

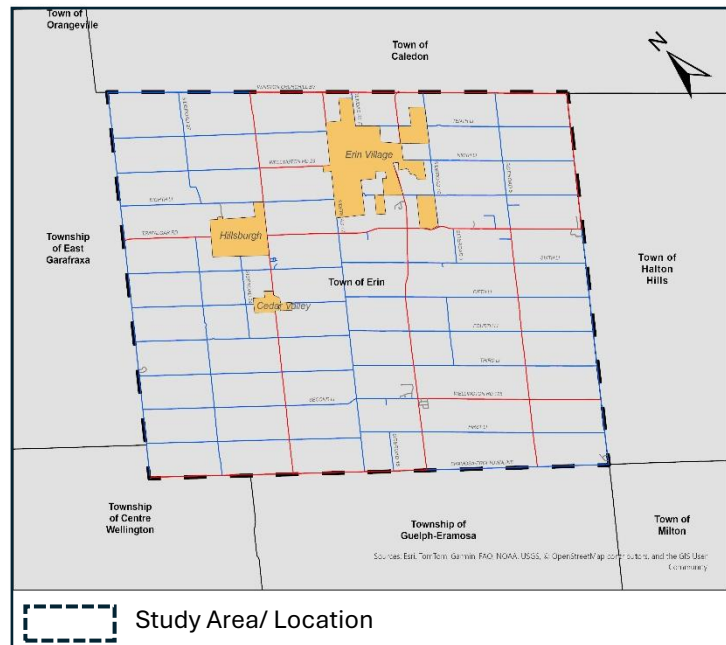


Appendix C

Public Consultation

Notice of Study Commencement Transportation Master Plan

To strategically prepare for growth and enhance the Town's existing transportation network, the Town of Erin has retained 30 Forensic Engineering (30FE) to undertake the development of the Town's first Transportation Master Plan (TMP) study. 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 2055 horizon year.



The plan 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.

The Process

The TMP will be developed in accordance with the Provincial Environmental Assessment (EA) Act, following the Approach 1 as outlined in the 2023 Municipal Class Environmental Assessment (MCEA) document. The TMP will cover Phase 1, Problem and Opportunity, and Phase 2, Alternative Solutions, of the MCEA process and facilitate streamlining and implementation of recommended capital works.

Have your say

An important part of this study is consultation with the public, stakeholders, and the Town's agency partners. We want to hear from you on the issues and opportunities that you see for the Town's Transportation System to the horizon year of 2055.

At any time during this study, you can provide comments, questions, and concerns to the project team. We will also organize Public and Stakeholder engagement events to present an overview of the study and existing conditions while outlining alternatives, evaluation, and study recommendations.

The project team will host two (2) Public Information Centres (PIC) to gather public input and present the findings of the study, with the first PIC anticipated in January 2025. A PIC Notice



Notice of Study Commencement Transportation Master Plan

will be published at least two weeks in advance providing the date, time, and location of the meetings.

Learn more

When updates become available, they will be shared on the project website at: <https://erinengaged.erin.ca/>

Privacy Statement

Information is collected under the authority of the the [Municipal Freedom of Information and Protection of Privacy](#). If you require additional information, please visit [Town of Erin Freedom of Information](#).

Contact Us

For further information or to share your valuable input, please contact the study team:

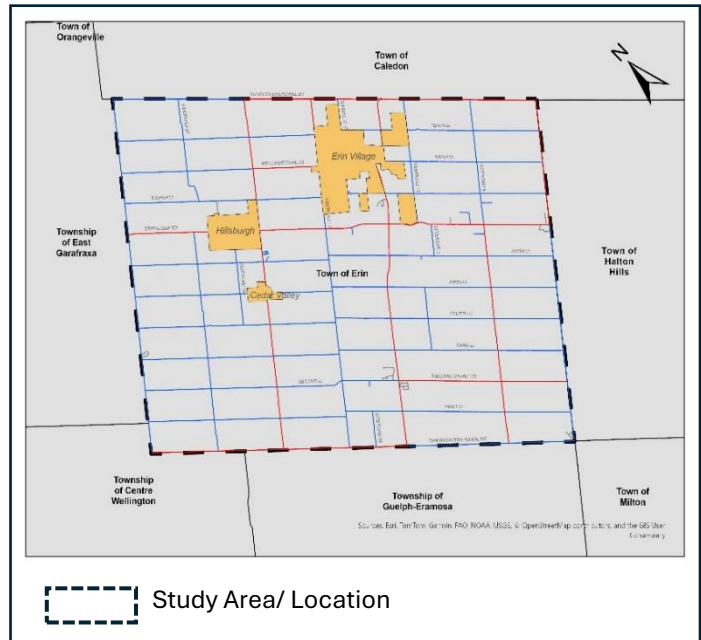
Mehemed Delibasic, P.Eng.
Consultant Project Manager
-30- Forensic Engineering
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mdelibasic@30fe.com

Danial Tunio, C. Tech., rcji
Engineering Technologist
Town of Erin
Phone: (519) 855-4407 ext. 251
Danial.Tunio@erin.ca

This notice first issued November 1, 2024

<https://www.erin.ca/newsroom/public-notice/erin-hires-consultant-to-conduct-transportation-master-plan>

To strategically prepare for growth and enhance the Town's existing transportation network, the Town of Erin has retained 30 Forensic Engineering (30FE) to undertake the development of the Town's first Transportation Master Plan (TMP) study. 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 2055 horizon year.



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Have your say

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The project team will host two Public Information Centres (PIC) to gather public input and present the findings of the study. Details of the first Public Information Centre are as follows.

Public Information Centre 1

The project team will be hosting a drop-in style event to introduce the project, share public feedback gathered to date and work completed thus far as part of the initial phase of the project. This event will also provide an opportunity for members of the public to share their

Notice of Public Information Centre #1 Transportation Master Plan

opinions on the current transportation network as well as on how the Town should plan for a future transportation network that will accommodate the growth planned for 2055.

Event Details:

- Location: Erin Legion - 12 Dundas St E, Erin, ON N0B 1T0
- Date: February 26, 2025
- Time: 5:00 p.m. – 7:00 P.M.

Accessible formats and communication support are available upon request. The Town of Erin is committed to accessibility for people with disabilities. Please contact Danial.Tunio@erin.ca if you have an accessible accommodation request.

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Town of Erin

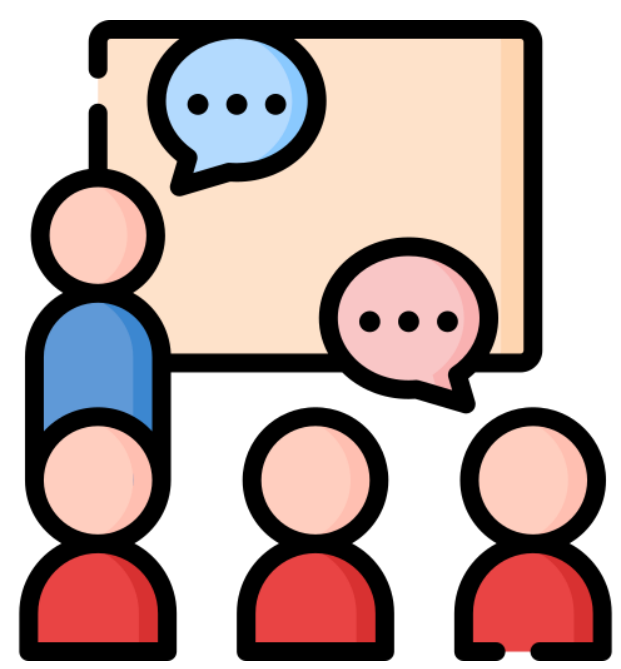
Public Information Centre #1

Transportation Master Plan | February 2025

Welcome to Phase 1 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 #1 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 1 Objectives

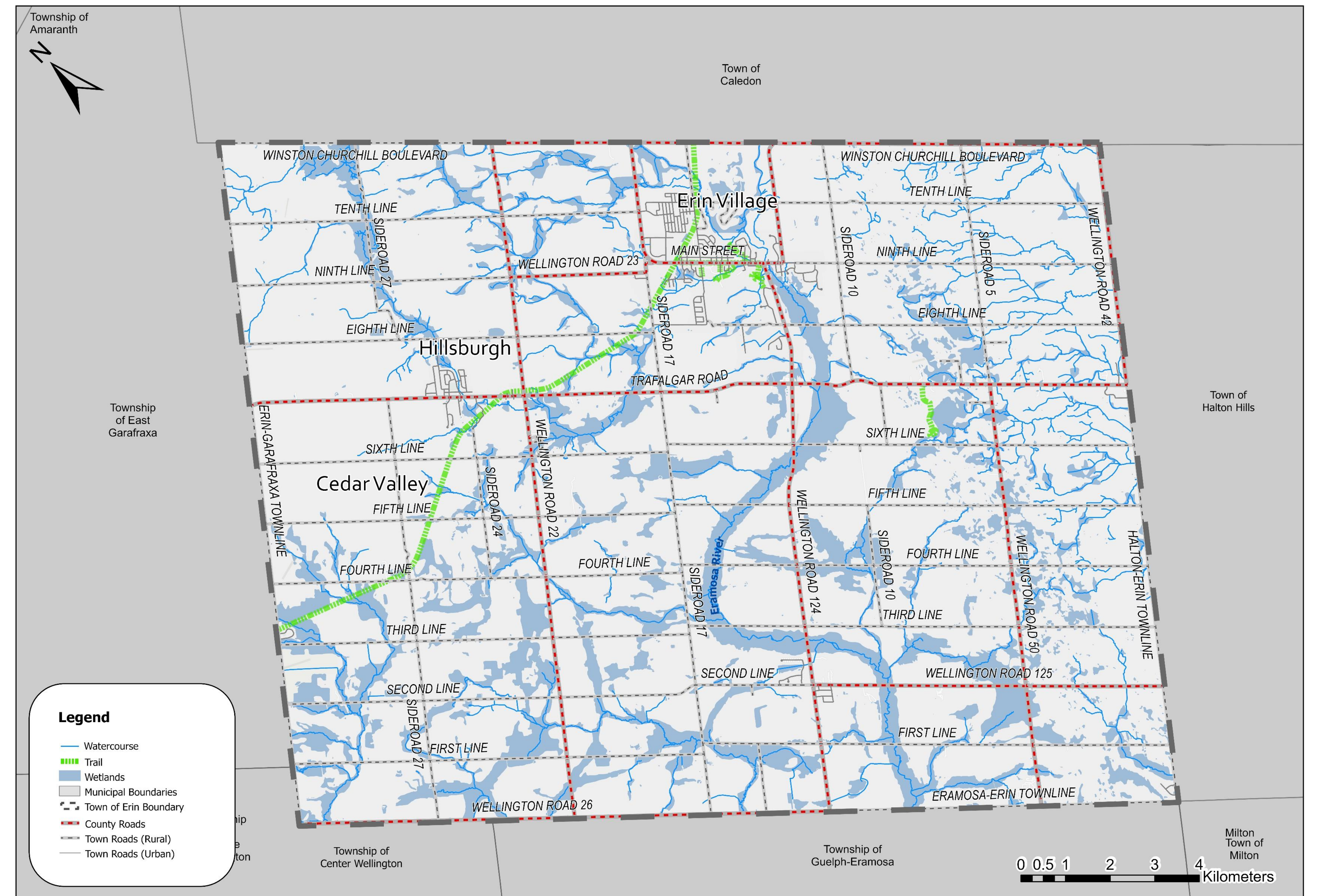
- Introduce the project and outline the study process
- Provide background information
- Present the understanding of the study area and existing conditions
- Seek input on the existing conditions within the study area
- Answer questions about the study



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 38.4 people per square kilometer (Statistics Canada, 2016 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 approx. 13,213 residents (2024). Based on the Town's Development Charges Background Study (2024), the population is projected to reach 31,581 by 2051.

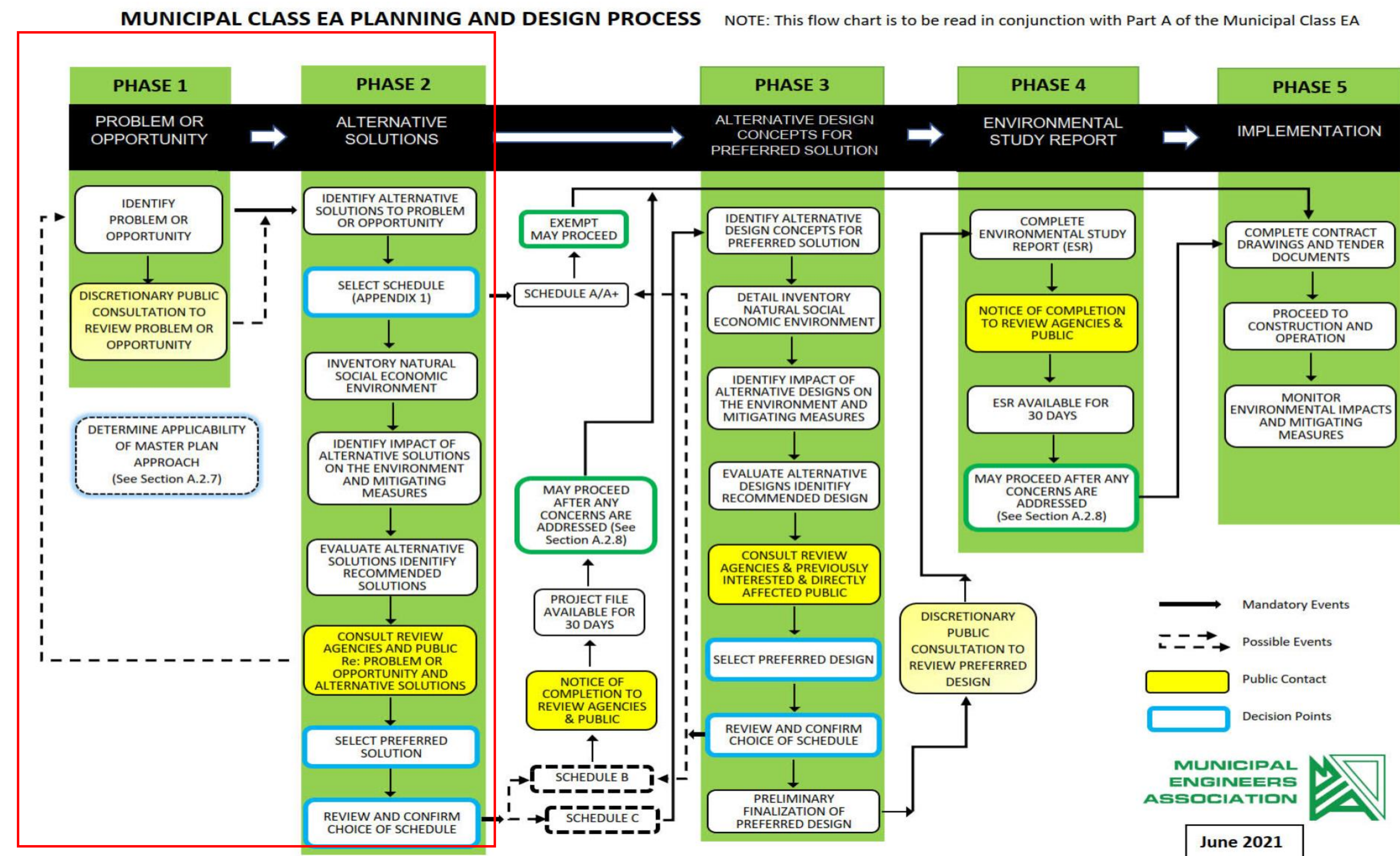


Transportation Master Plan Process

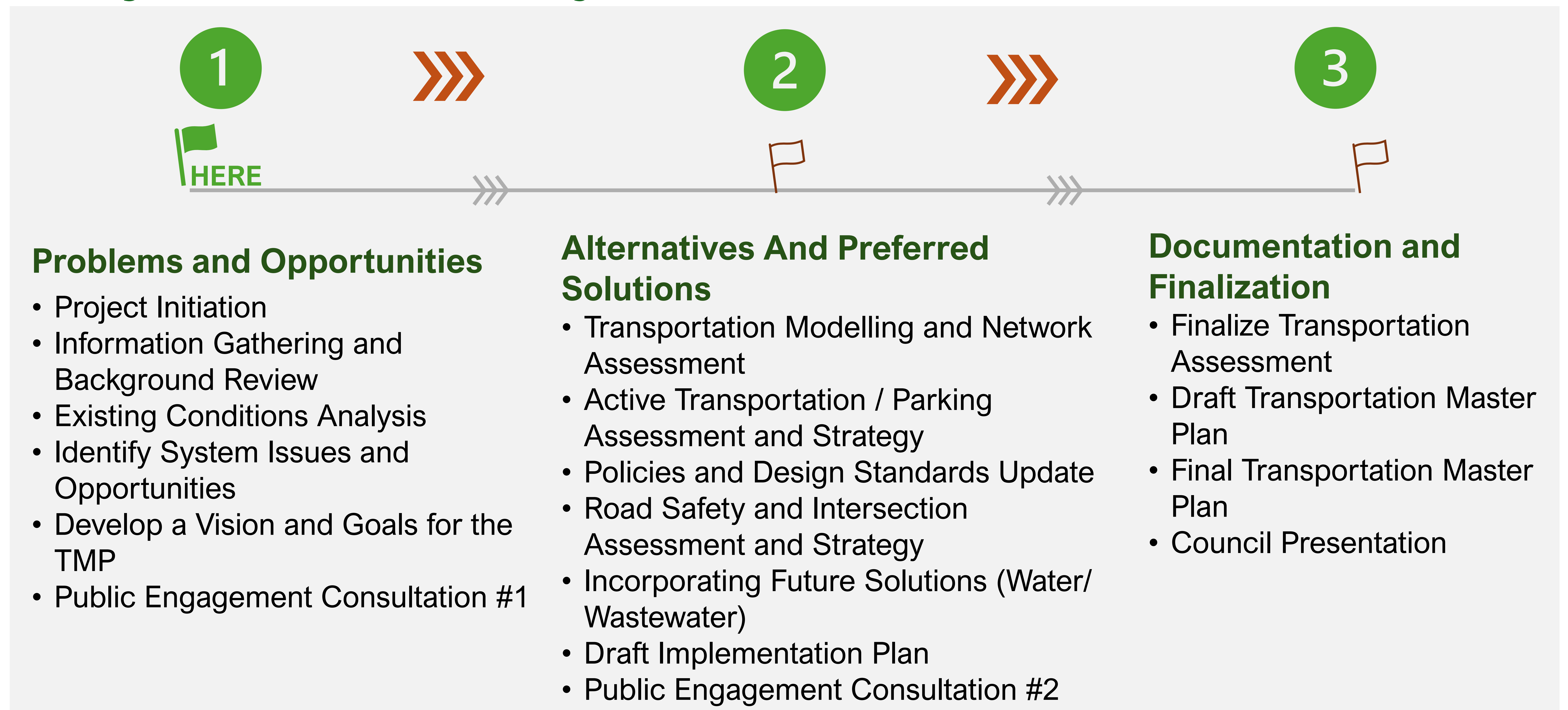
What is a Transportation Master Plan (TMP)?

- A Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion and management of a multi-modal transportation system
- The TMP will provide strategies and policies that align with the Town of Erin's growth and support its vision for the future transportation system
- 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

Municipal Class Environmental Assessment Process



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 2055 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.

Data Collection

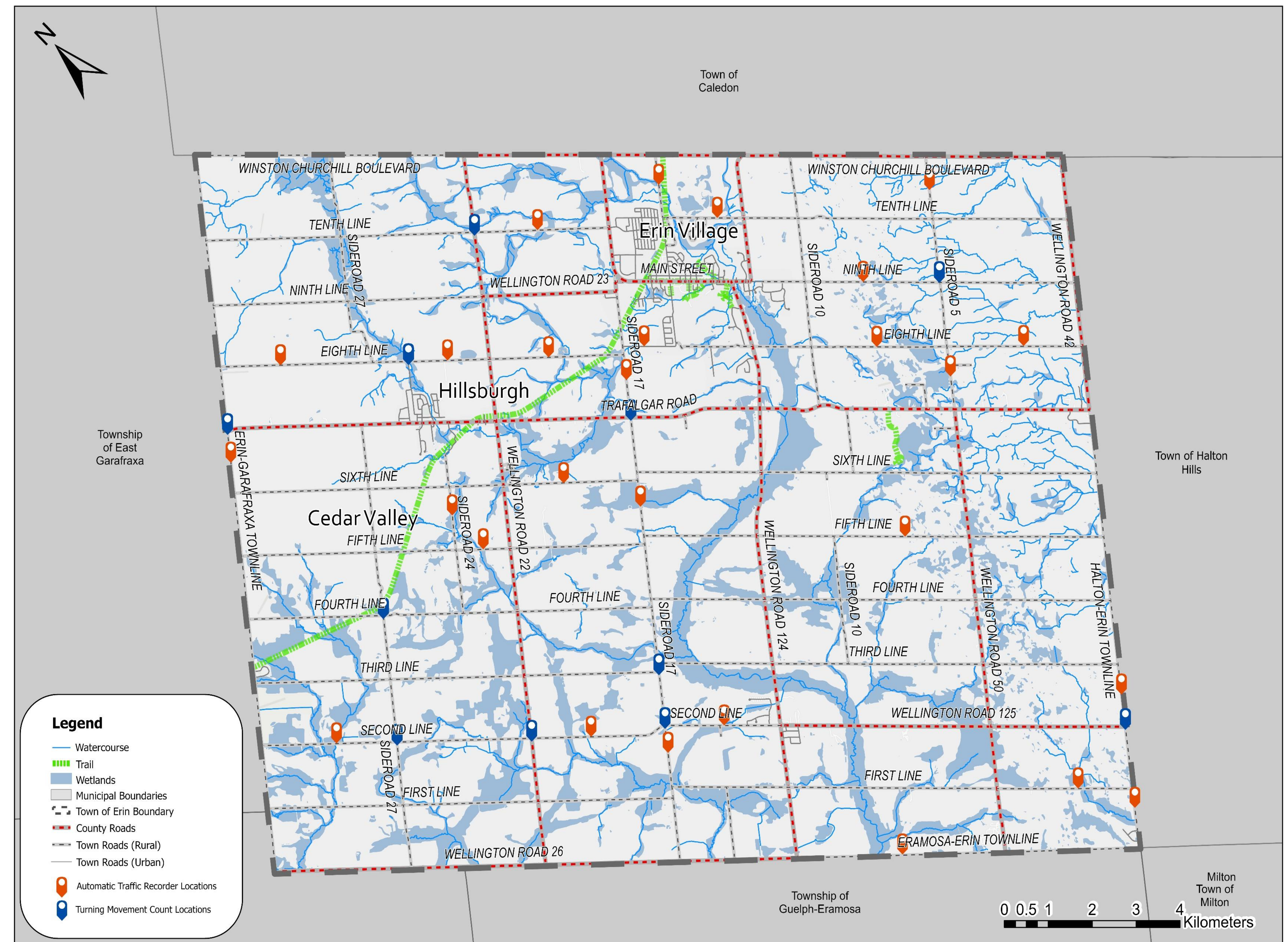
Data collected for this TMP update included the following:

1. Traffic Volume Data:

- ✓ Turning Movement Counts (TMC) were collected at 11 intersections in November 2024
- ✓ Automatic Traffic Recorder (ATR) Counts were collected at 27 locations in November 2024

2. Background Studies and Documents provided by the Town of Erin

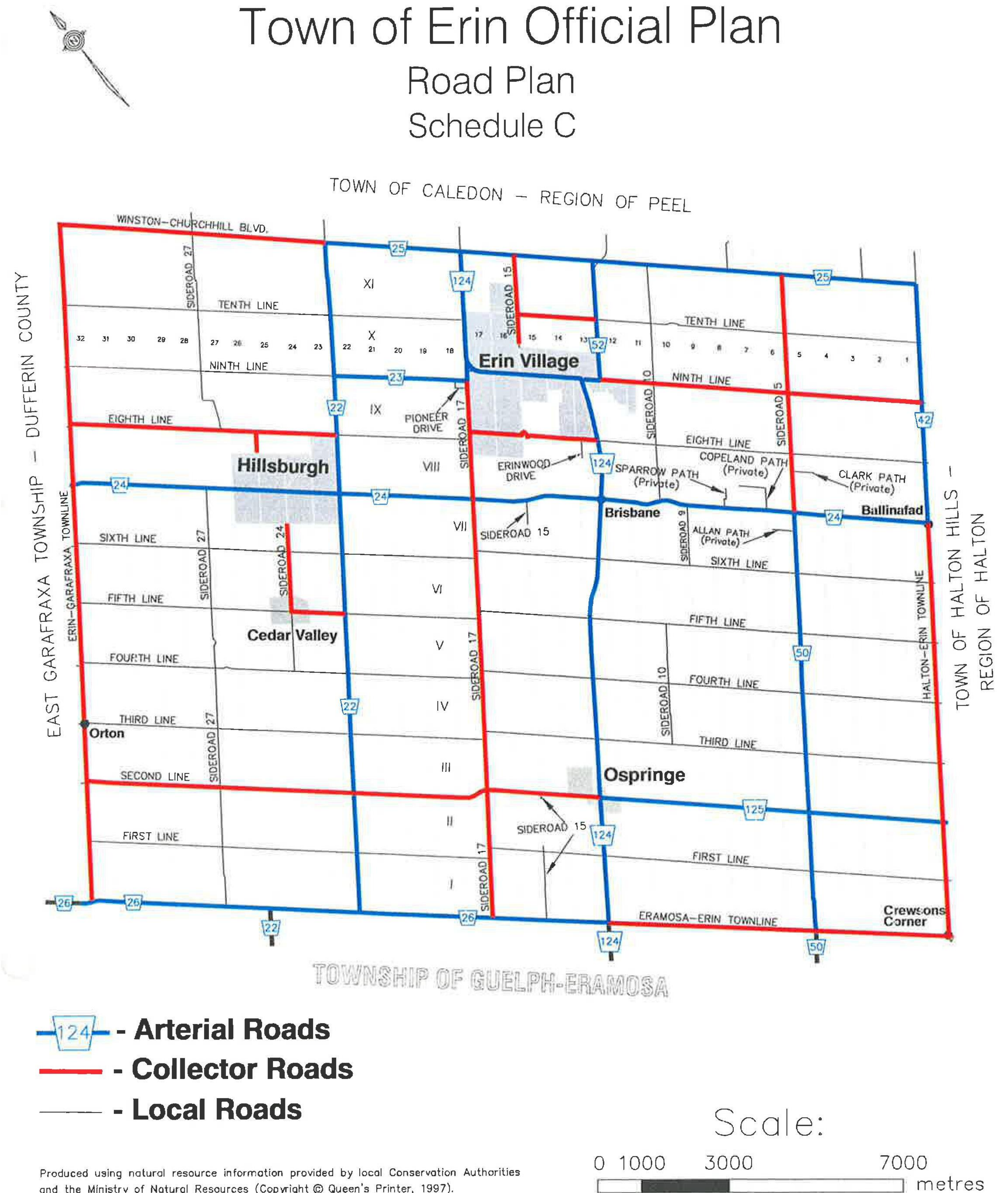
3. GIS Shapefiles for mapping purposes provided by the County of Wellington



Existing Road Classification

Town of Erin Official Plan Classification

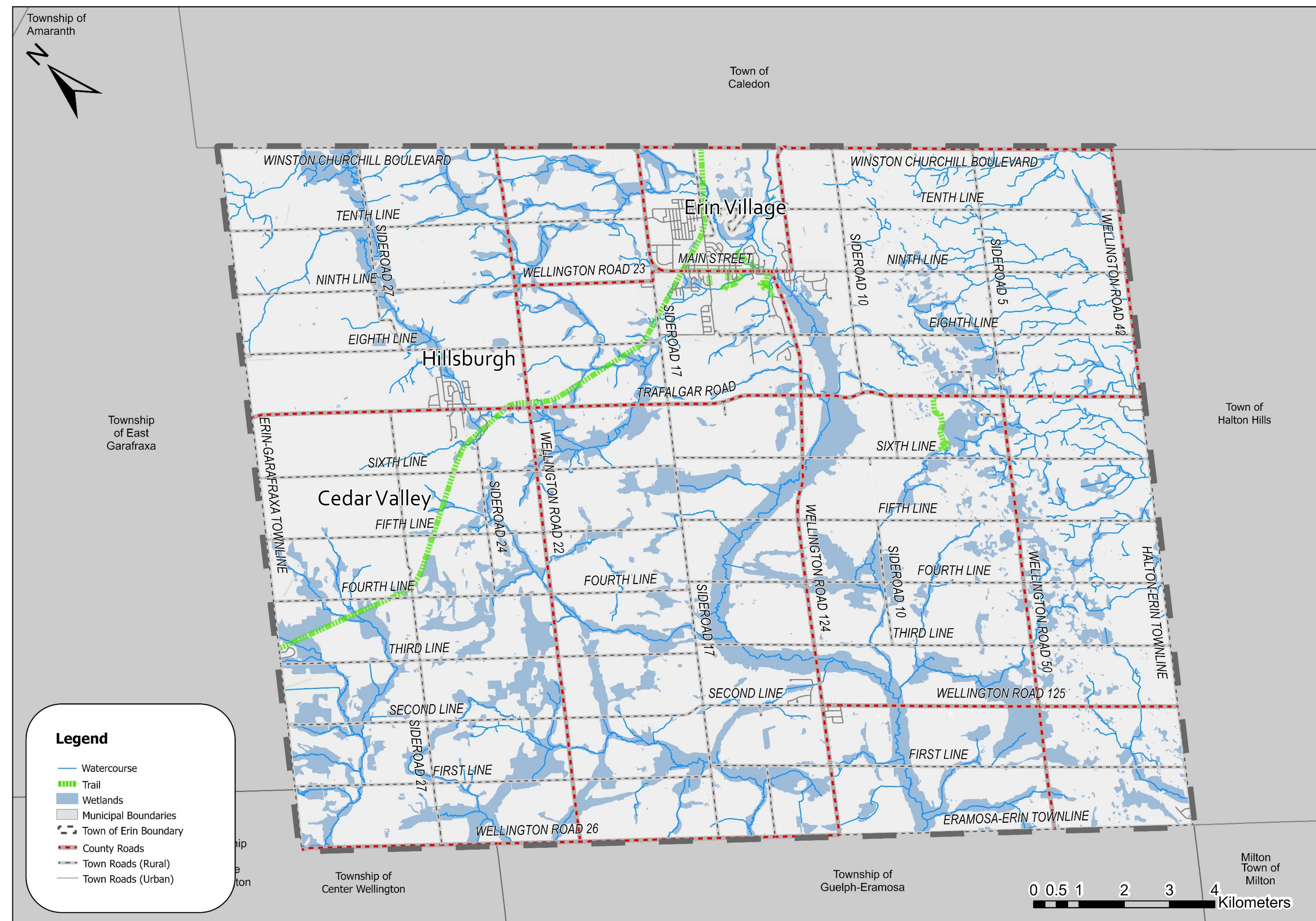
- **Arterial Roads:** serve high volumes of intra-urban traffic at moderate speeds with limitations on property access and rights-of-way shall be 30 meters. Arterial roads generally consist of county roads, but some municipal roads may also be designated as arterial roads.
- **Collector Roads:** serve a moderate amount of traffic and are used primarily to collect traffic from local roads and channel it to arterial roads. Access to individual properties is allowed and rights-of-way shall be a minimum of 26 meters.
- **Local Roads:** serve a low volume of traffic and provide access to individual properties. Local roads include both urban and rural roads under the jurisdiction of a local municipal government.



Existing Road Classification

County of Wellington Road Classification

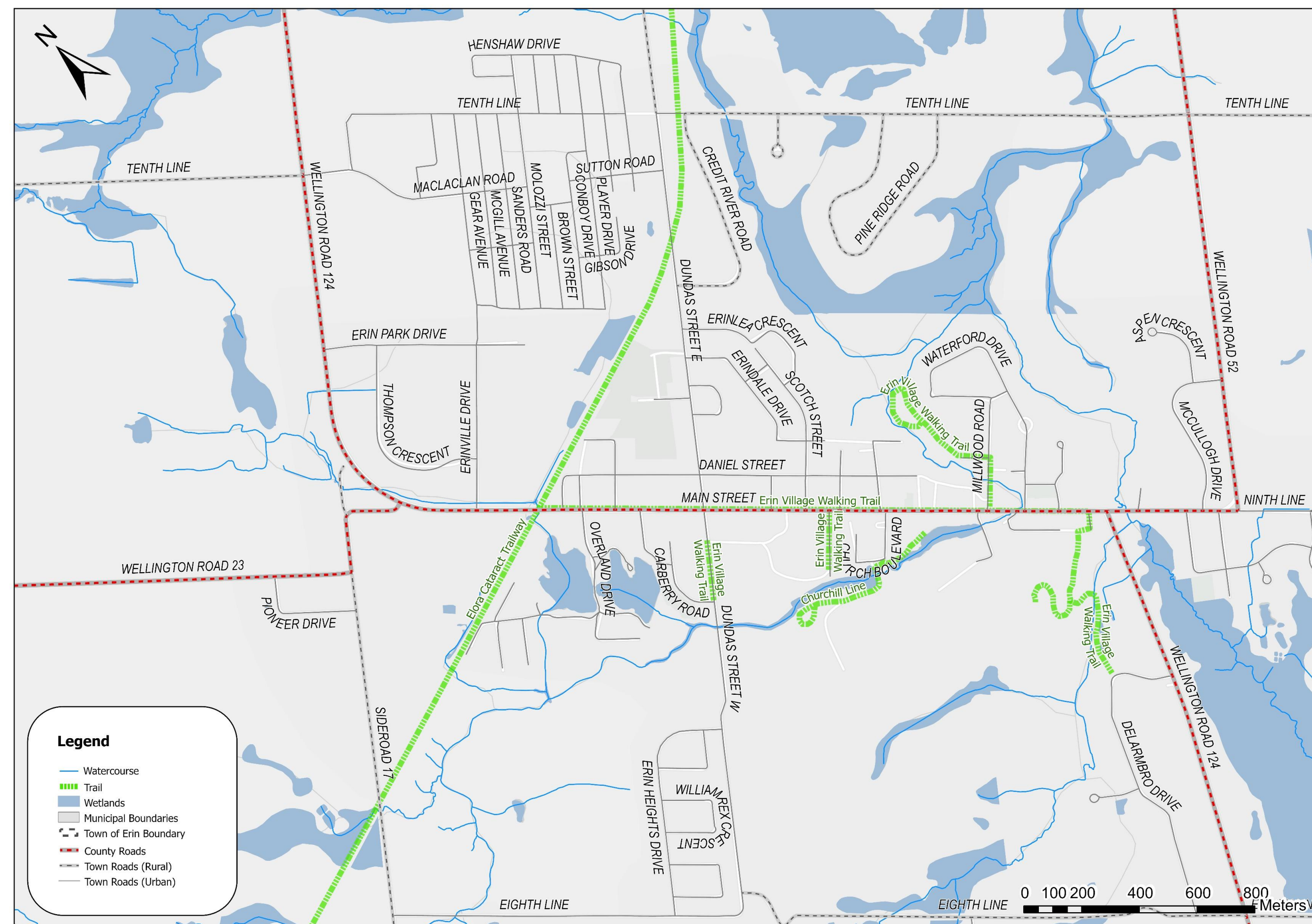
- **County Roads:** the county road system provides the major roadways in Wellington. County roads serve high volumes of traffic, including truck traffic, and move people and goods at reasonably high speeds.
- **Town Rural Roads:** are local roads laid out along original township concession and lot lines. These roads often provide important collector functions and operate at reasonably high speeds.
- **Town Urban Roads:** are local roads that may be classified as arterial, collector or local routes to recognize a hierarchy of functions and to encourage development that is compatible with those functions.



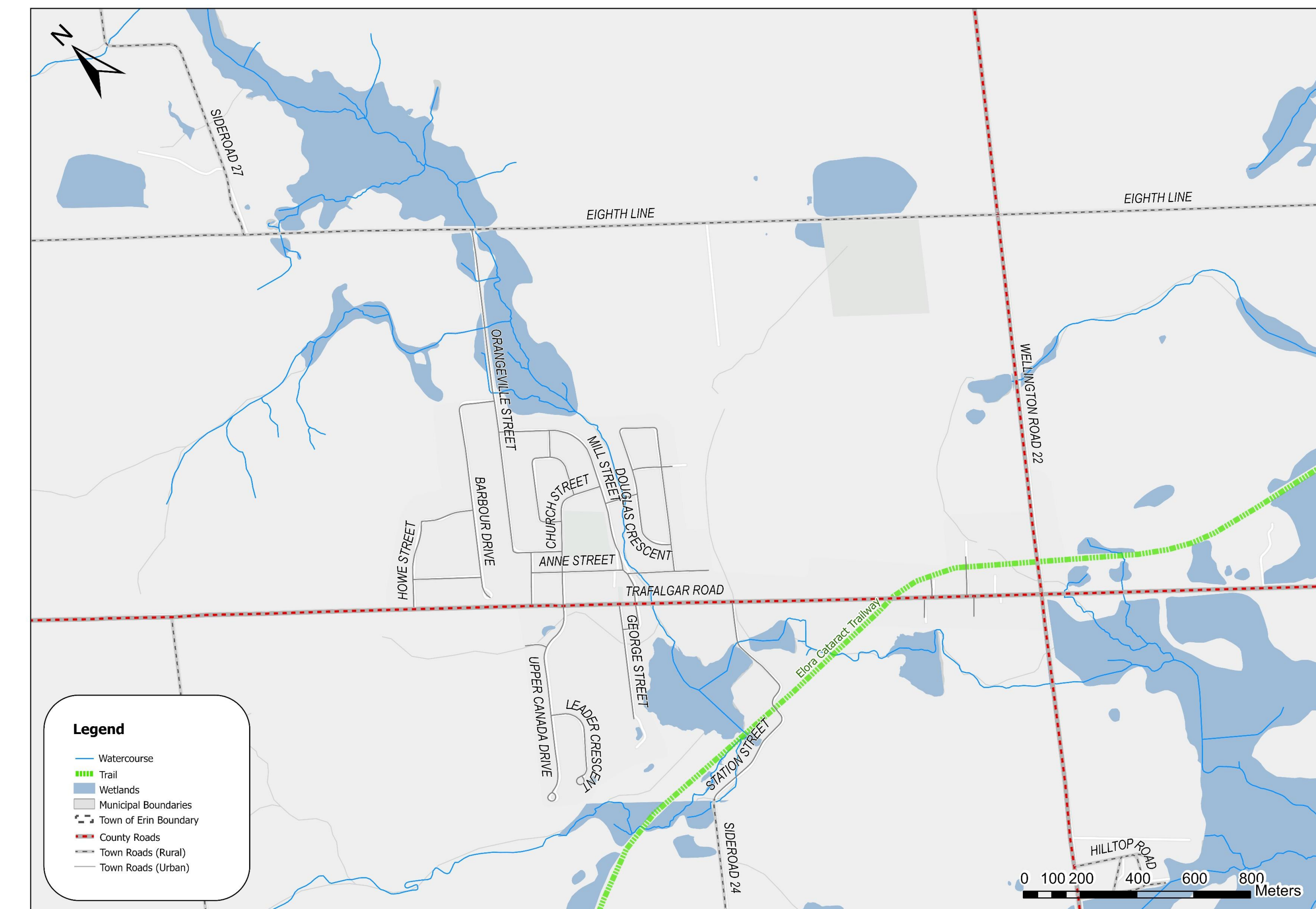
Existing Road Classification

The following figures show Existing Road Classification in the urban areas of Erin Village, Hillsburgh, Orton, and Ospringle.

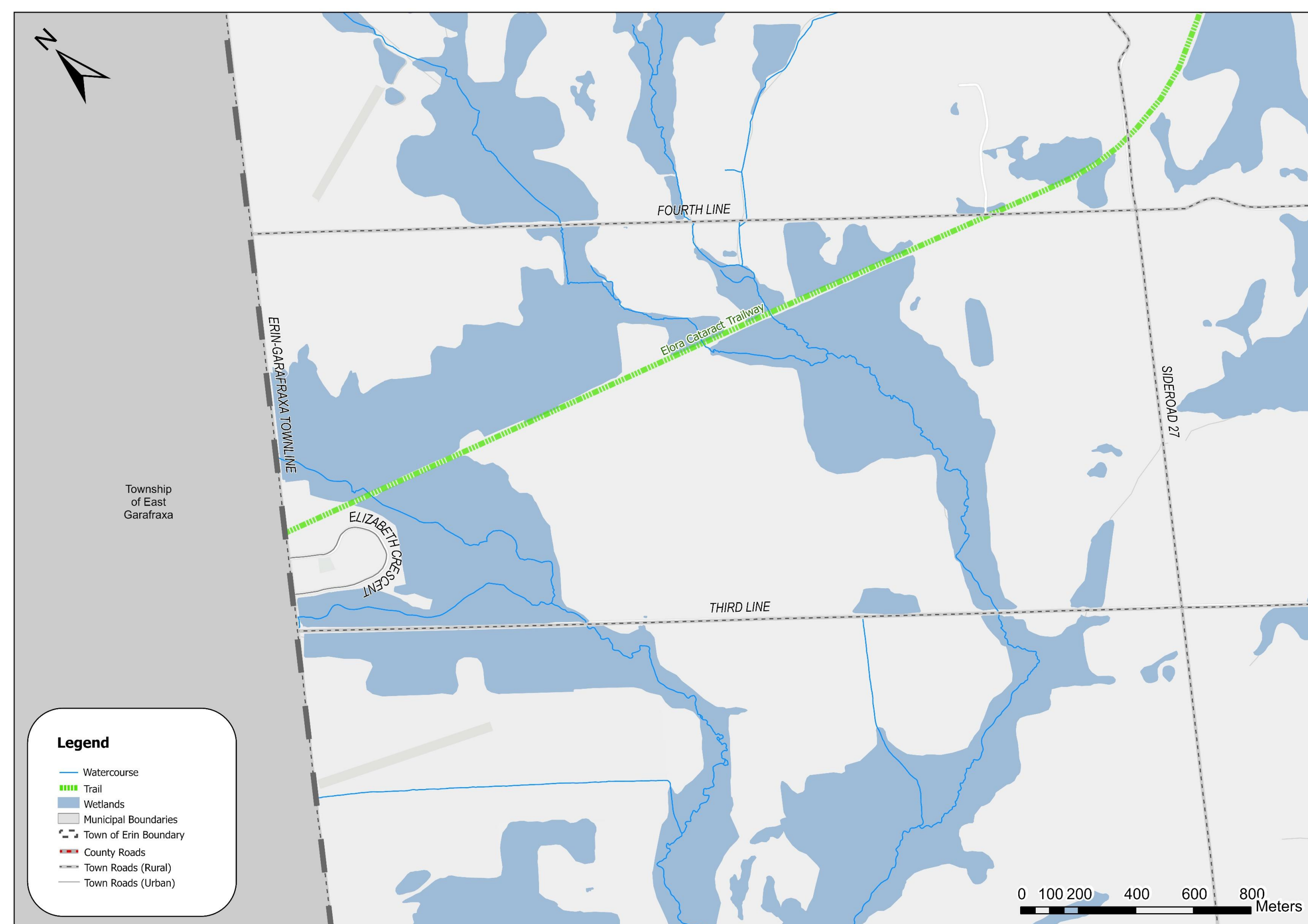
Erin Village



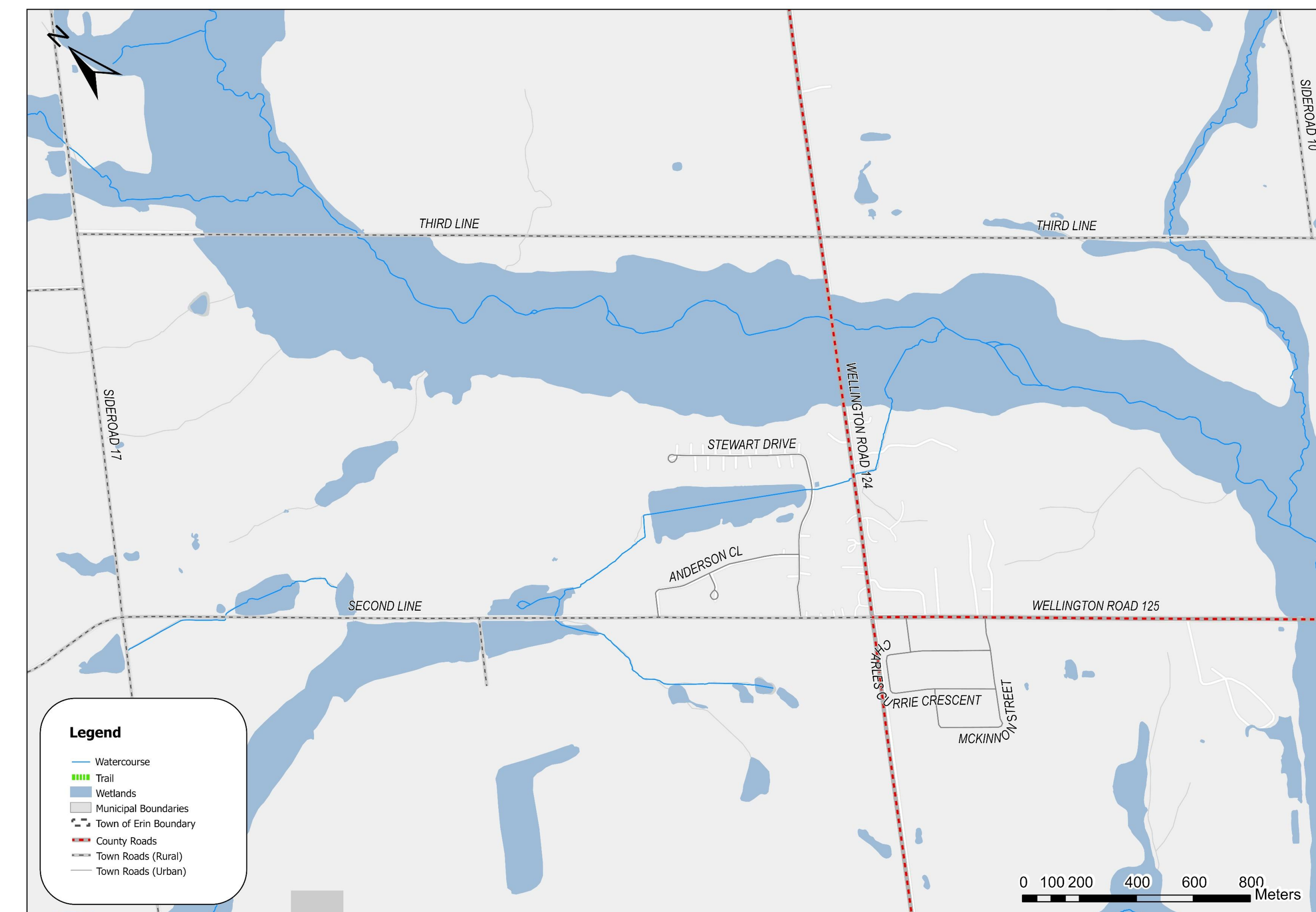
Hillsburgh



Orton



Ospringle

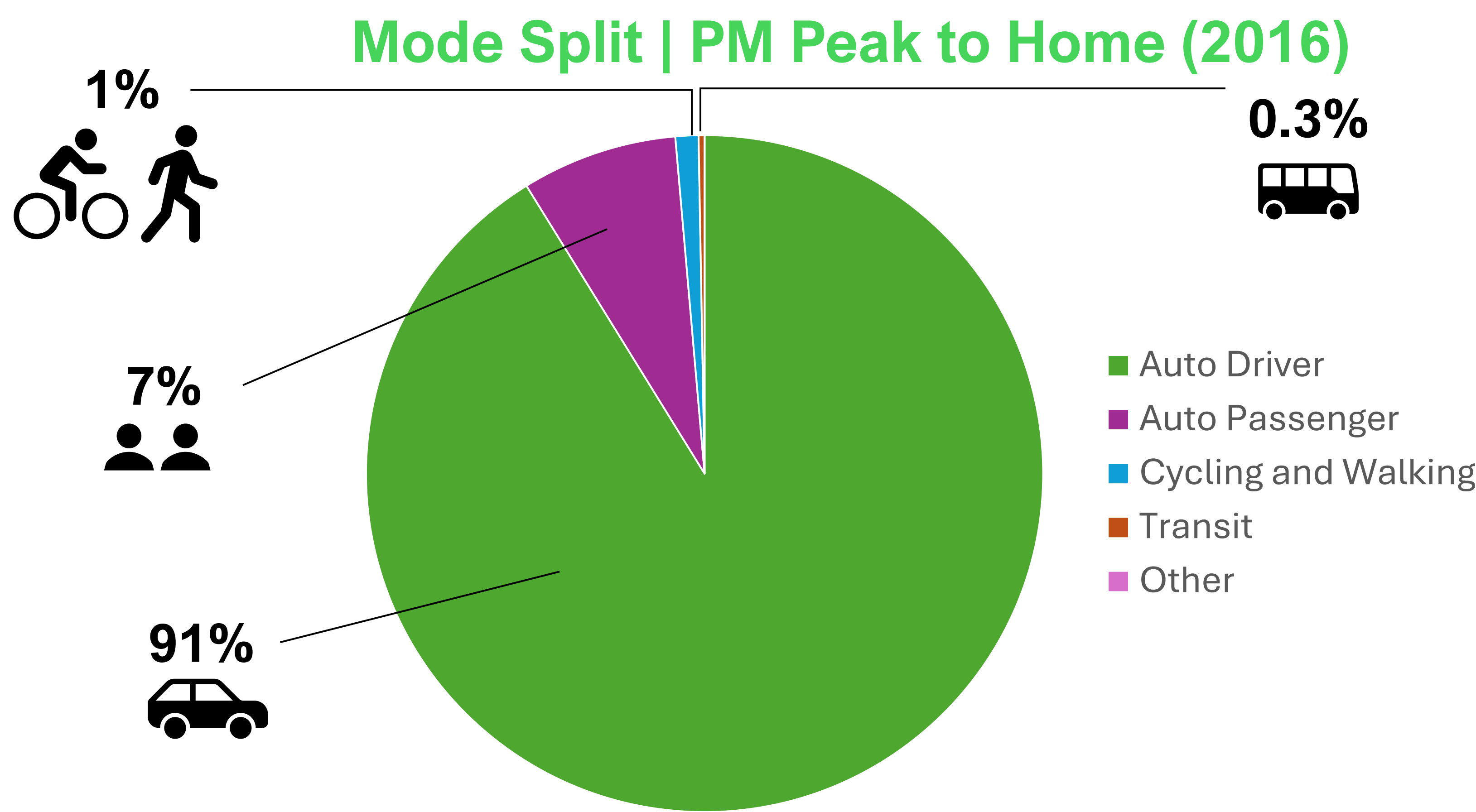
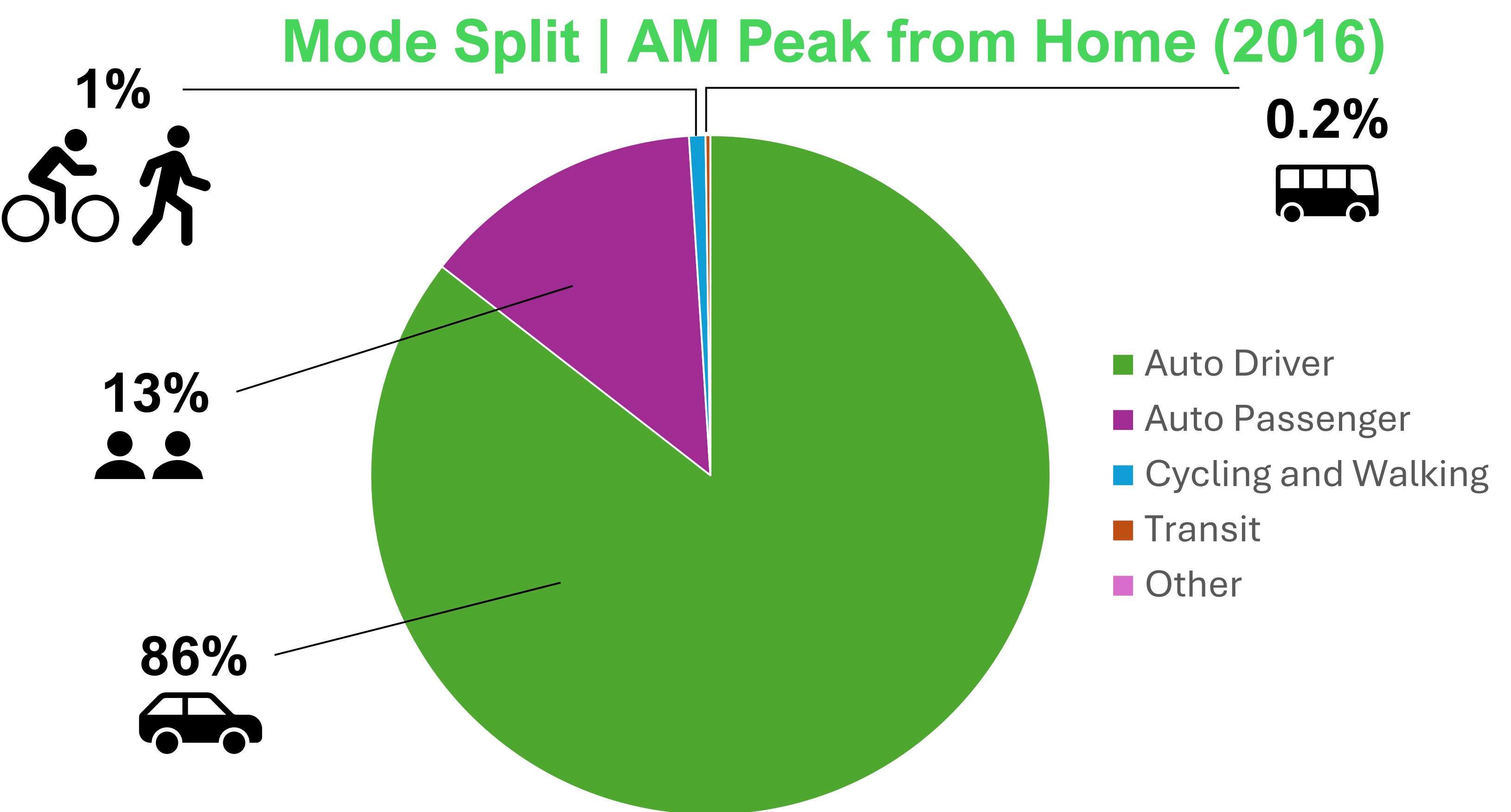


Existing Travel Demand Trends

Based on the 2016 Transportation Tomorrow Survey (TTS) data, home to work trips from the Town of Erin to other areas was reviewed. This provided an overview of the internal distribution of trips happening between the settlement areas in the Town and outside the Town’s boundaries.

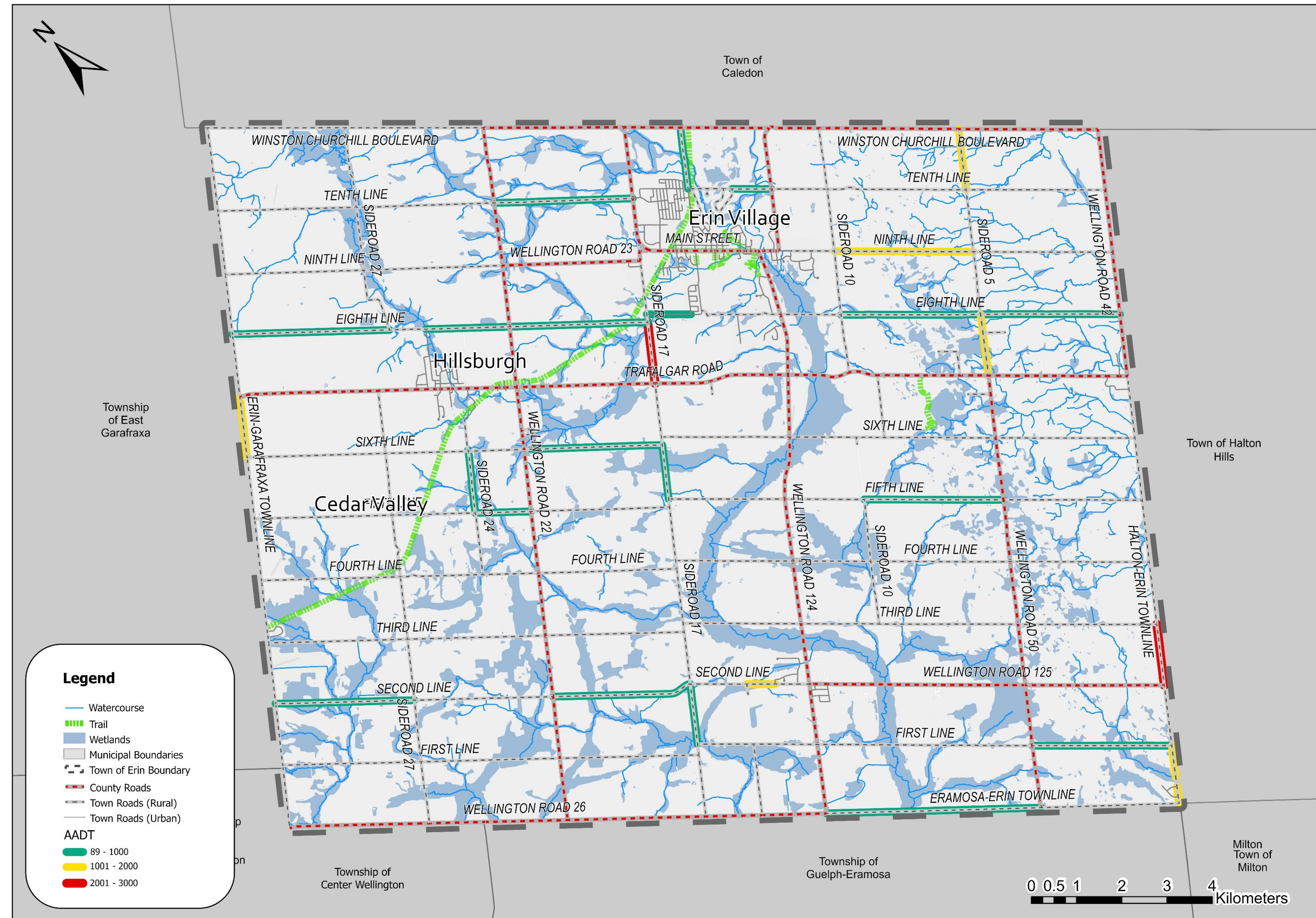
Home to Work Daily Trips from Town of Erin to Other Areas in the County of Wellington (AM Peak)			
Location	TTS Zone	No. Trips	% of Trips
Other	3707-3711, 3713	0	0%
Fergus	3712	21	7%
Eramosa	3714	17	5%
Within Erin	3714, 3715	276	88%
Total		314	100%

Home to Work Daily Trips Outside of Town of Erin to GTA Areas (AM Peak)		
Location	TTS Zone	No. Trips
Location	No. Trips	% of Trips
Guelph City	89	4%
Halton Region	344	15%
Hamilton	17	1%
Peel Region	1063	46%
Toronto	294	13%
Waterloo Region	146	6%
York Region	50	2%
Wellington County	314	14%
Total	2317	100%



Existing Traffic Volumes

- The Annual Average Daily Traffic (AADT) 2024 estimates were evaluated from our traffic data collection.
- AADT is an essential factor in the analysis of the road network, which can be used to do the following:
 - ✓ Determine the adequacy of the available road network capacity in comparison to the roadways traffic demand and its Level of Service (LOS)
 - ✓ Create design and maintenance classifications for the roadways
 - ✓ Set up the relative priority for maintenance, reconstruction and rehabilitation

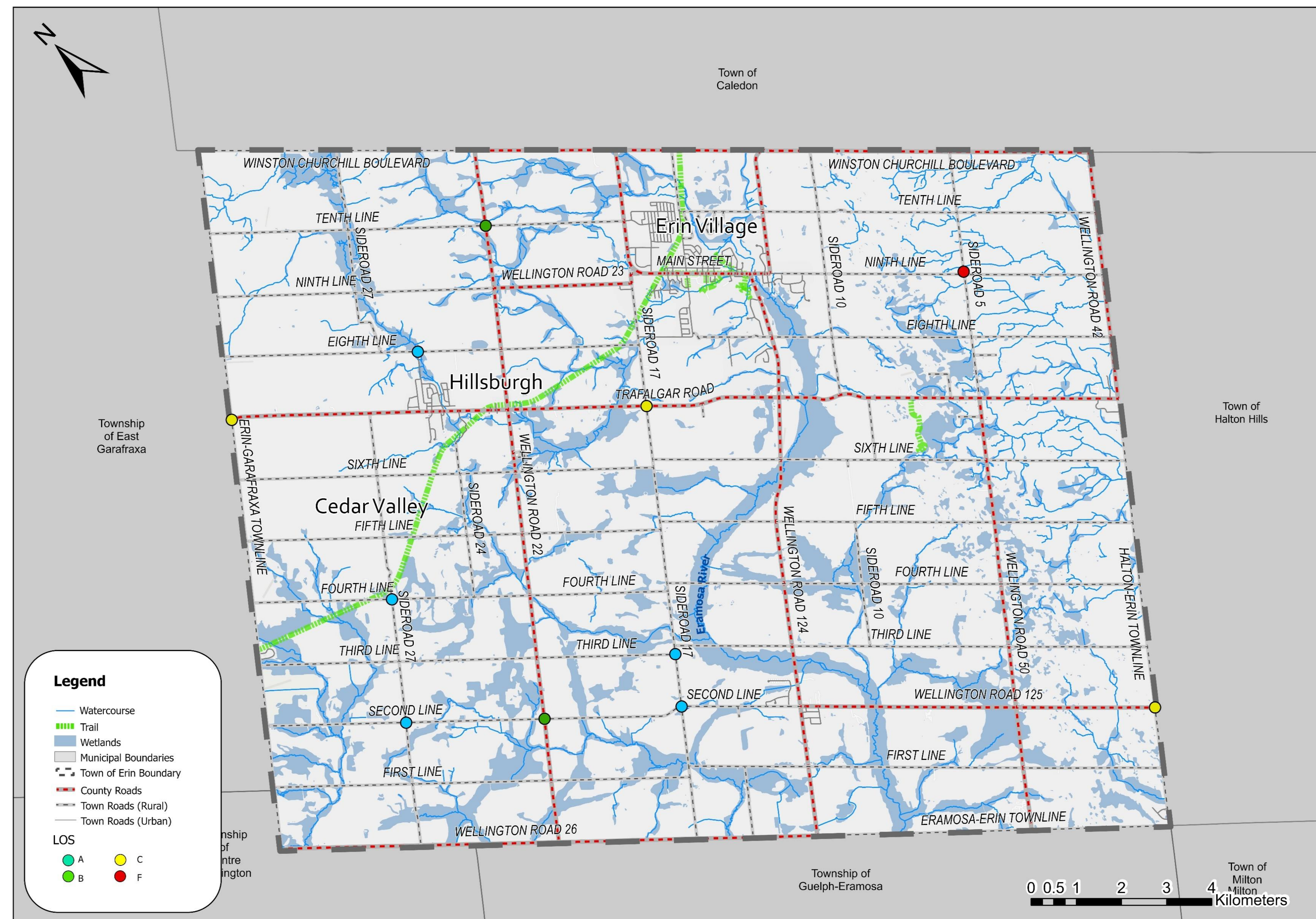


Intersections Traffic Operation – Existing Conditions

Level of Service (LOS) is a qualitative measurement used to relate the quality of traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc.

Intersection Level of Service	Intersection Operations	Degree of 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 can Occur
F	Unpredictable Flow/ Wait Through Multiple Cycles	Excessive Delays can Occur

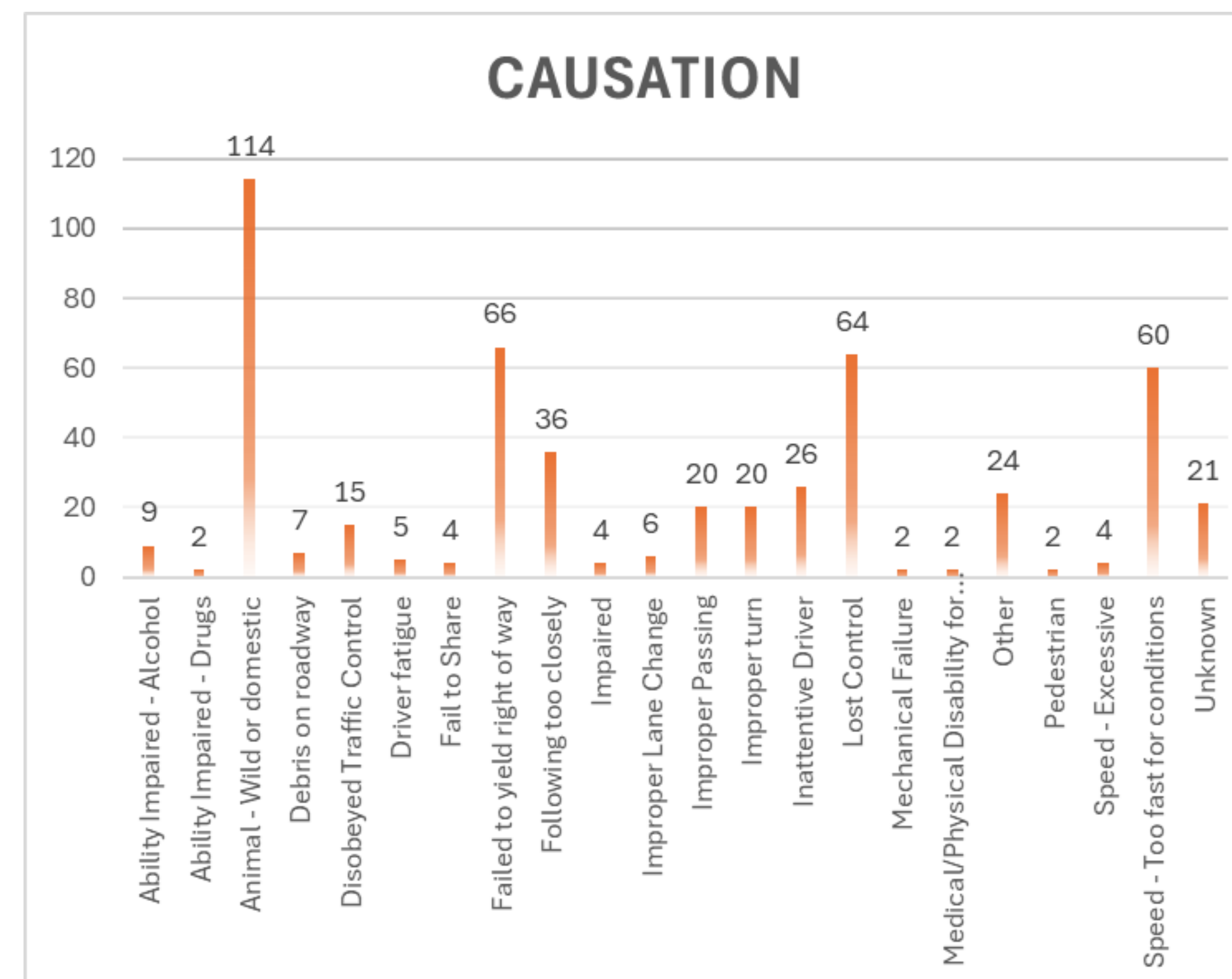
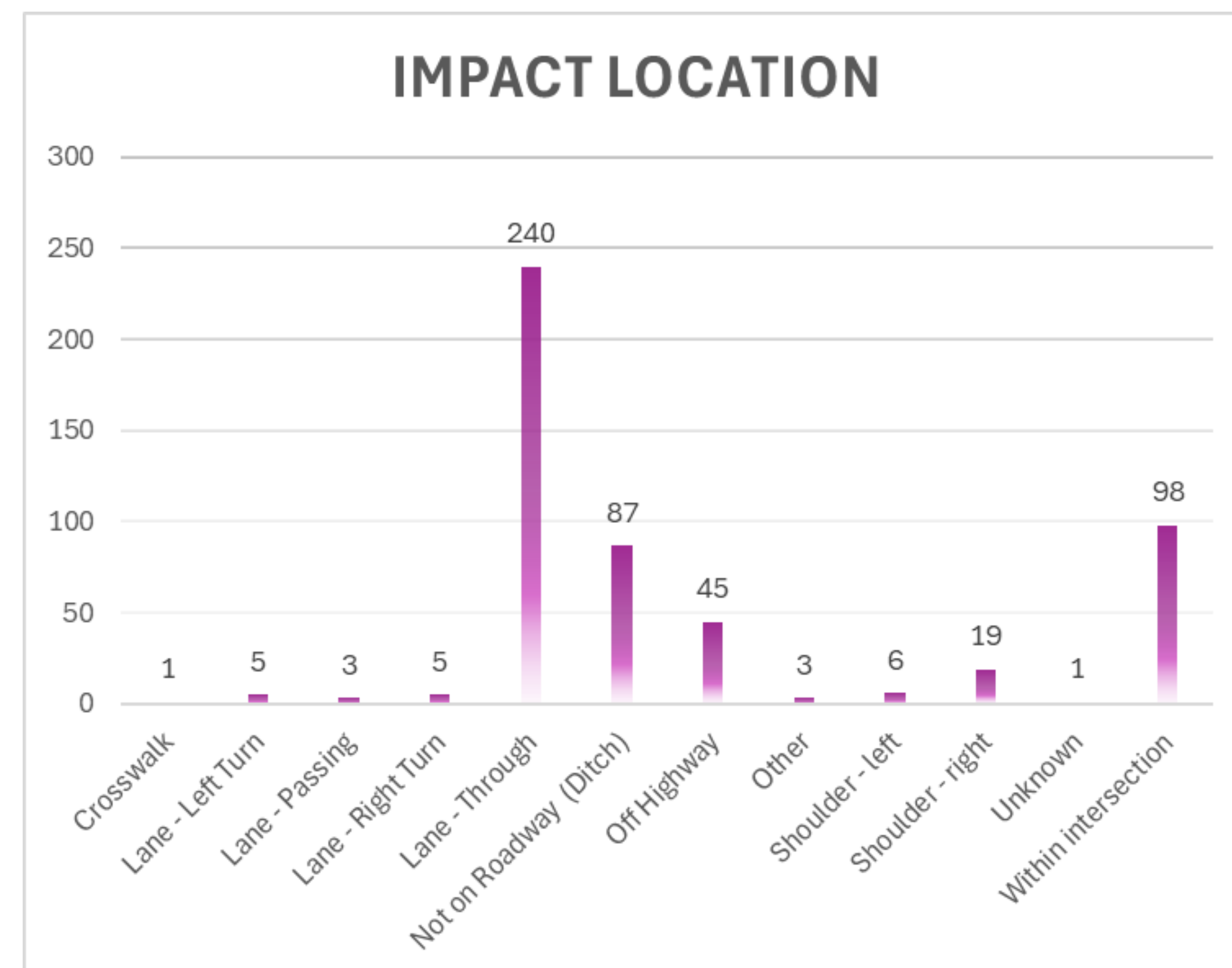
Level of Service	Unsignalized Intersection Average Control Delay (sec/veh)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50



Note: The level of services presented above are for the lowest performing approach at the analyzed intersections

Collision Analysis and Safety

A review of historical collision data was performed based on information provided by the Town of Erin. The collision analysis covered the period from January 1, 2020, to December 31, 2024, including all corridors and intersections in the urban settlement areas within the Town of Erin.

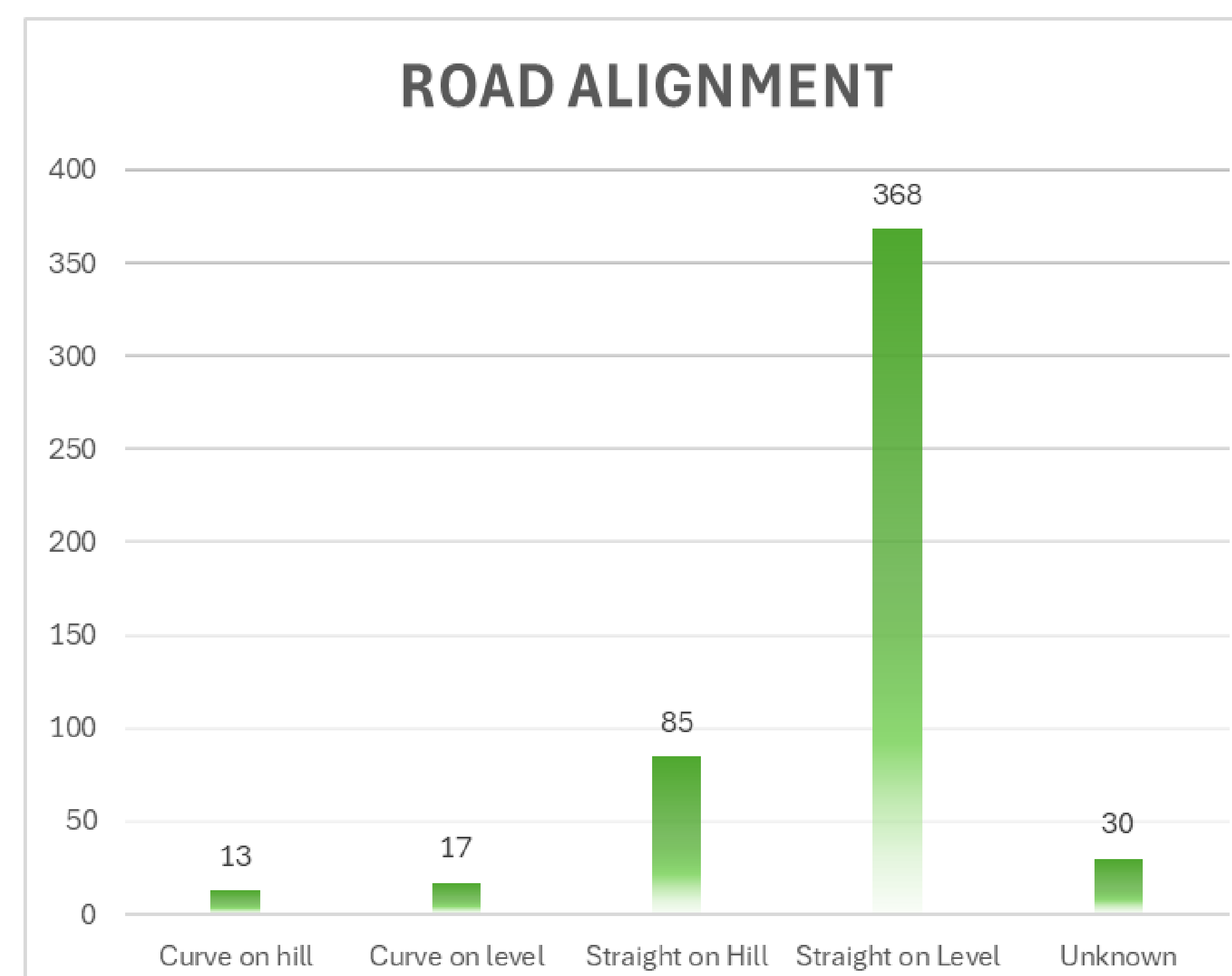
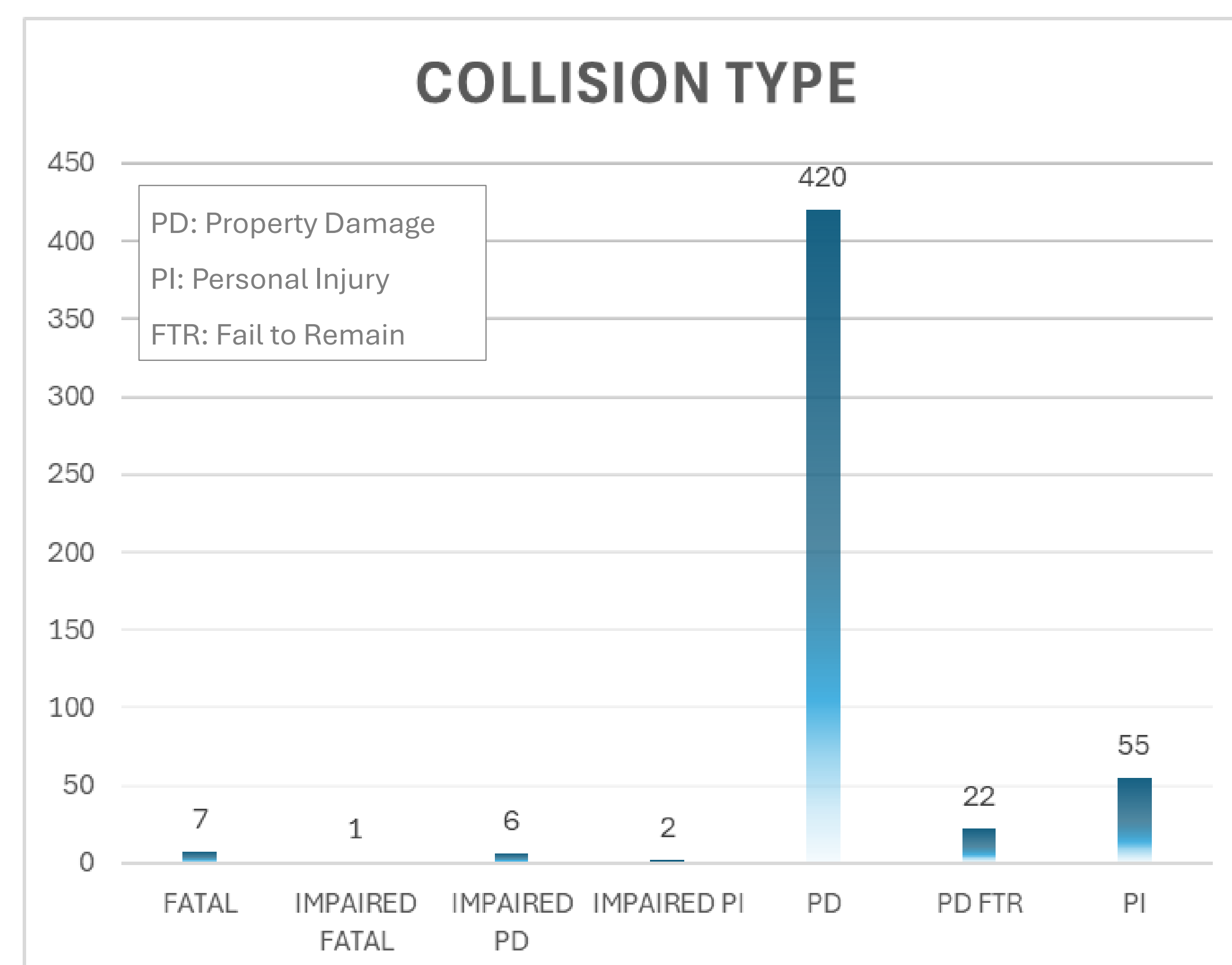


Top 10 Key Roadways Associated with Through Lane Collisions

Sl. No.	Road Name	Number of Collisions
1	TRAFALGAR RD	95
2	WELLINGTON RD 124	79
3	WELLINGTON RD 22	40
4	WELLINGTON RD 125	27
5	EIGHTH LI	21
6	WELLINGTON RD 50	18
7	WINSTON CHURCHILL BV	17
8	FOURTH LI	17
9	WELLINGTON RD 26	17
10	SIDEROAD 5	16

Top 10 Key Roadways Associated with Intersection Collisions (crossroads were not documented)

Sl. No.	Road Name	Number of Collisions
1	TRAFALGAR RD	22
2	WELLINGTON RD 124	14
3	WELLINGTON RD 22	11
4	WELLINGTON RD 50	8
5	WELLINGTON RD 125	6
6	SIDEROAD 5	6
7	DUBLIN LI	4
8	EIGHTH LI	3
9	HALTON-ERIN TOWNLINE	3
10	WELLINGTON RD 52	2



Notes:

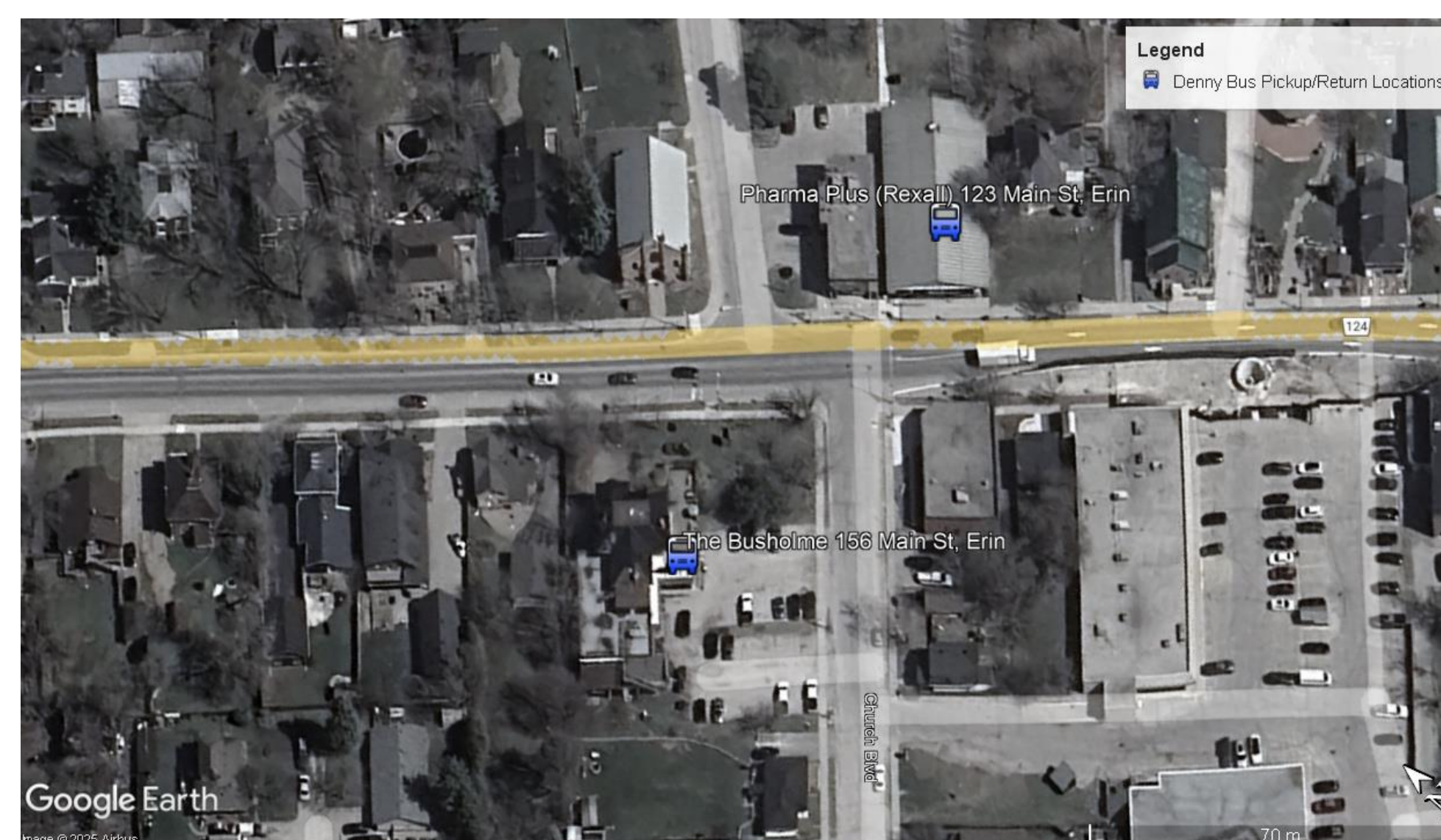
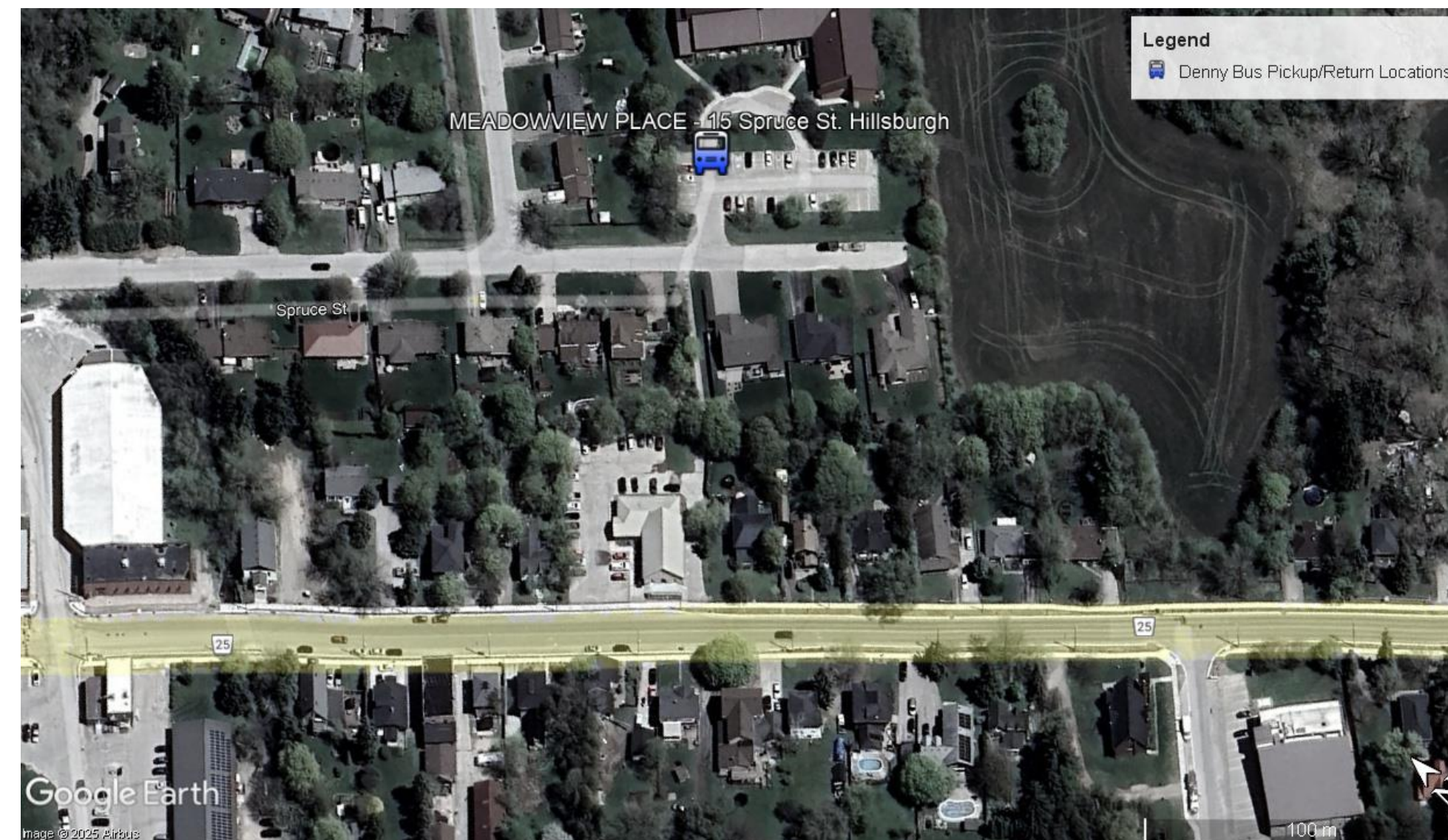
- Off-Highway: Impact locations not on public highway, e.g.: parking lots
- Not on Roadway: Collision occurred beyond the shoulder area on both sides of road (relative to the vehicle 's direction of travel)
- Other: Impact locations not described by the available selections.

Existing On-demand Transit Service

The Town of Erin does not operate its own municipal public transportation service. Currently, the Town of Erin is focused on flexible, and on-demand transit or ride share services.

Denny Bus Lines Limited

Denny Bus Line provides bus rentals for in-town travel and out-of-town journeys. Denny's service offers charters, school bus services, and accommodates special needs passengers in the GTA, Golden Horseshoe and surrounding areas to destinations across Canada.

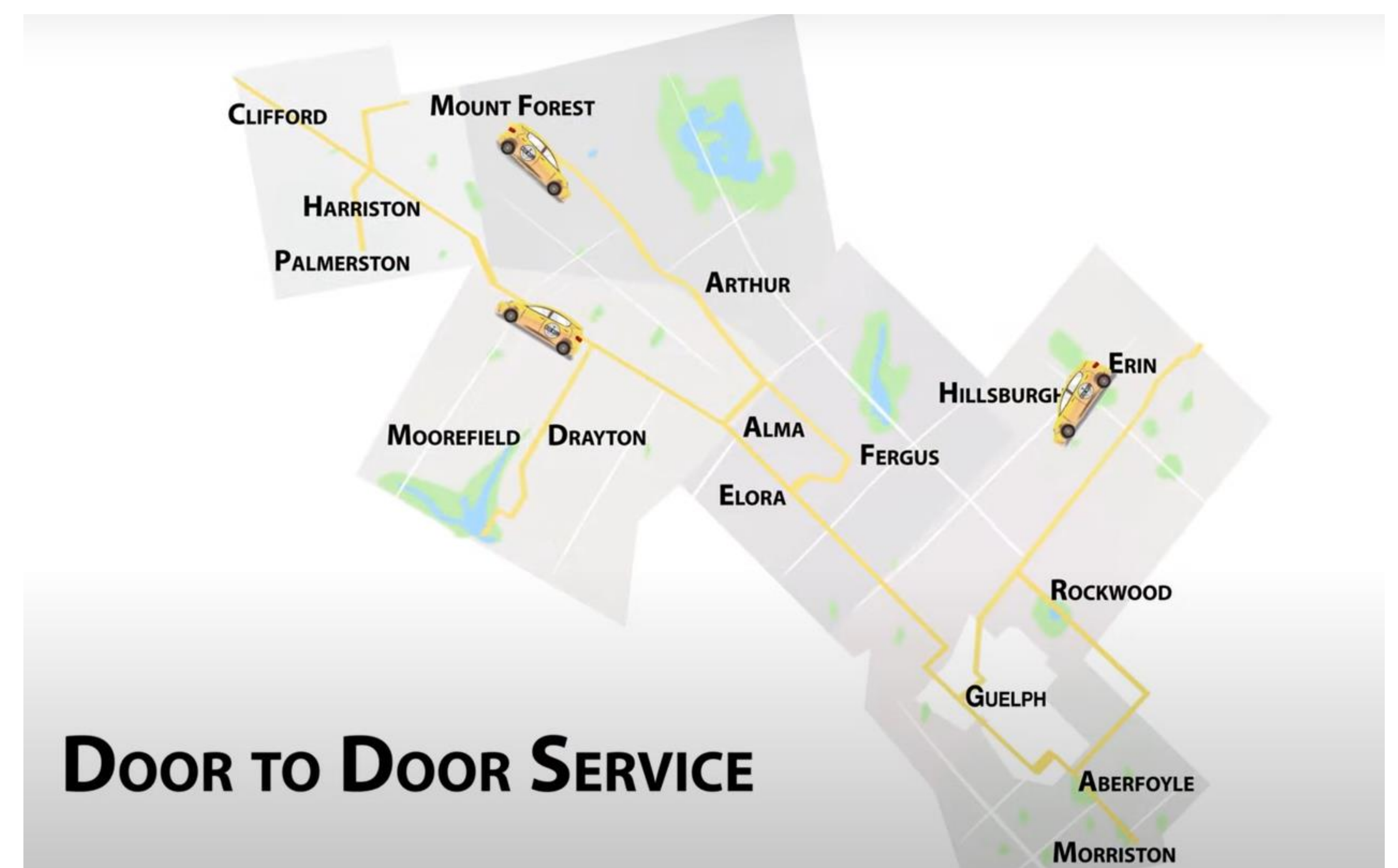


Ride Well

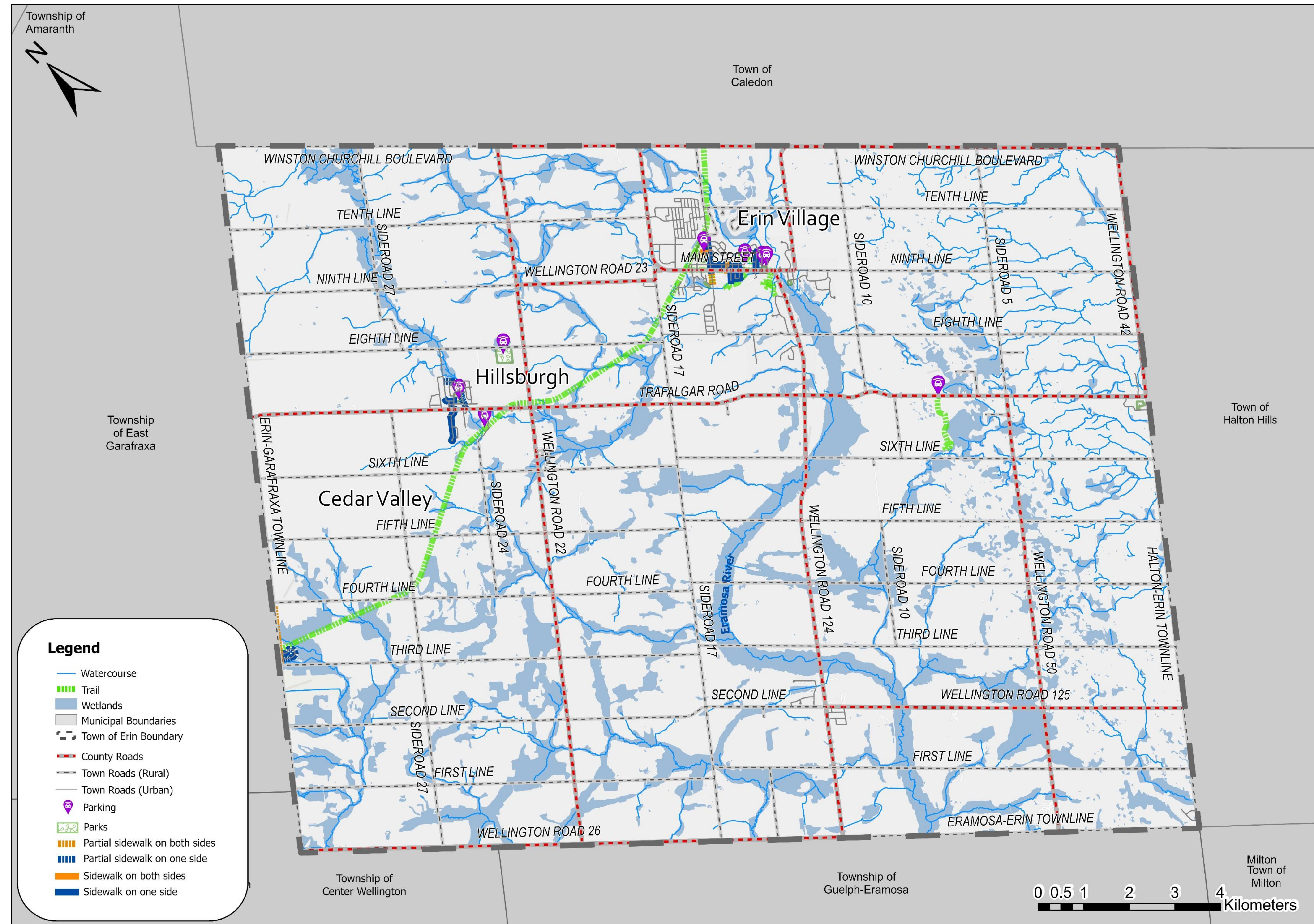
Ride Well is an on-demand, publicly-funded, rural transit pilot project introduced by the County of Wellington that offers door-to-door transportation. The service is provided through Ride Well app, Website, or through phone. Ride Well runs from Monday to Friday, from 6:00 am to 7:00 pm and does not offer service on Statutory Holidays.

Ride Well Service Area

Ride Well services are provided in Wellington County and Guelph for rides that start or end in the County.



The figure below shows the overall existing Active Transportation infrastructure in the Town of Erin, including sidewalks and trails in the urban and rural areas



Active Transportation (Sidewalks and Trails)

The following figures show existing Active Transportation infrastructure in the Town of Erin, including sidewalks and trails in the urban areas of Erin Village and Hillsburgh.

