially reduce conflict points and eliminate the most severe collision types (angle, left turn and head-on)



Parking Management Strategy

- The Parking Management Strategy will focus on:
 - ✓ Prevent oversupply of parking
 - ✓ Ensure availability (esp. downtown)
 - ✓ Use technology for convenience, and
 - ✓ Align standards with future growth

Active Transportation Strategy

- Active Transportation Strategy will focus on:
 - ✓ Review existing active transportation facilities
 - ✓ Identify network gaps and barriers
 - ✓ Integrate with regional systems
 - ✓ Plan future improvements for a connected, accessible, and equitable network

Road Safety Action Plan

- Provide a foundation for short-term targets and actions to achieve a safer transportation system
- Speed Management and Traffic Calming (Speed Humps, Radar Speed Signs, Roundabouts, Automated Speed Enforcement (ASE) camera)
- Pedestrian and Cyclist Safety (Improved Sightlines/Sight Distance, Traffic Control Devices, Intersection Safety Campaign)



Recommended Strategies/Policies to Support TMP

Horseback Riding

- The Town of Erin is home to more than 5,000 horses and 421 farms
- Horseback riding is recognized as an active transportation mode, sharing facilities with cyclists and pedestrians
- Elora Cataract Trailway – 47 km linking towns, villages, and hamlets across eastern Wellington County is the most appropriate location for such activities

Where to Ride

- **Trails**
 - ✓ Elora Cataract Trailway – 47 km linking towns, villages, and hamlets across eastern Wellington County
 - ✓ A limitation of the Elora Cataract Trailway is its lack of direct connections to stables and equine facilities
- **Shoulders**

County roads with 2.5–3.0 m paved shoulders exceed bike lane guidance (1.5–2.0 m) for 60–80 km/h roads and can also support horseback riding and other rural travel modes

Like **bicycles**, **horses** are considered **vehicles** when travelling on Ontario roadways

Currently, there is **no standard procedure** in Ontario to account for **horseback riders** in traffic counts or roadway design

Safety Considerations Highlighted in TMP

- ✓ Safe crossings for horseback riders
- ✓ Sharing the road with horses is not the same as sharing it with bicycles or pedestrians



Recommendations and Future Improvements

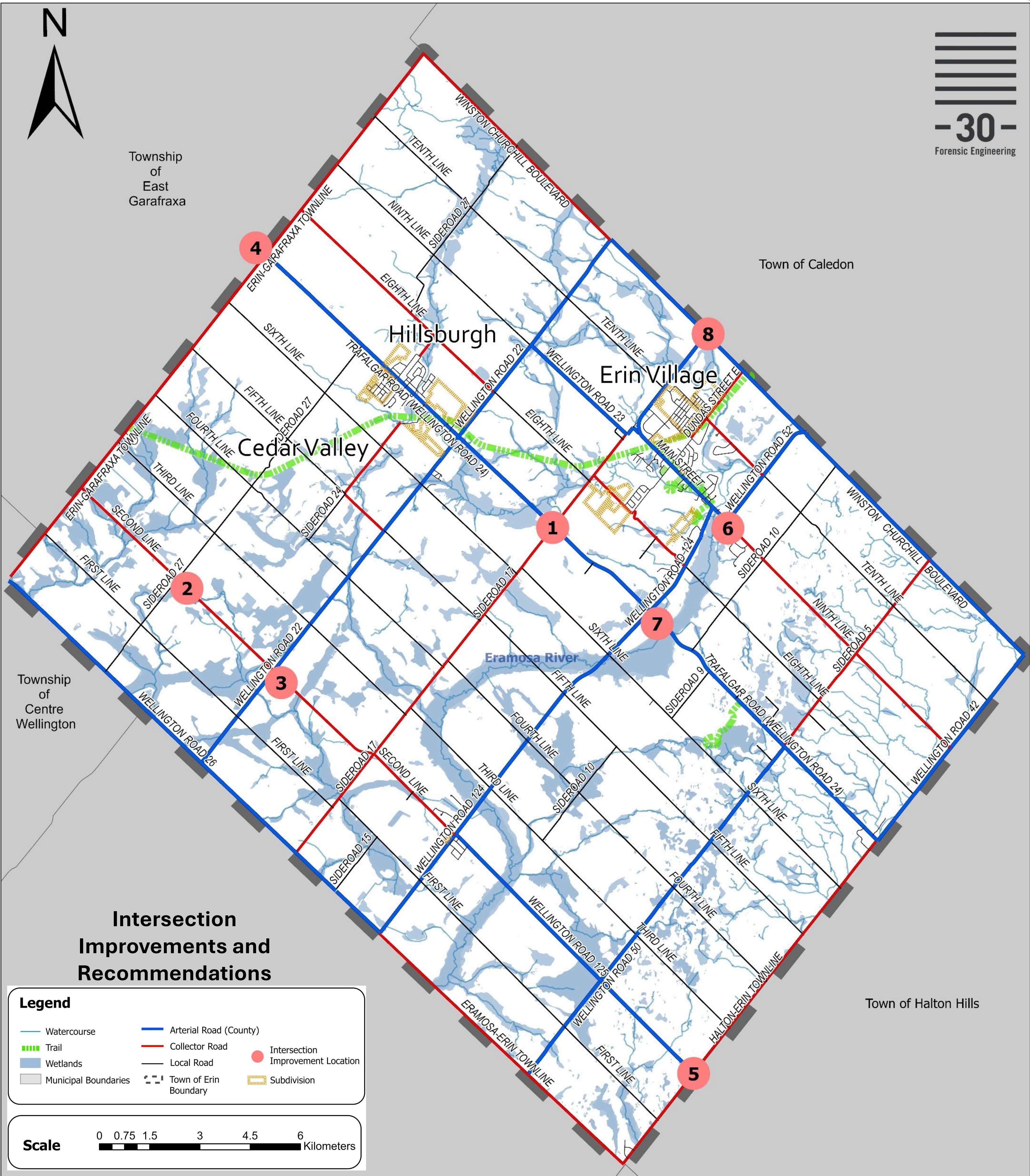
Areas for Improvement	Recommendations
Data Collection	Include horseback riders in traffic counts
Trail Network	Connect Elora Cataract Trailway to equestrian facilities
New Developments	Ensure subdivisions link to existing trail network
Road Design	Provide adequate shoulders/lane widths
Crossings and Gates	Upgrade designs to safely accommodate horseback riders
Signage	Install “Horse with Rider” (WC-22) signs as needed
Regional Coordination	Connect equestrian facilities with adjacent municipalities
Education and Enforcement	Promote awareness of roadway sharing and safety practices

Recommended Improvements

Future Intersection Operations and Suggested Improvements

Critical Intersections and Recommended Improvements

No.	Intersection	Recommendation
1	Wellington Road 24 (Trafalgar Road) and Sideroad 17	Traffic signals, or roundabout are recommended
2	Sideroad 27 and Second Line	Stop-control should be implemented on the Sideroad 27
3	Wellington Road 22 and Second Line	Stop-control should be implemented on the Second Line
4 and 5	Wellington Road 24 (Trafalgar Road) and Erin Garafraxa Townline / Halton-Erin Townline and Wellington Road 125	To be monitored for future re-evaluation
6	Wellington Road 52/9th Line and Wellington Road 52	County is planning to convert intersection to 3-way stop control in 2026. Right-turn channelization and painted island will be removed.
7	Wellington Road 24 (Trafalgar Road) and Wellington Road 124	Adjust traffic signal timing
8	Wellington Road 25 (Winston Churchill Boulevard) and Wellington Road 124	<ul style="list-style-type: none"> Install traffic signals Add left turn lanes along Wellington Road 124



Recommended Improvements

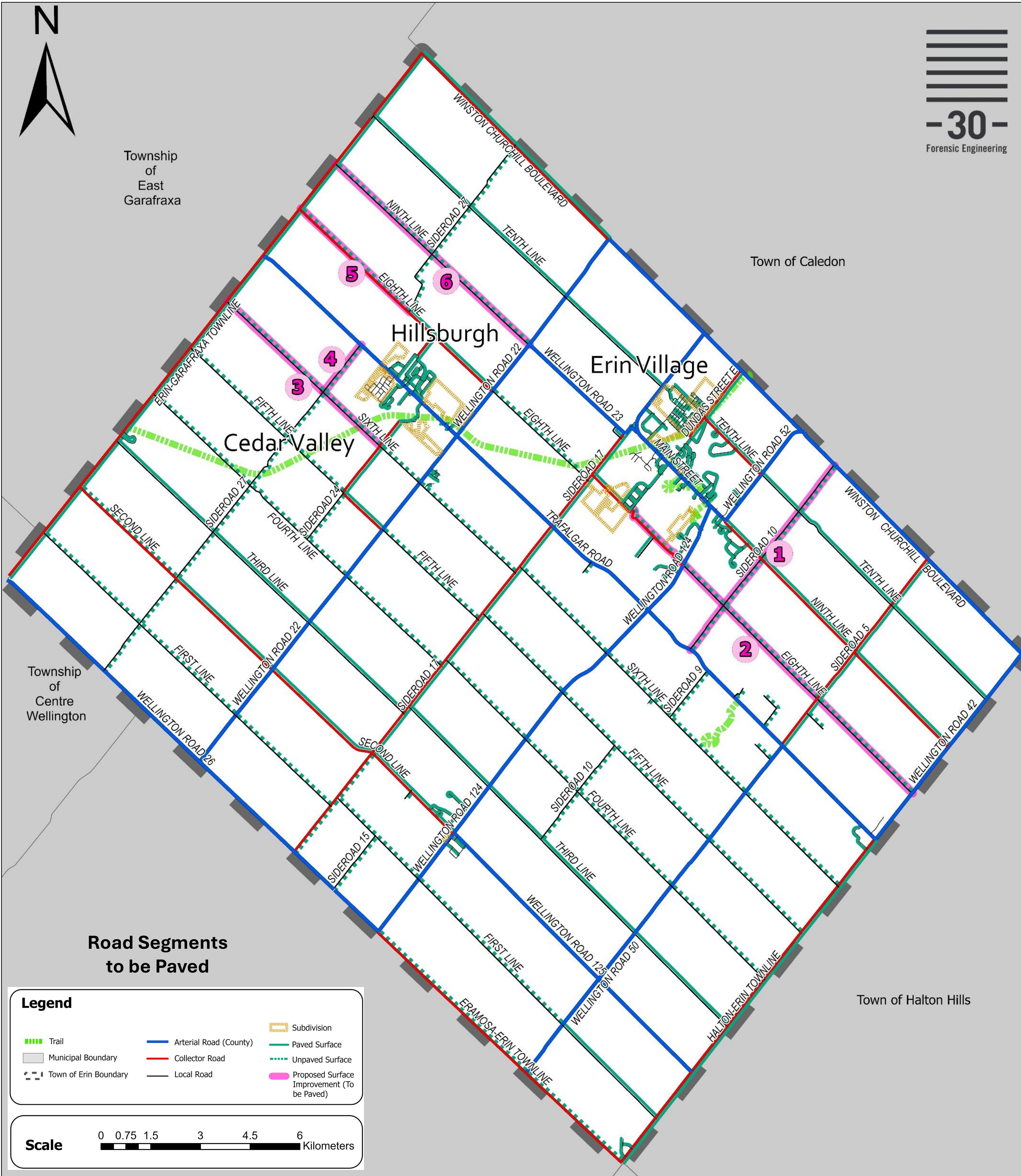
Road Surface Upgrade (to be Paved)

Supporting Factors:

- Paving supports anticipated growth and developments within Erin Village and Hillsburgh
- Traffic flow and network consistency will improve

Recommended Roadways for Paving

No.	Road Segment	Limits
1	Side Road 10	Wellington Road 24 (Trafalgar Road) to Winston Churchill Boulevard
2	Eighth Line	Wellington Road 42 to Dundas Street West
3	Sixth Line	Erin-Garafraxa Townline to Side Road 24
4	Side Road 27	Sixth Line to Trafalgar Road
5	Eighth Line	Erin-Garafraxa Townline to Side Road 27
6	Ninth Line	Erin-Garafraxa Townline to Wellington Road 22

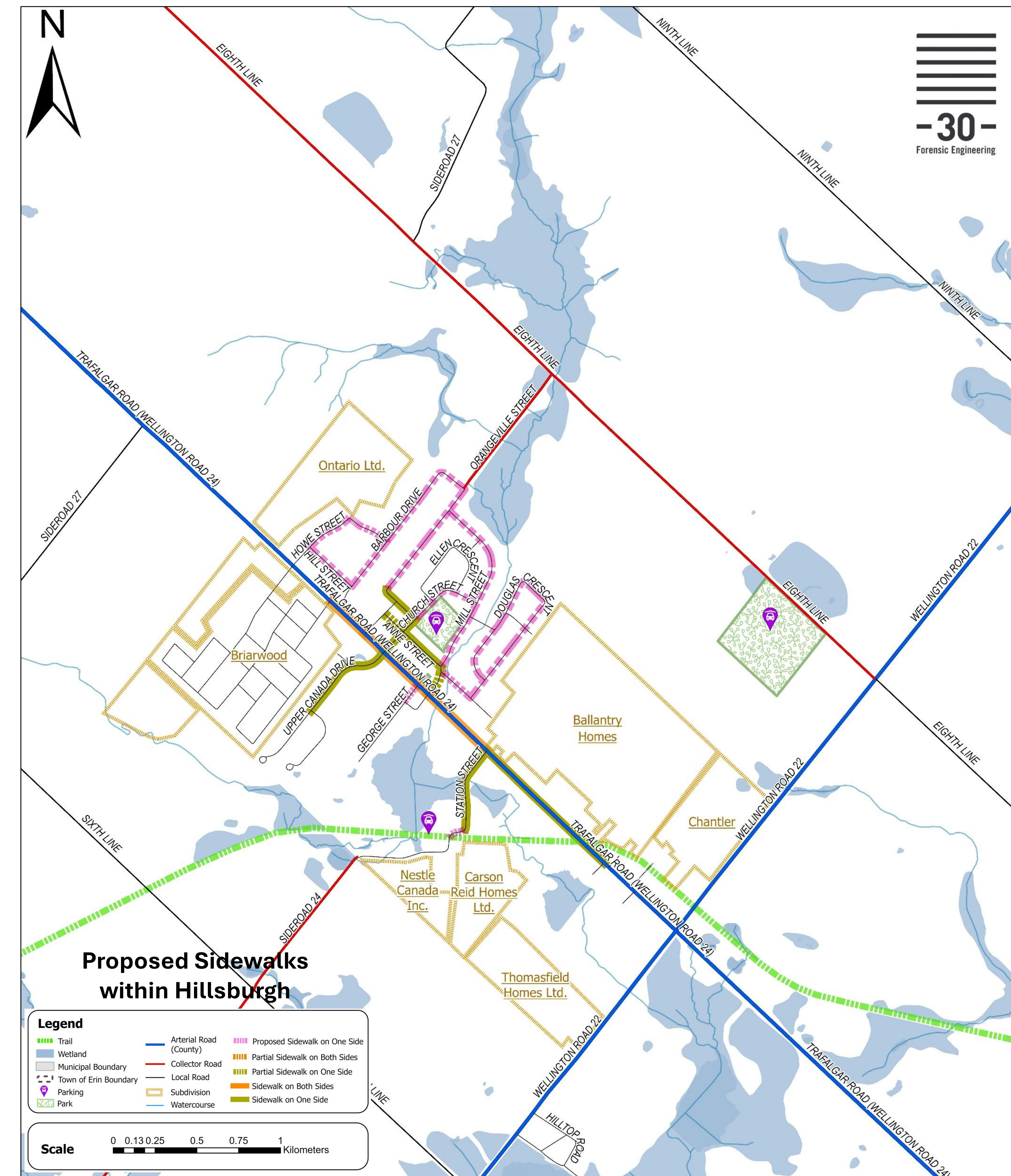
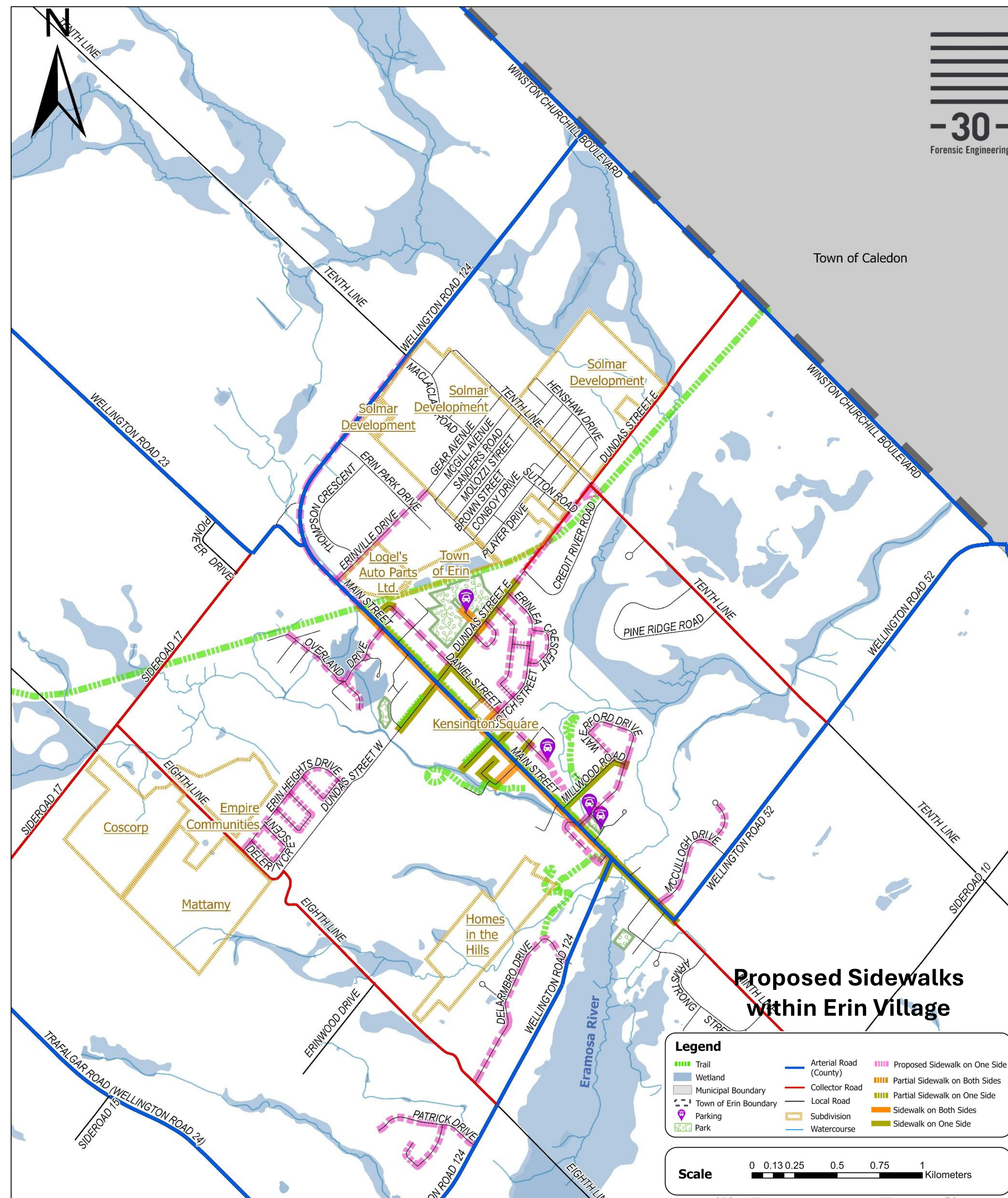


Recommended Improvements

Proposed Active Transportation Network Improvements

Active Transportation Improvements Objectives

- Improve local and regional connectivity to create more walkable downtowns
- Align improvements with capital projects
- Encourage walking and cycling to reduce car reliance
- Strengthen links to the Elora Cataract Trailway and other regional trails



Road Classification Upgrades

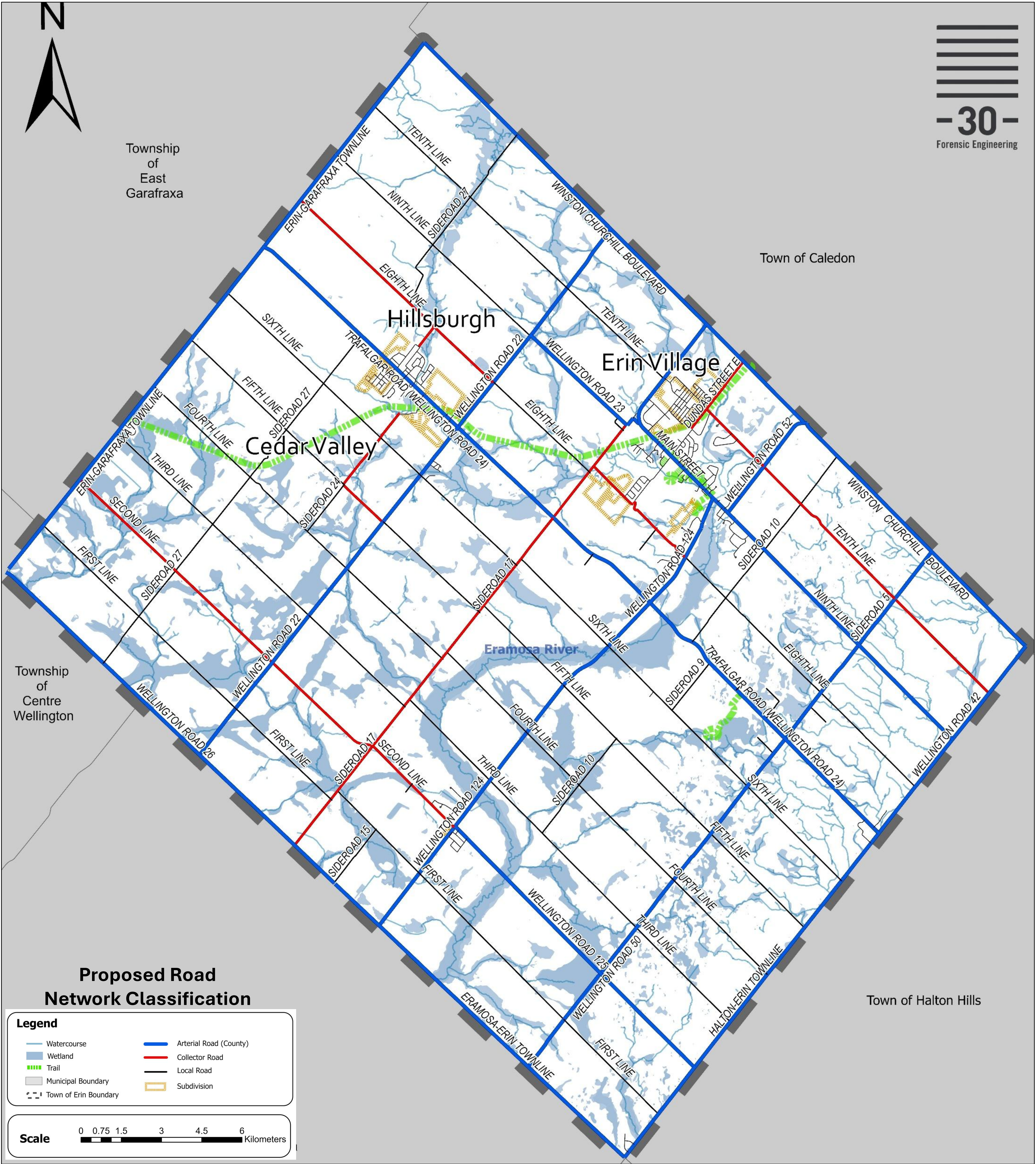
- **Collector Upgrades:** Upgrade selected collector roads to arterials for network consistency and growth (pending County approval)
- **Local Upgrades:** Upgrade selected local roads to collectors to support the growth in Erin Village and Hillsburgh

Road Segments Recommended for Classification Upgrade

Road Segment	Current Classification	Recommended Classification
Halton-Erin Townline	Collector	Upgrade to Arterial
Winston Churchill Boulevard	Collector	Upgrade to Arterial
Erin-Garafraxa Townline	Collector	Upgrade to Arterial
Ninth Line	Collector	Upgrade to Arterial
Side Road 5	Collector	Upgrade to Arterial
Tenth Line	Local	Upgrade to Collector

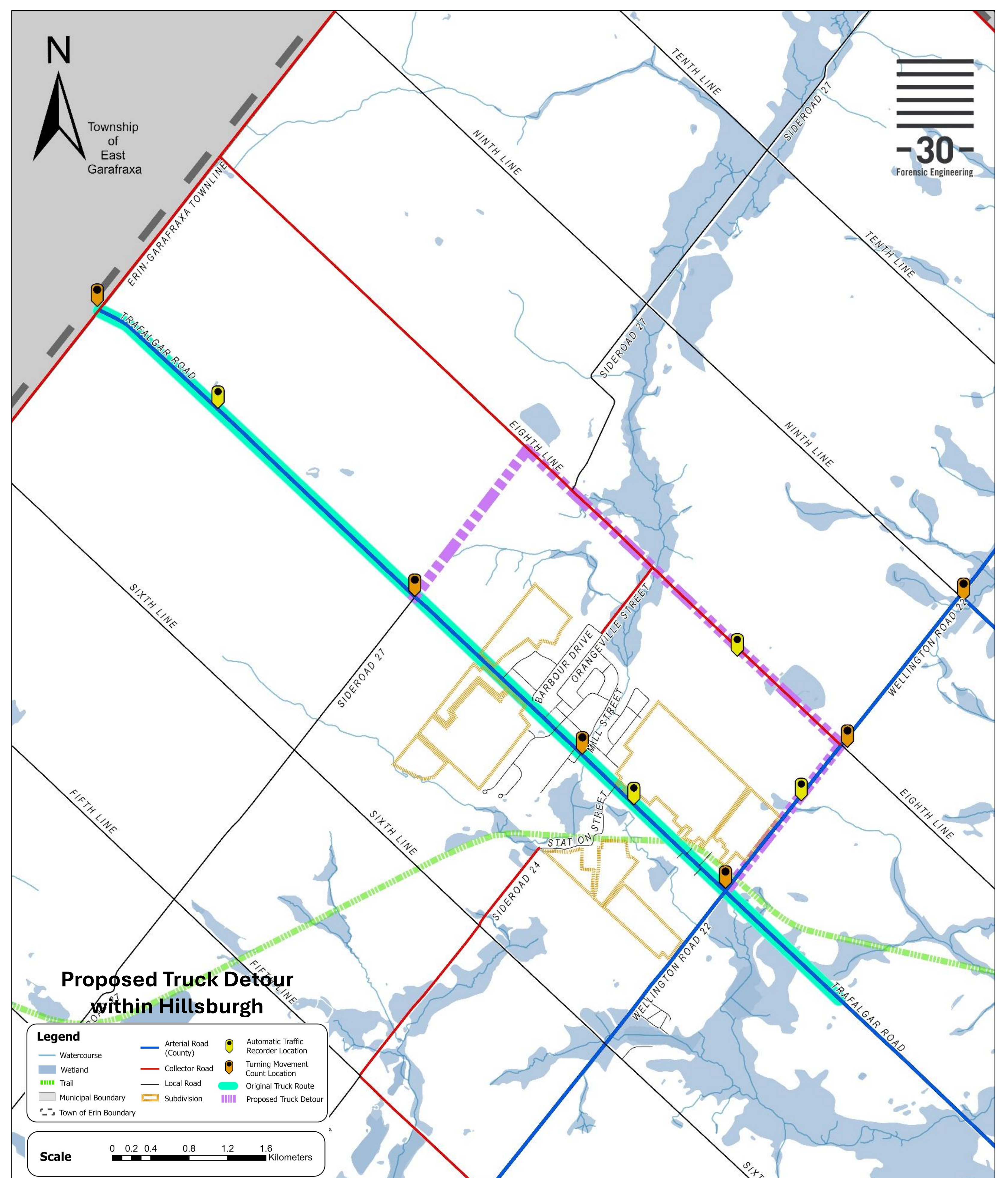
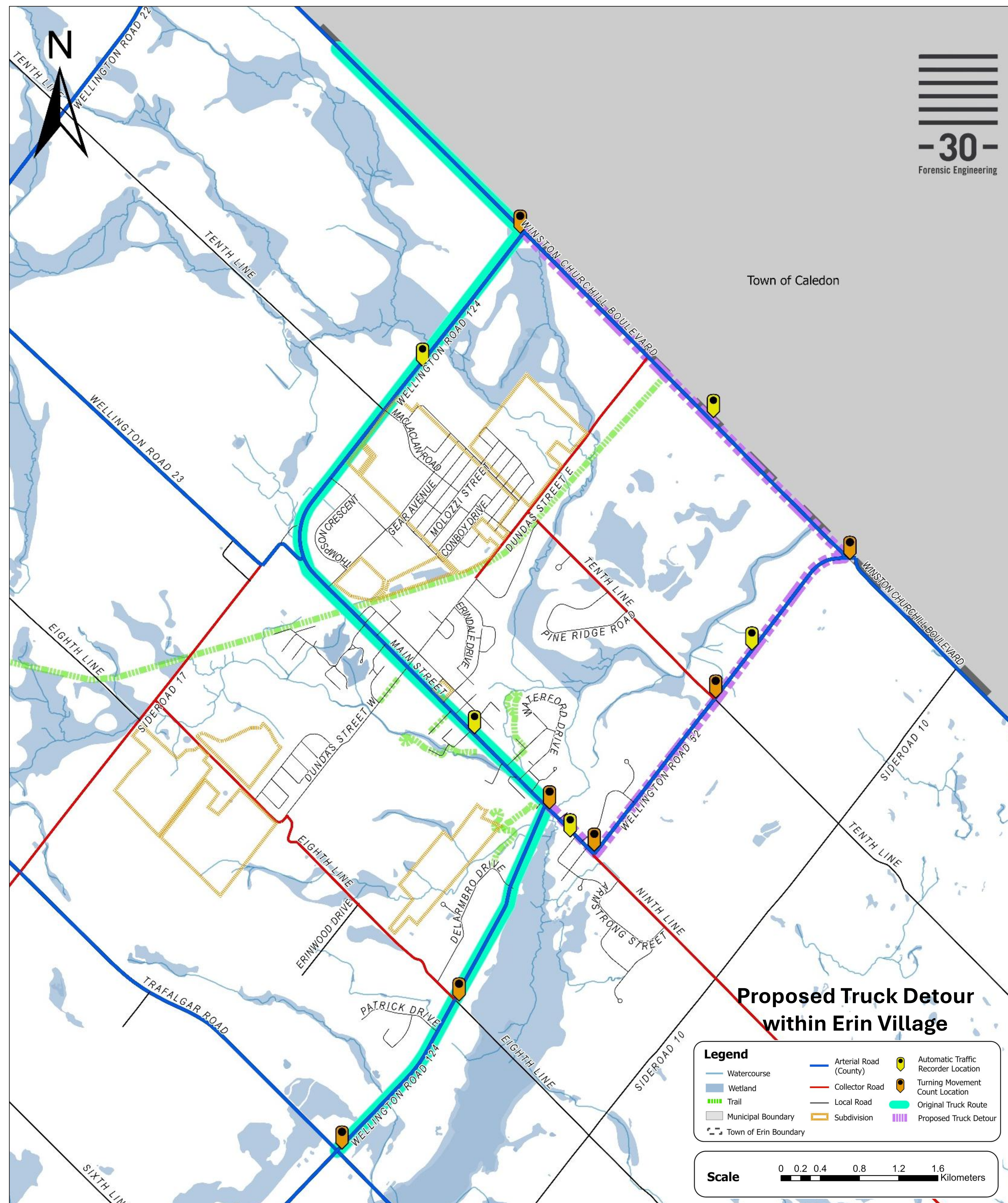
Roadway Classification Attributes – Town of Erin

Attributes	Urban			Rural		
	Arterial	Collectors	Local	Arterial	Collectors	Local
Average Annual Daily Traffic	5000 – 50000	1000 – 20000	<1000	1000 – 20000	200 – 10000	<200
Average Speed (km/h)	60 – 90	40 – 70	40 – 60	70 – 100	60 – 90	50 – 80
Road Right-of-Way (m)	30	26	26	30	26	26



Truck Detour

- A truck detour analysis was completed to evaluate the most feasible bypass routes in Erin Village and Hillsburgh
- The study addressed resident concerns about heavy truck traffic through community cores

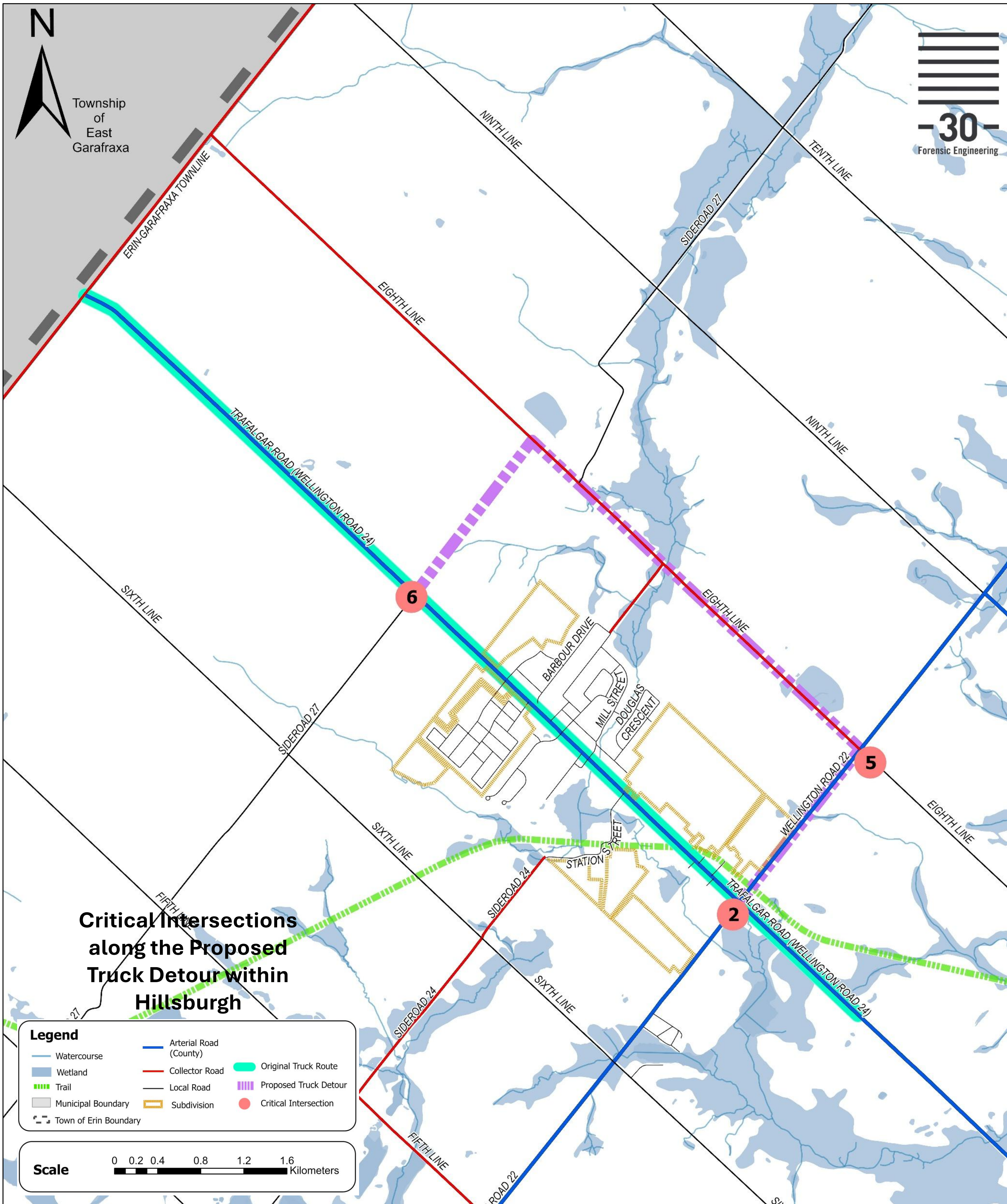
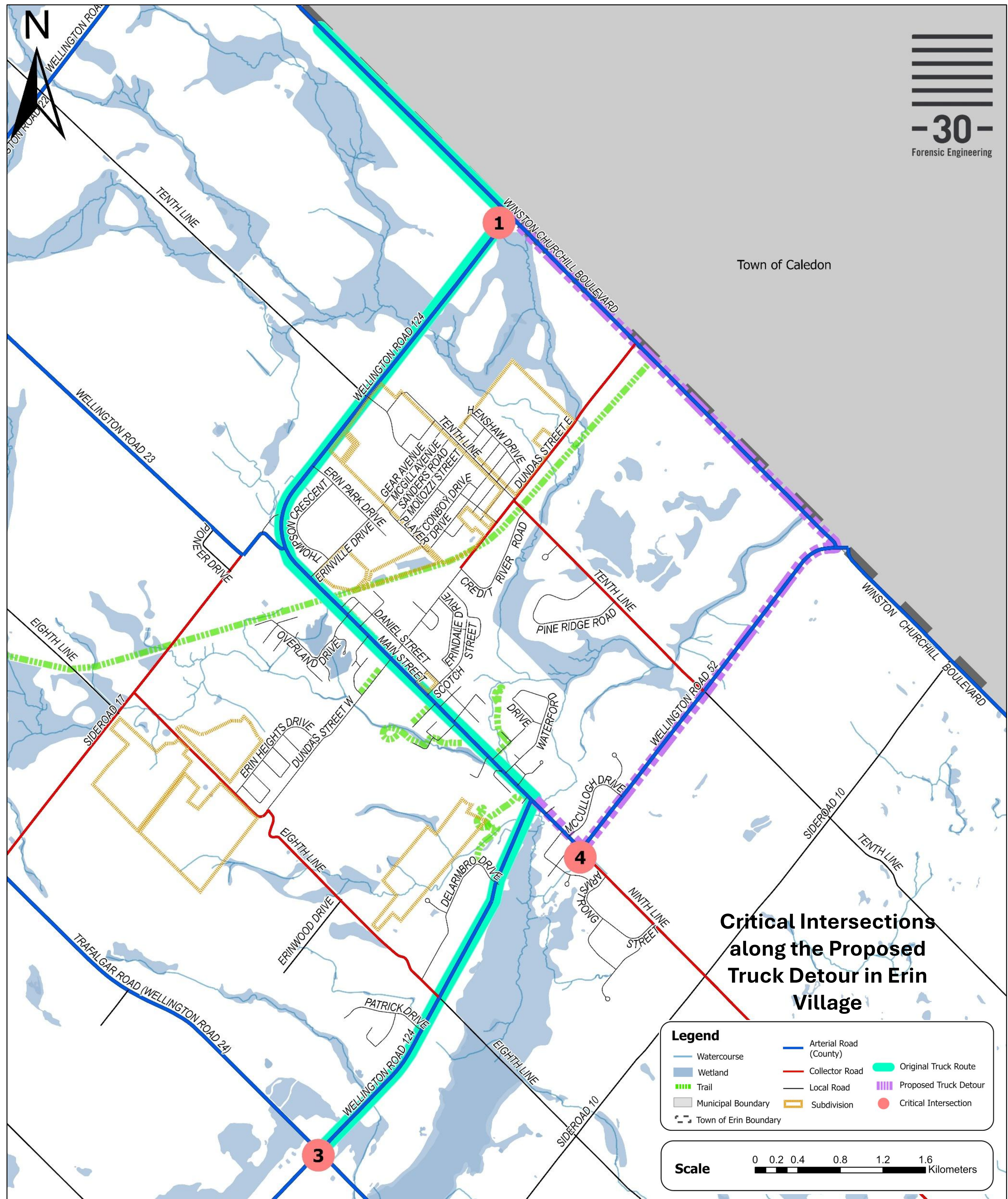


Truck Detour

- Truck volumes exceed 10% confirming detour options needed (balance technical and community needs)
- Traffic operation studies for 2025 and 2035 highlight critical intersections

Intersections along Proposed Truck Detours Requiring Improvements

NO.	Intersection	Operational Issues
1	Wellington Road 25 and Wellington Road 124	Most critical bottleneck
2	Wellington Road 24 (Trafalgar Road) and Wellington Road 22	Severe westbound congestion
3	Wellington Road 24 (Trafalgar Road) and Wellington Road 124	Sensitive to truck flows
4	Wellington Road 52/9th Line and Wellington Road 52	Delay increases
5	8th Line and Wellington Road 22	Side-road delays growing
6	Wellington Road 24 (Trafalgar Road) and Side Road 27	Delays grow



Implementation Plans of TMP Recommendations

Transportation Network Improvements

Based on the TMP time horizons, different categories of Transportation Network Improvements have been studied and suggested for construction and improvements, as follows:

- 1. Road Network Improvements (Including **Reconstruction, Improvements and Urbanization**)
- 2. Active Transportation Network Improvements (Including **Sidewalks Improvement**)
- 3. Active Transportation Network Improvements (Including **Cycling Infrastructure Improvement**)

Implementation Horizons

- **Short-Term (0–5 years)**: Immediate needs and foundational improvements
- **Medium-Term (5–15 years)**: Support ongoing growth
- **Long-Term (15–30 years)**: Major projects for full construction and future needs



Transportation Network Improvements Costs Breakdown

Recommended Improvements	2024 Costs	Description
Roadway Reconstruction and Improvements (\$ per KM)	\$1,595,400.00	Planned infrastructural improvements within the Town
Urbanization (\$ per KM)	\$734,900.00	New subdivisions and growth trigger roadway upgrades, truck detours, and traffic improvements
Surface Upgrade (Paving) (\$ per KM)	\$435,400.00	Gravel roads near Erin Village and Hillsburgh to be paved for better access
Sharrows Implementation (\$ per KM)	\$4,000.00	Implementation of shared lane markings showing that cyclists and vehicles share the lane
Sidewalks Construction (1.5–2.0 m) (\$ per KM)	\$154,300.00	Improve sidewalk connections across the Town
Traffic Signals (Per item)	\$220,000.00	Installation of new traffic signals to improve traffic operations

Next Steps

Following this round of consultation, we will:

1. Review your feedback to better understand if any changes to the draft recommendations are needed
2. Finalize the future road network recommendations
3. Confirm phased implementation plan for various transportation system components
4. Finalize supporting strategies and policies
5. Prepare Transportation Master Plan final report



Please follow the link below to access the project website for the Transportation Master Plan study:

<https://erinengaged.erin.ca/transportation-master-plan-tmp-study>

Contact Us

For further information, please contact the study team:

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**Thank you for
attending the PIC2!**

