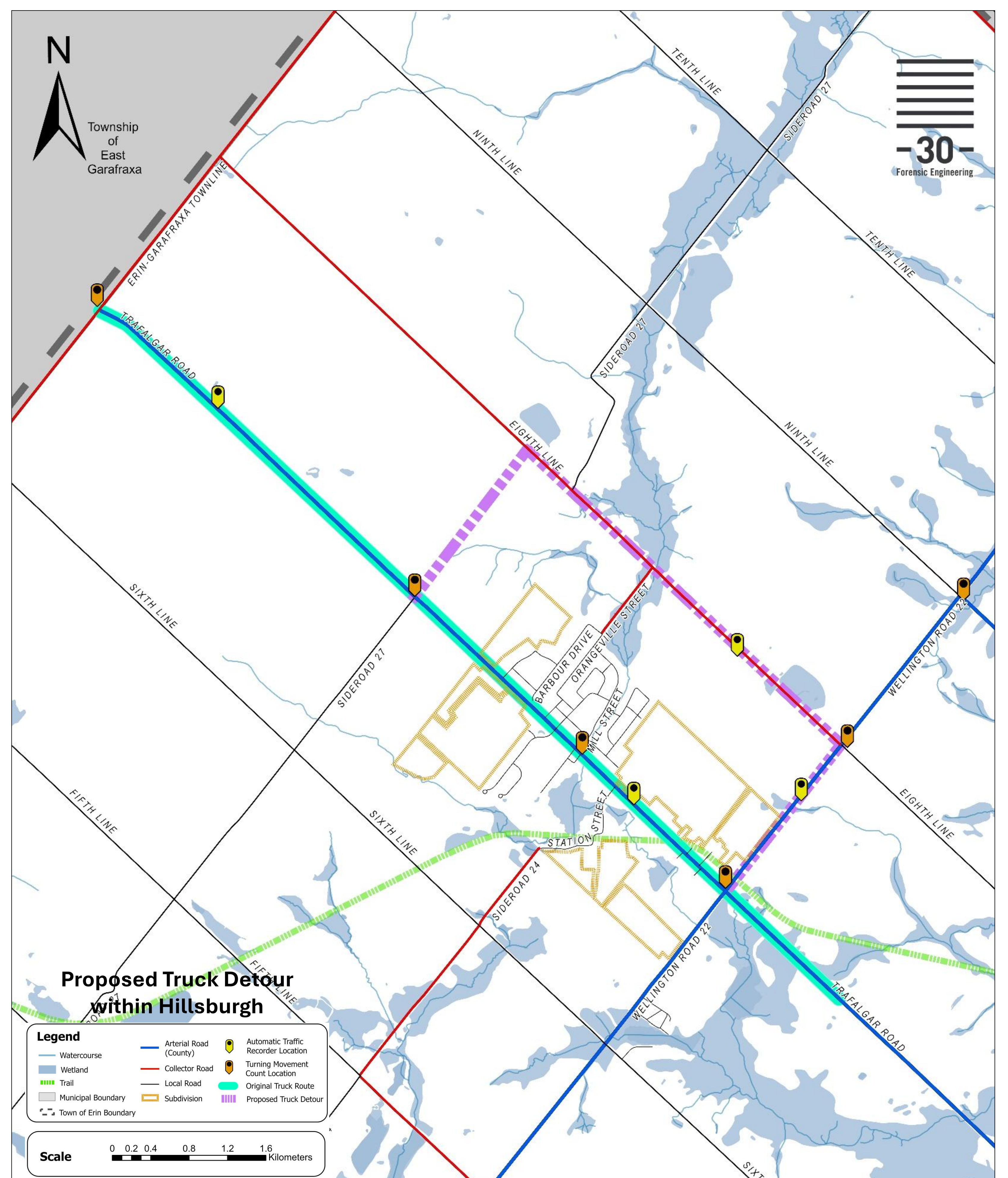
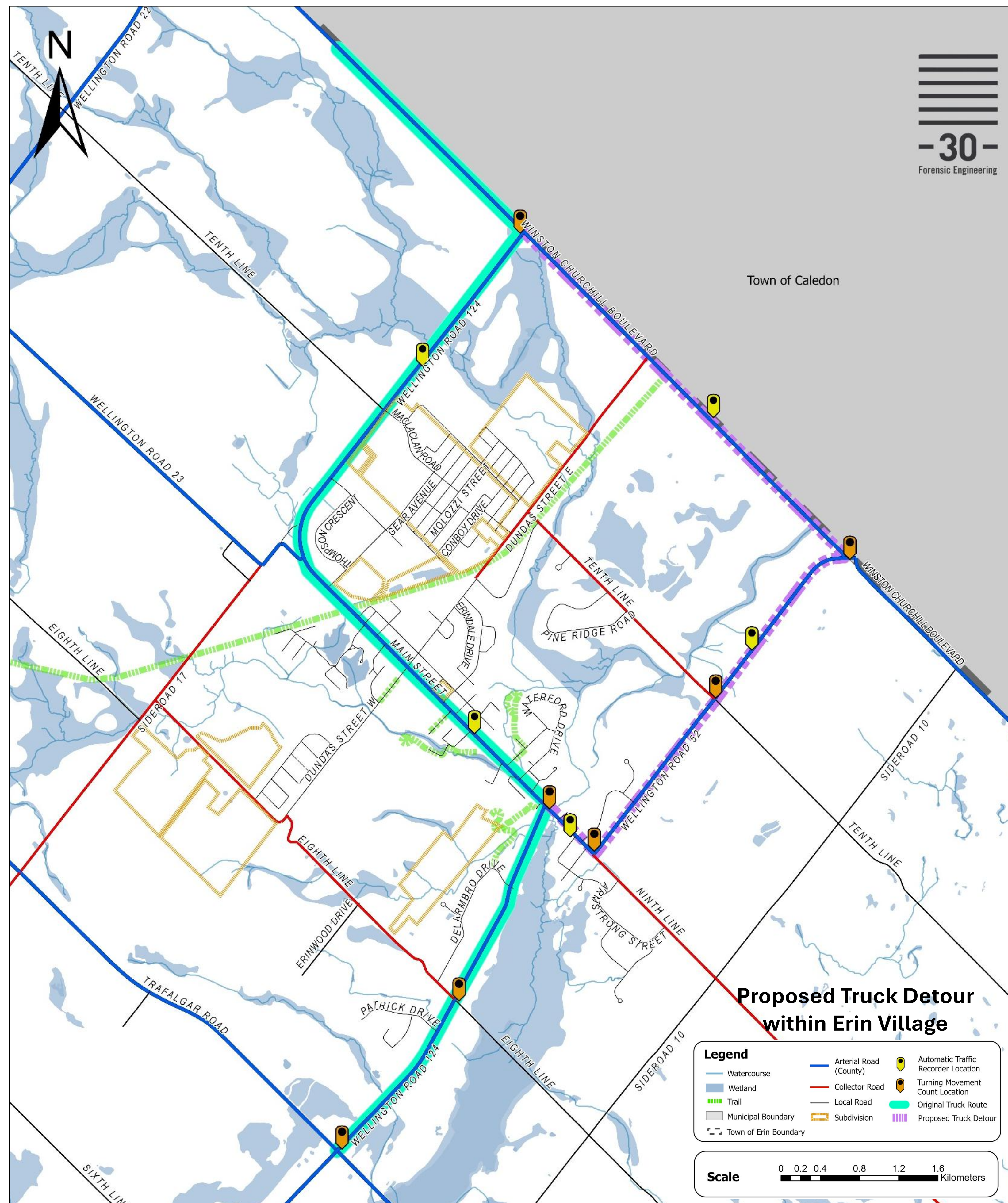


Truck Detour

- 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

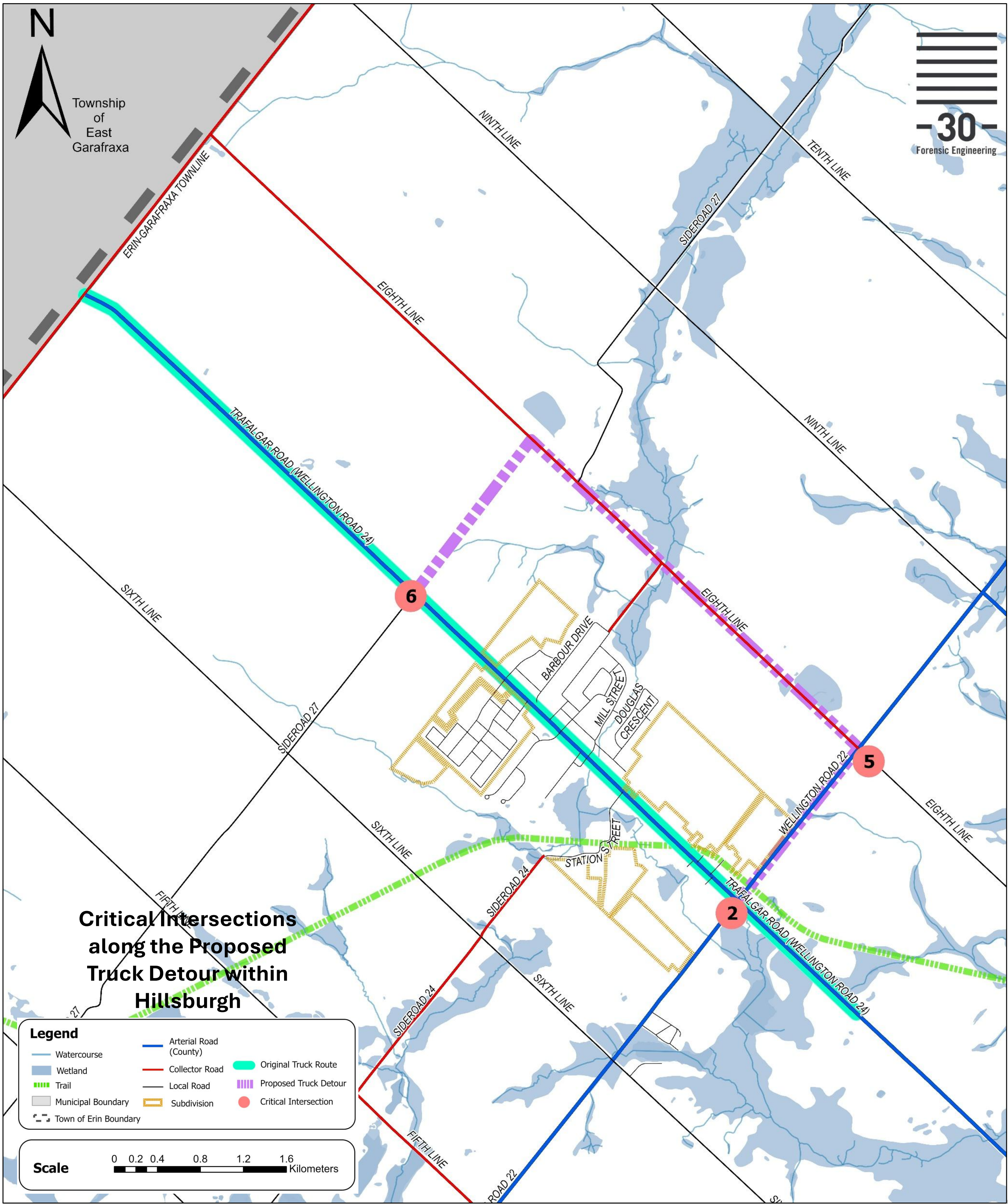
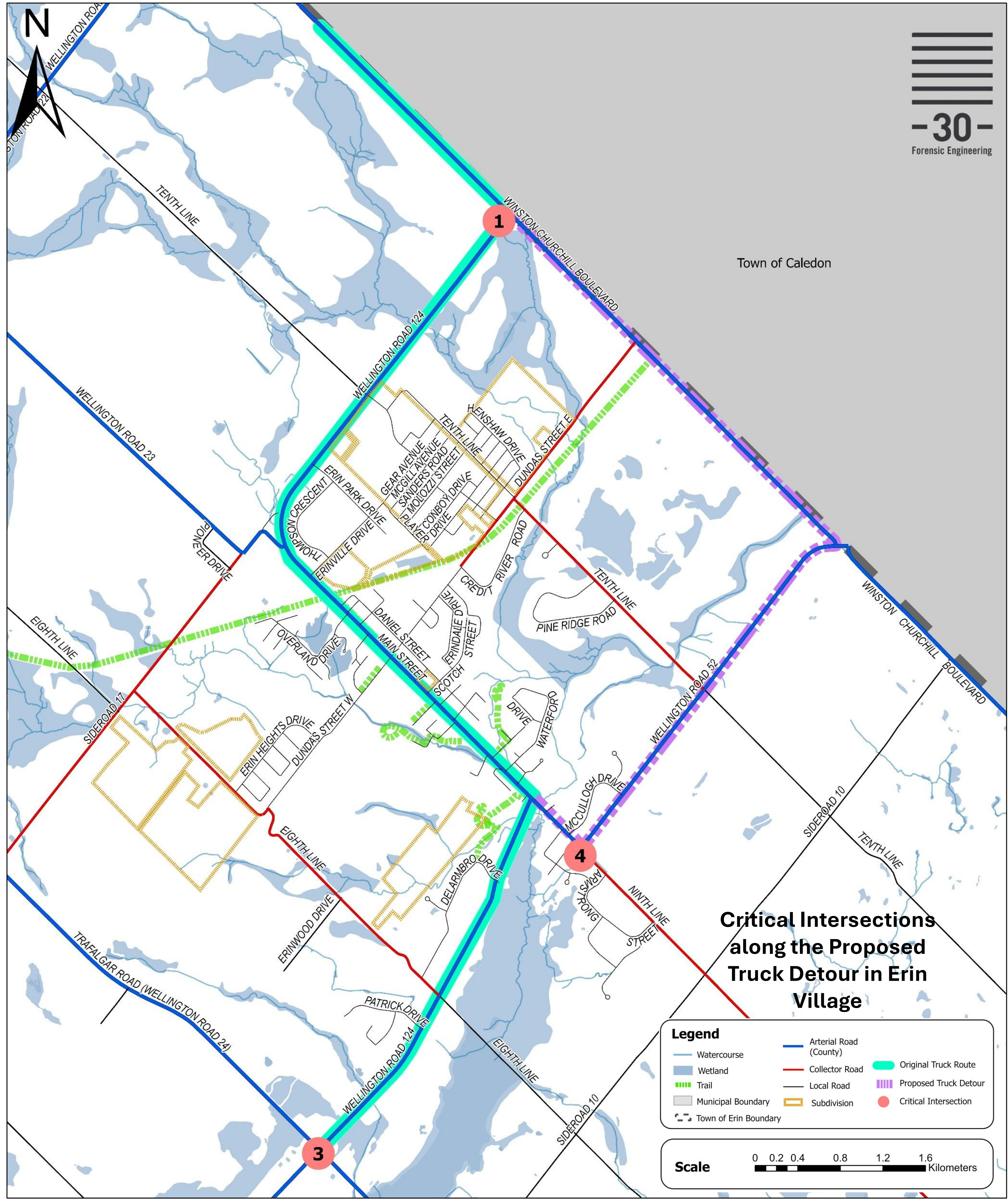


Truck Detour

- 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:

Mehemed Delibasic, P.Eng.

Consultant Project Manager

30 Forensic Engineering

Phone: (416) 678-0788

mdelibasic@30fe.com

Danial Tunio, C. Tech., rcji

Engineering Technologist

Town of Erin

Phone: (519) 855-4407 ext. 251

Danial.Tunio@erin.ca

**Thank you for
attending the PIC2!**



Mississaugas of the Credit First Nation (MCFN)
Consultation Records



March 24, 2026

Policy Name: Transportation Master Plan
DOCA Project Number: 2026-0209
Agent: Town of Erin

Dear Mehemed Delibasic,

This letter is to confirm receipt of the correspondence sent by 30 Forensic Engineering on behalf of the Town of Milton, on March 19, 2026, regarding the Transportation Master Plan.

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the Town of Erin is located – specifically, the Ajetance Treaty #19 (1818). The MCFN holds Indigenous and Treaty Rights specific to this location and its environs. The Department of Consultation and Accommodation (DOCA) is designated by the MCFN to handle consultation matters on its behalf.

The DOCA consultation team has filed the correspondence identified above. **We have no questions or comments for you at this time.** DOCA expects to be notified of any and all future Transportation Master Plan updates and/or changes.

If you have any questions for the DOCA consultation team, please feel free to contact us.

Thank you,

Megan DeVries

Megan DeVries
Acting Manager of Consultations
Department of Consultation and Accommodation
Phone: 905-768-4260
Email: megan.devries@mncfn.ca



Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, Ontario N0A 1H0



Phone: (905) 768-1133
Fax: (905) 768-1225



Six Nations of the Grand River Elected Council
(SNGREC) Consultation Records

TOWN OF ERIN TRANSPORTATION MASTER PLAN (TMP)

AGENDA – CONSULTATION MEETING #1

Six Nations of the Grand River Elected Council (SNGREC)

Date and Time:	Monday, March 16, 2026, at 10:00 a.m.		
Location:	Virtual (Microsoft Teams Meeting)		
List of Invitees:	Brian Kavanagh	Director of Infrastructure & Town Engineer	Town of Erin
	Danial Tunio	Town Project Manager	Town of Erin
	Dawn Russell	Consultation Administrative Assistant	Six Nations of the Grand River Elected Council - Lands and Resources Department
	Peter Graham		Six Nations of the Grand River Elected Council
	Mehemed Delibasic	Consulting Project Manager	30 Forensic Engineering [30FE]
	Sina Shad	Transportation Engineer	30FE
Subject:	2024-02R Town of Erin Transportation Master Plan – Consultation meeting #1 with Six Nations of the Grand River Elected Council		

1.0 INTRODUCTIONS

2.0 CONSULTATION OBJECTIVES

- Share the TMP scope and status
- Obtain SNGREC input

3.0 TMP OVERVIEW: STUDY SCOPE AND STATUS

4.0 SNGREC INPUT

5.0 NEXT STEPS

Town of Erin Transportation Master Plan

Meeting #1 Six Nations of the Grand River Elected Council (SNGREC)

March 16, 2026



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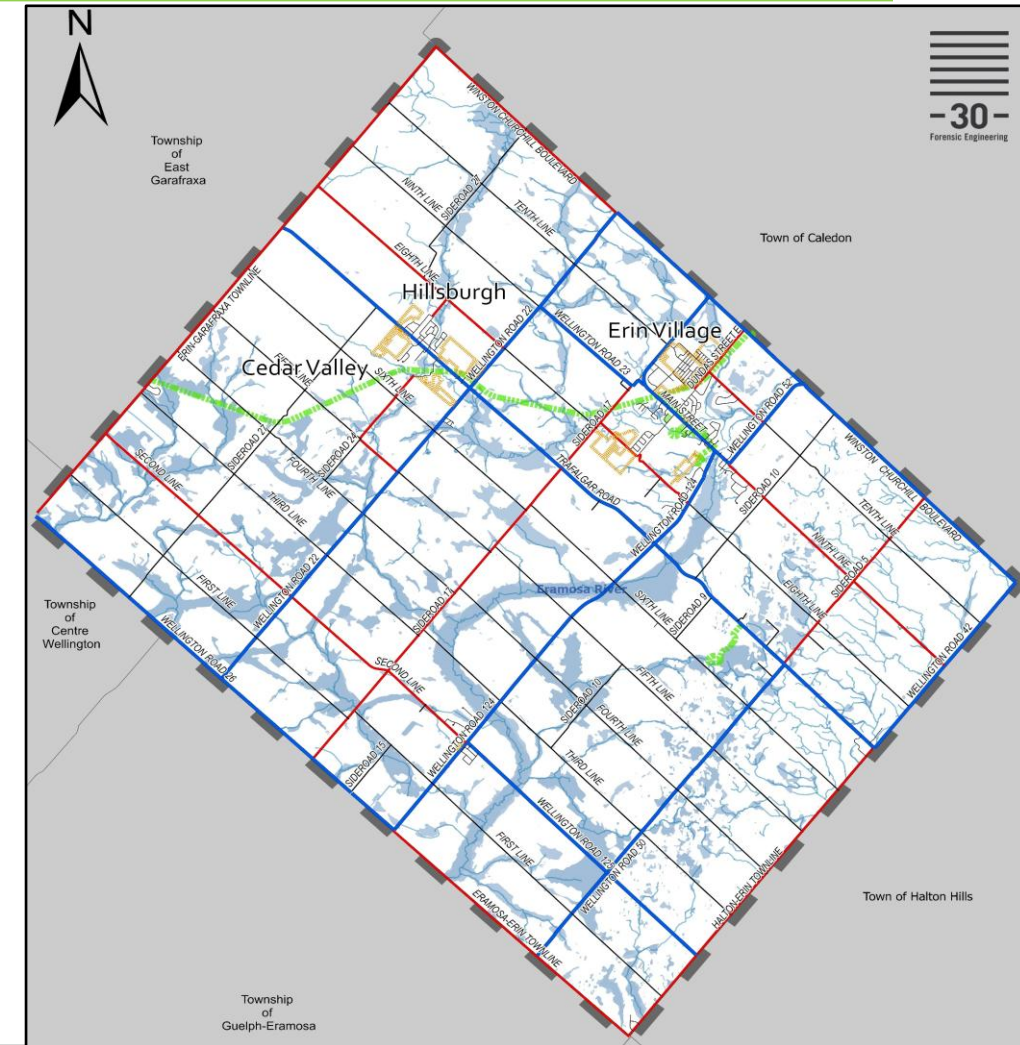
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- To provide your input during this stage of the TMP, please visit: <https://erinengaged.erin.ca/>**



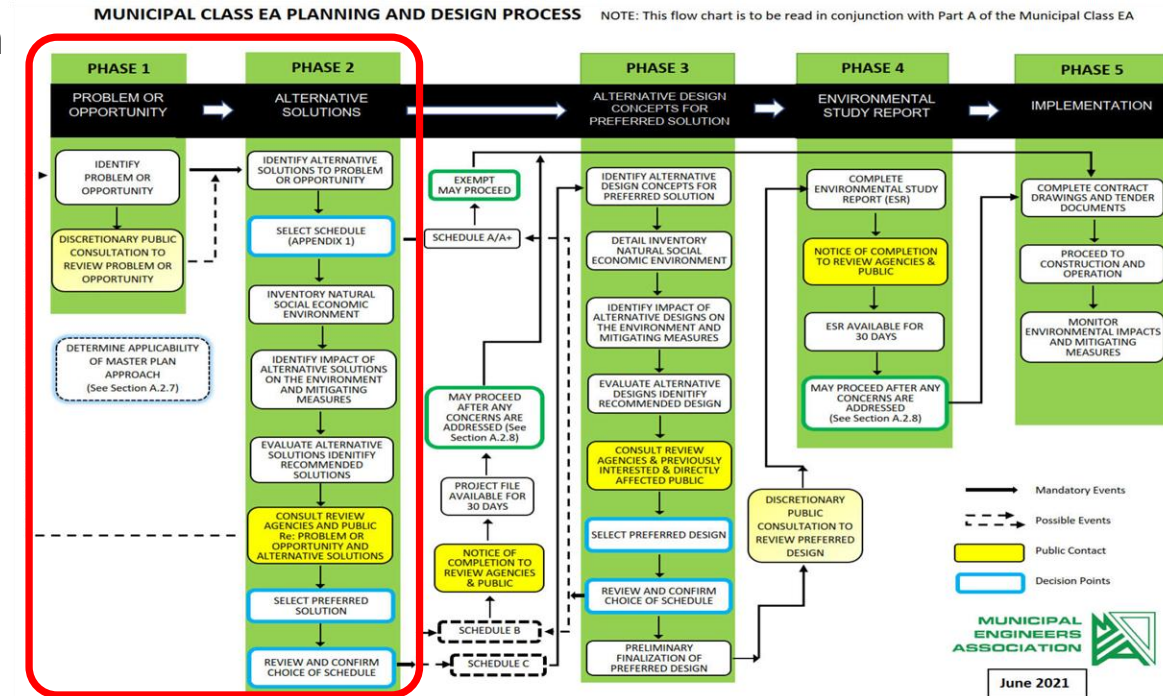
PROJECT OVERVIEW - STUDY AREA AND BACKGROUND

- 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



OVERVIEW - WHAT IS TMP

The Municipality's First Standalone Transportation Master Plan

- Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion, and management of a multi-modal transportation system through 2051
- TMP provides strategies and policies that align with the Town of Erin growth and support its vision for the future transportation system
- TMP will be conducted in accordance with the Master Plan process as prescribed in the Class EA for Municipal Road projects
- Addresses Phases 1 and 2 of the five-phase Municipal Class EA Process including a Public Information Center and assessing alternatives

Where TMP fit within Municipal Policy?

- All Master Plans are closely ***integrated with a municipality's Official Plan*** that work collectively towards a unified vision for the community
- Like TMPs, there are Strategic Plans, Recreation Master Plans, Water and Wastewater Master Plans that help guide municipal decision-making on corresponding policies and infrastructure investments
- TMPs ***inform or guide*** the development of many other policy documents, programs and initiatives such as, but not limited to:
 - ✓ municipal design standards
 - ✓ speed management policy
 - ✓ traffic calming policy
 - ✓ development review policies
 - ✓ zoning by-laws
 - ✓ capital budgets
 - ✓ transit plans
 - ✓ secondary plans

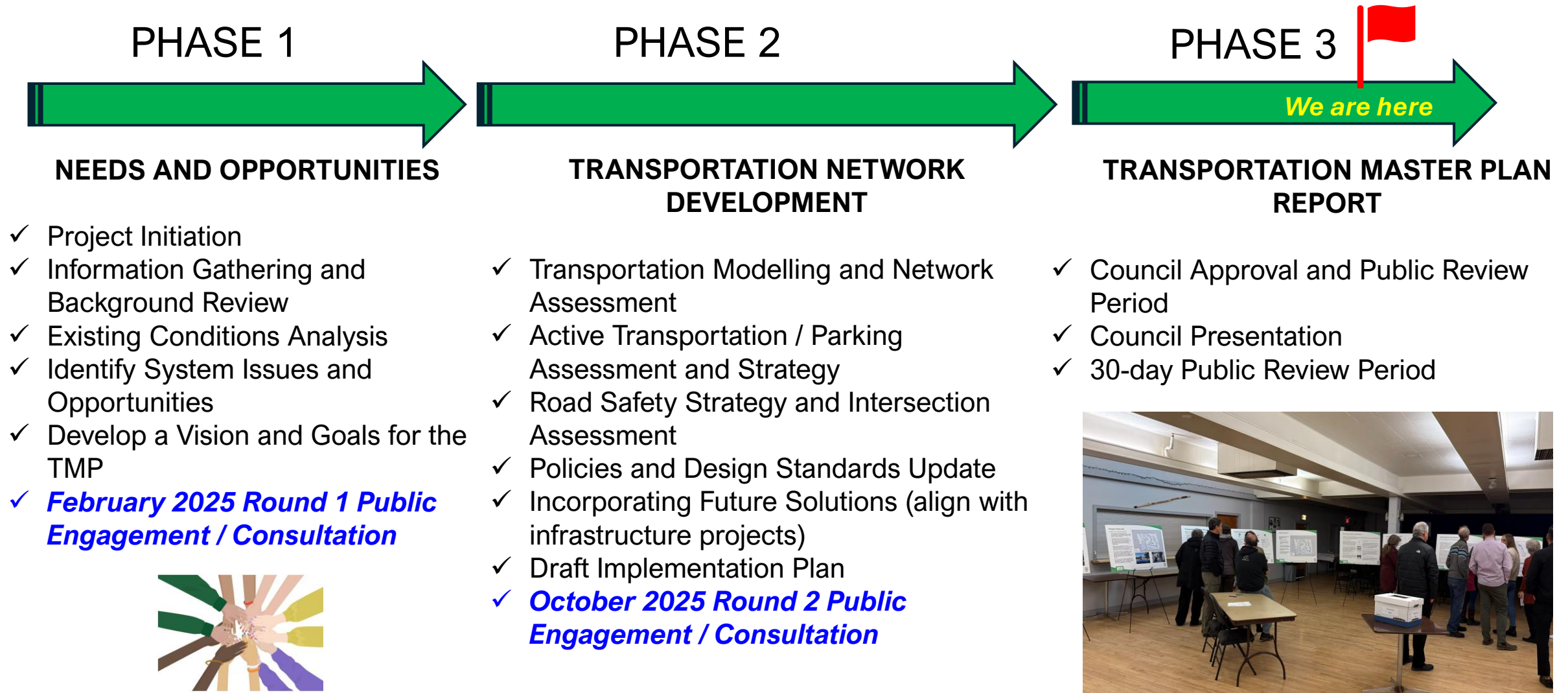


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STUDY PROCESS



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
- The Town of Erin has a population of approximately 12,400 residents and forecasted to grow to 26,300 by 2051 (Growth Management Strategy)

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



TOWN OF
ERIN

- The vision of the Town of Erin's TMP is to support a connected and accessible community through a sustainable and multi-modal transportation system. This system will enable a thriving local economy for all residents and visitors, while preserving the natural environment and cultural heritage.
- The TMP aims to create a vibrant, inclusive, and business-friendly environment by directing infrastructure investments, expanding active transportation, and improving safety and accessibility. Aligned with the Town's growth goals, the plan supports efficient movement, quality of life, and sustainable development through 2051.



POLICY AND PLANNING ALIGNMENT

The TMP study is informed by various local, regional and provincial plans and policies, and requires a coordinated approach between land use planning and transportation system planning. This will ensure the TMP meaningfully reflects the multi-jurisdictional context of the Town and conforms to direction by the County.

Town of Erin Official Plan

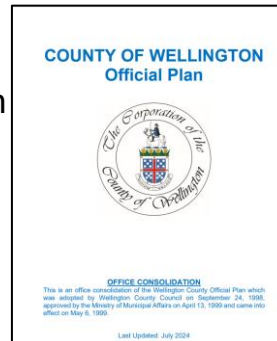
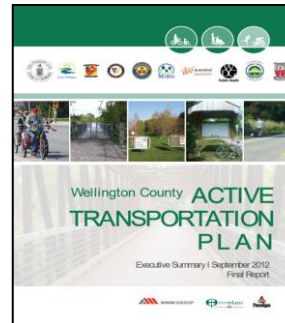
The purpose of the Official Plan is to provide a municipal statement of intent on how future growth and development will be managed. The Plan contains goals, objectives and policies to guide the Council, its committees, the public, and review agencies in directing and managing change.

Growth Management Strategy (GMS)

The Growth Management Strategy focuses on providing the Town with a defensible, supported and comprehensive vision for growth. The GMS provides identification of lands available to accommodate growth, an evaluation framework to evaluate each of the areas, and the recommendation of a preferred solution to accommodate future growth.

Town of Erin Parks, Recreation and Culture Master Plan

The Parks, Recreation and Culture Master Plan for the Town of Erin is a flexible blueprint intended to guide municipal planning and decision making for parks, recreation and cultural assets and services over the next 10 years (to 2029).



County of Wellington Road Master Action Plan Project (RMAP)

County of Wellington RMAP provides long-term guidance on transportation in the County by identifying future policy direction and transportation infrastructure needs on the County transportation network. This is largely based on the need to accommodate future population and employment growth into 2041, changing travel behaviours and immediate traffic issues related to safety, speeding and efficiency within its local municipalities.

County of Wellington Active Transportation Plan

Wellington County's Active Transportation Master Plan is a long-term strategy designed to assist the County and local municipalities in creating a pedestrian and cycling supportive environment that will encourage both utilitarian and recreational travel by walking and cycling while promoting the importance of active lifestyles for residents and tourists.

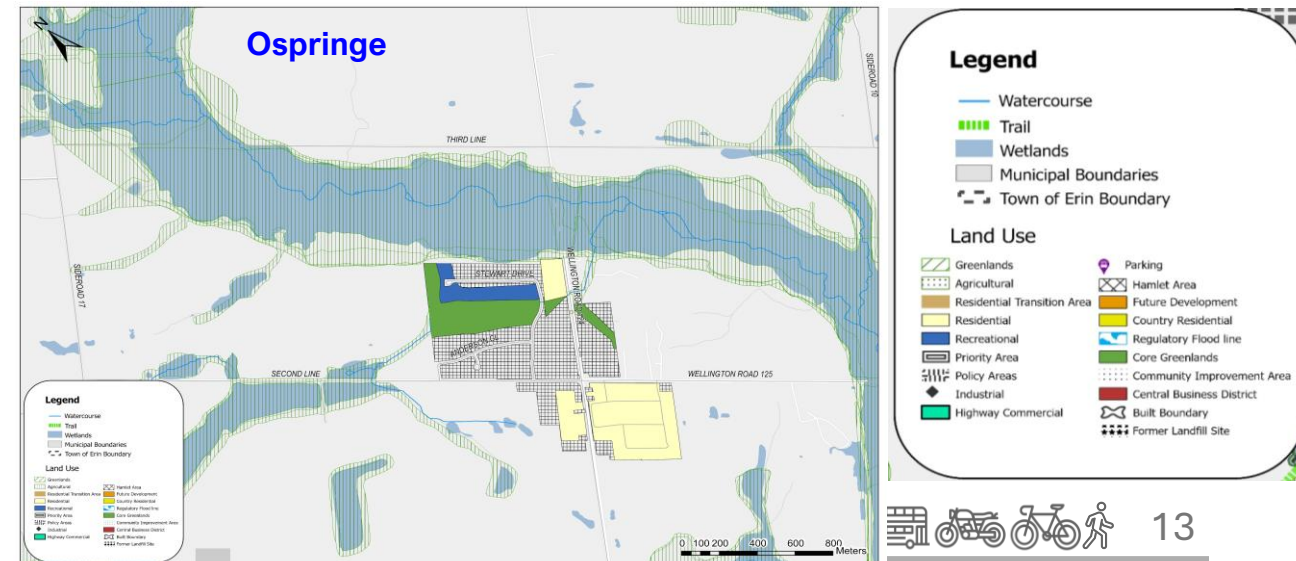
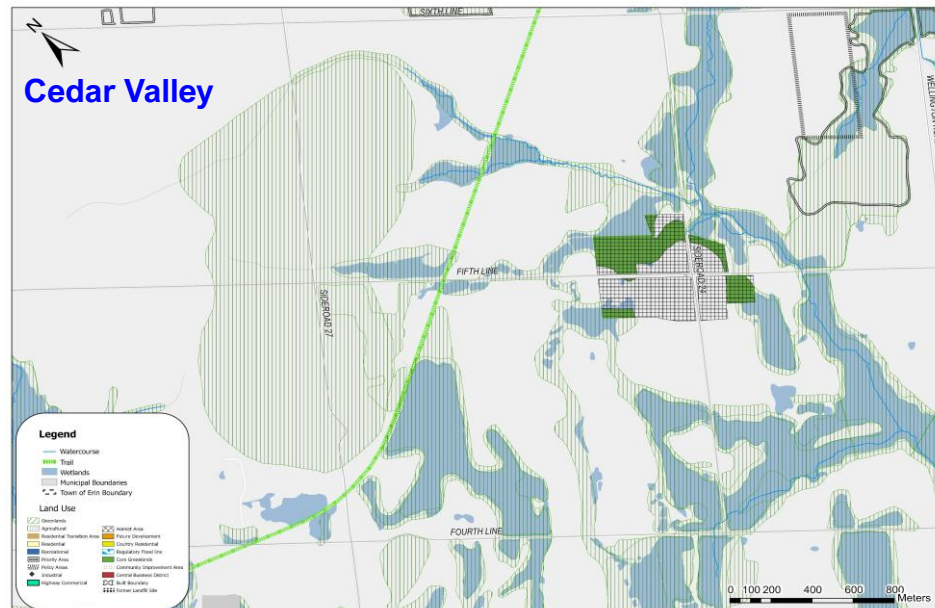
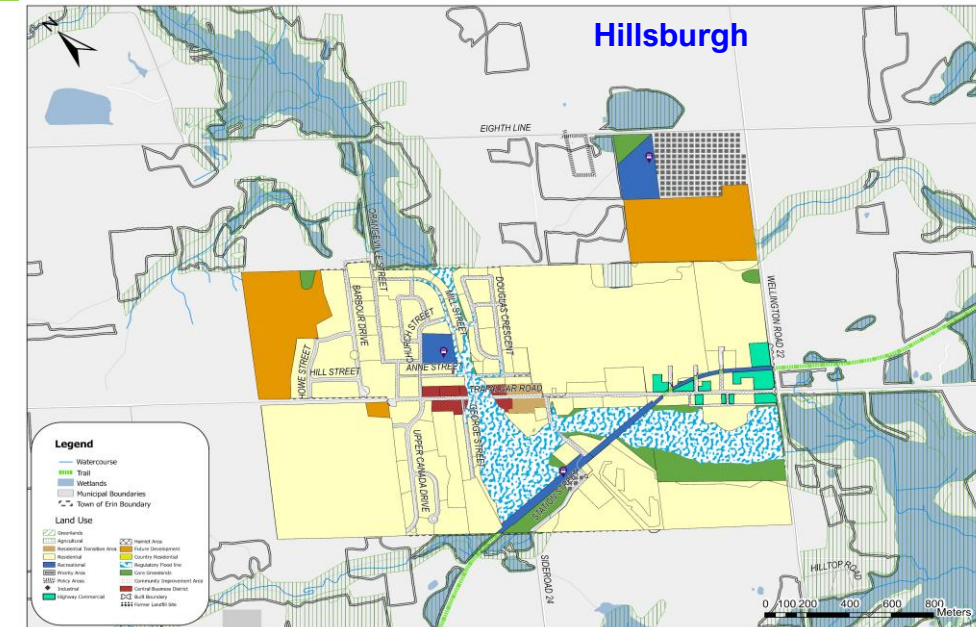
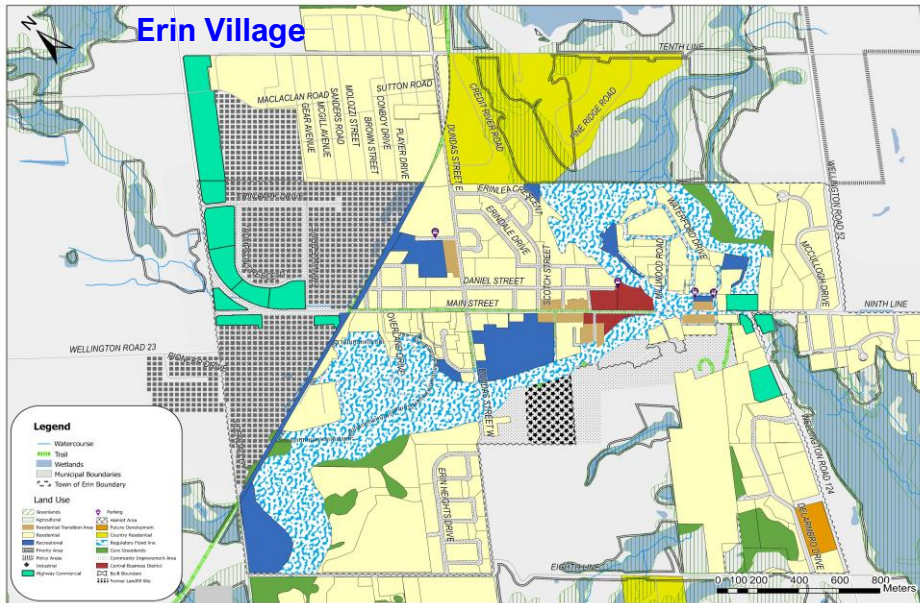
County of Wellington Official Plan

The County Official Plan is a legal document intended to give direction (over the next 20 years) to the physical development of the County, its local municipalities and to the long-term protection of County resources.



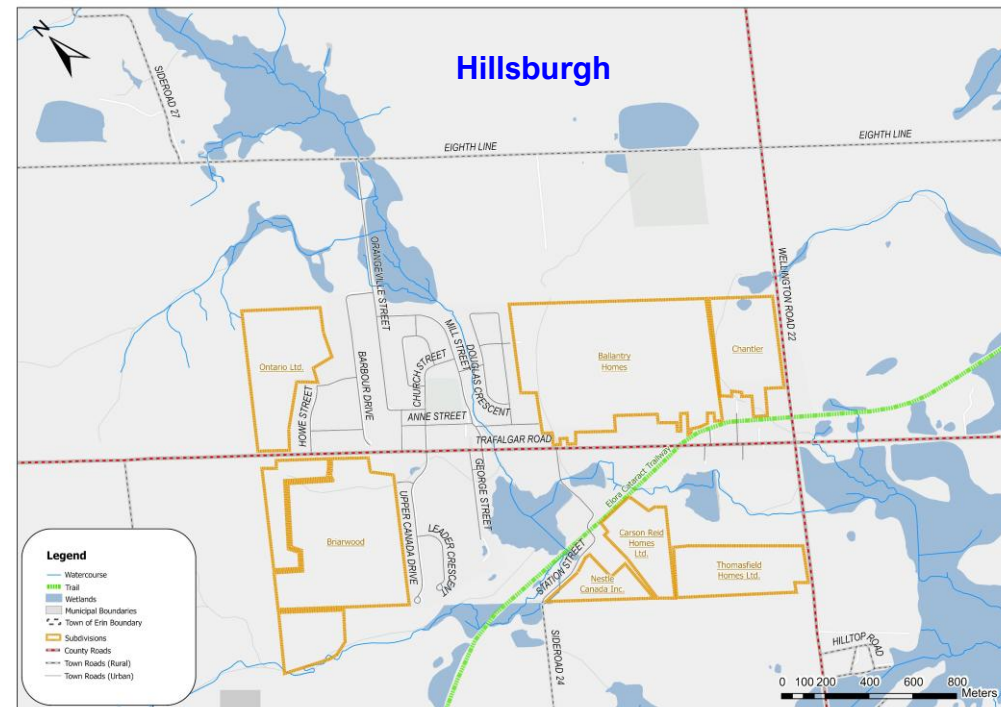
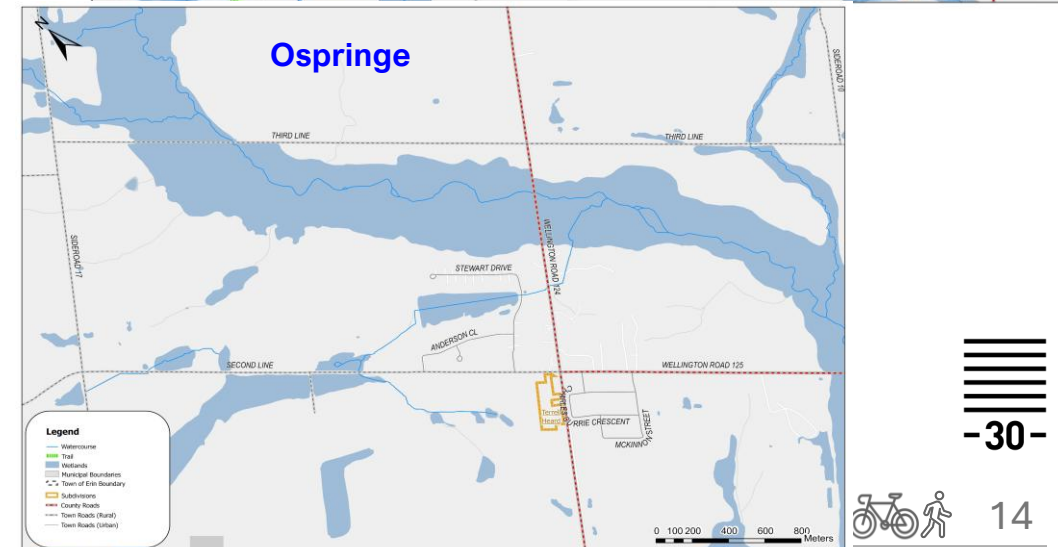
EXISTING ZONING

The following figures show Existing Zoning in the Town of Erin, including the urban areas of Erin Village, Hillsburgh, Cedar Valley, and Osprunge.



TOWN OF
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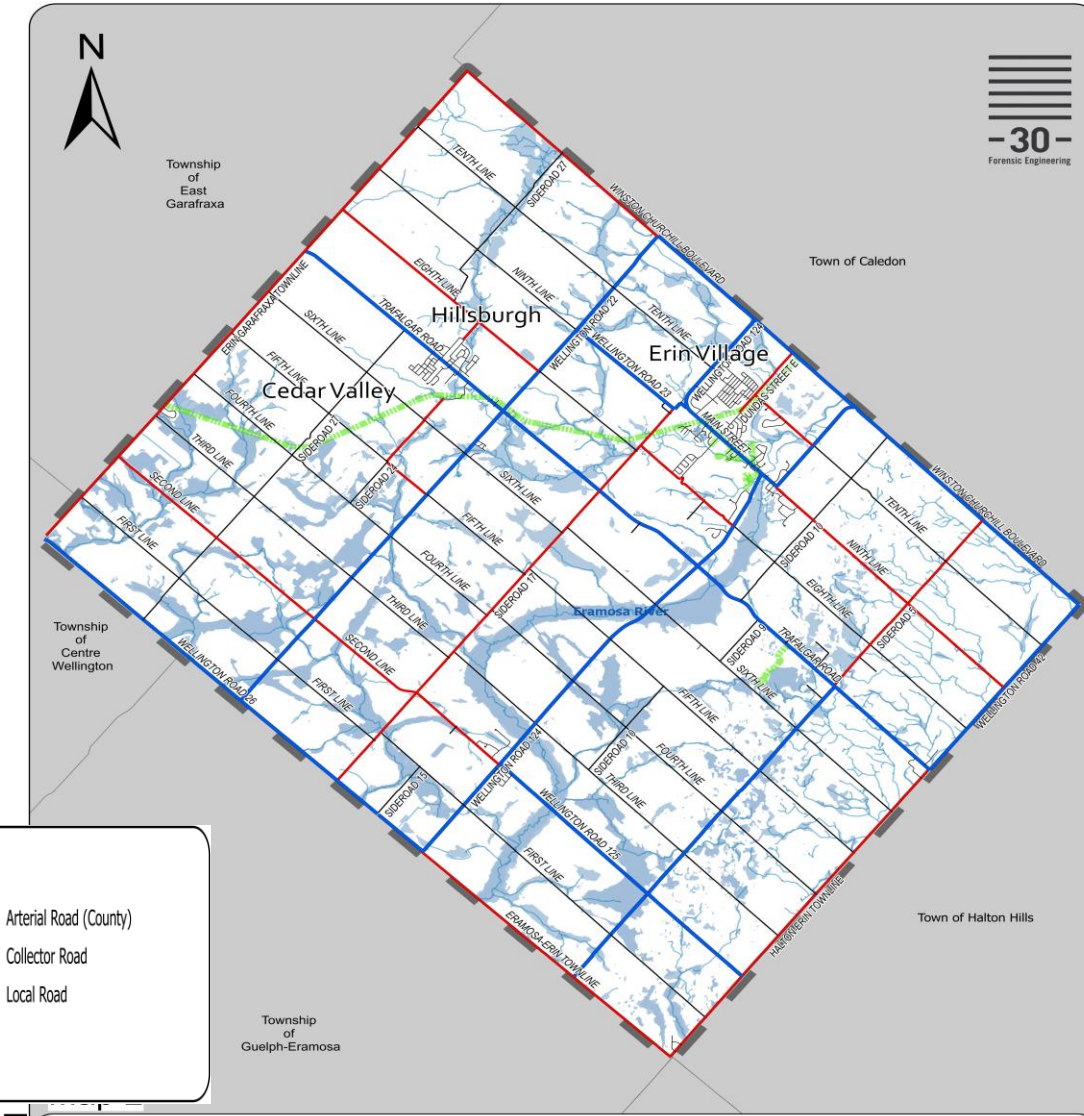
-
- Erin Village**
- Legend**
- Watercourse
 - Wetland
 - Wetlands
 - Municipal Boundaries
 - Town of Erin Boundary
 - Subdivisions
 - County Roads
 - Town Roads (Rural)
 - Town Roads (Urban)
- 0 185 370 740 1,110 Meters



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.



PROPOSED 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

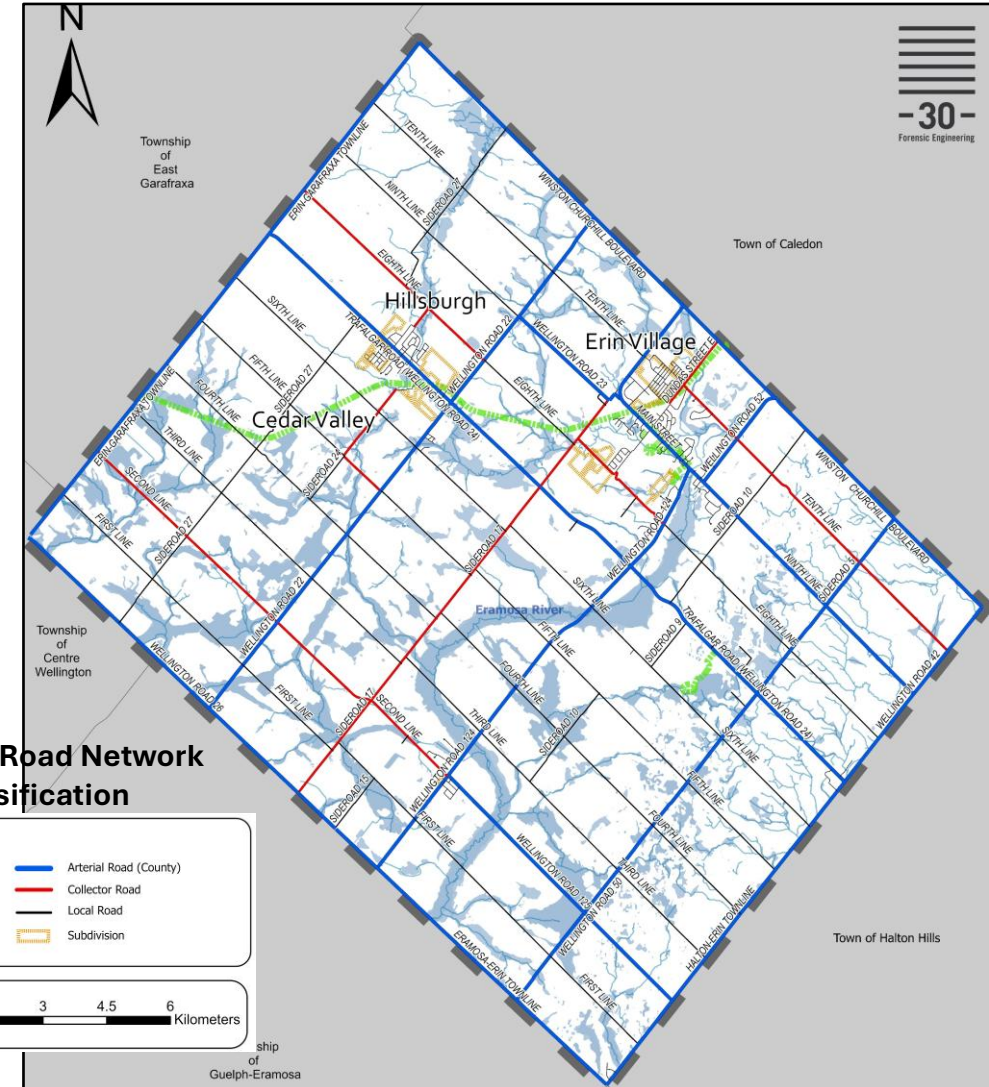
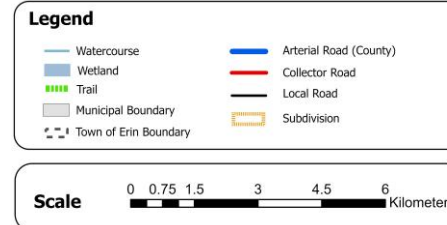
Road Segments Recommended for Classification Upgrade

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

Proposed Road Network Classification



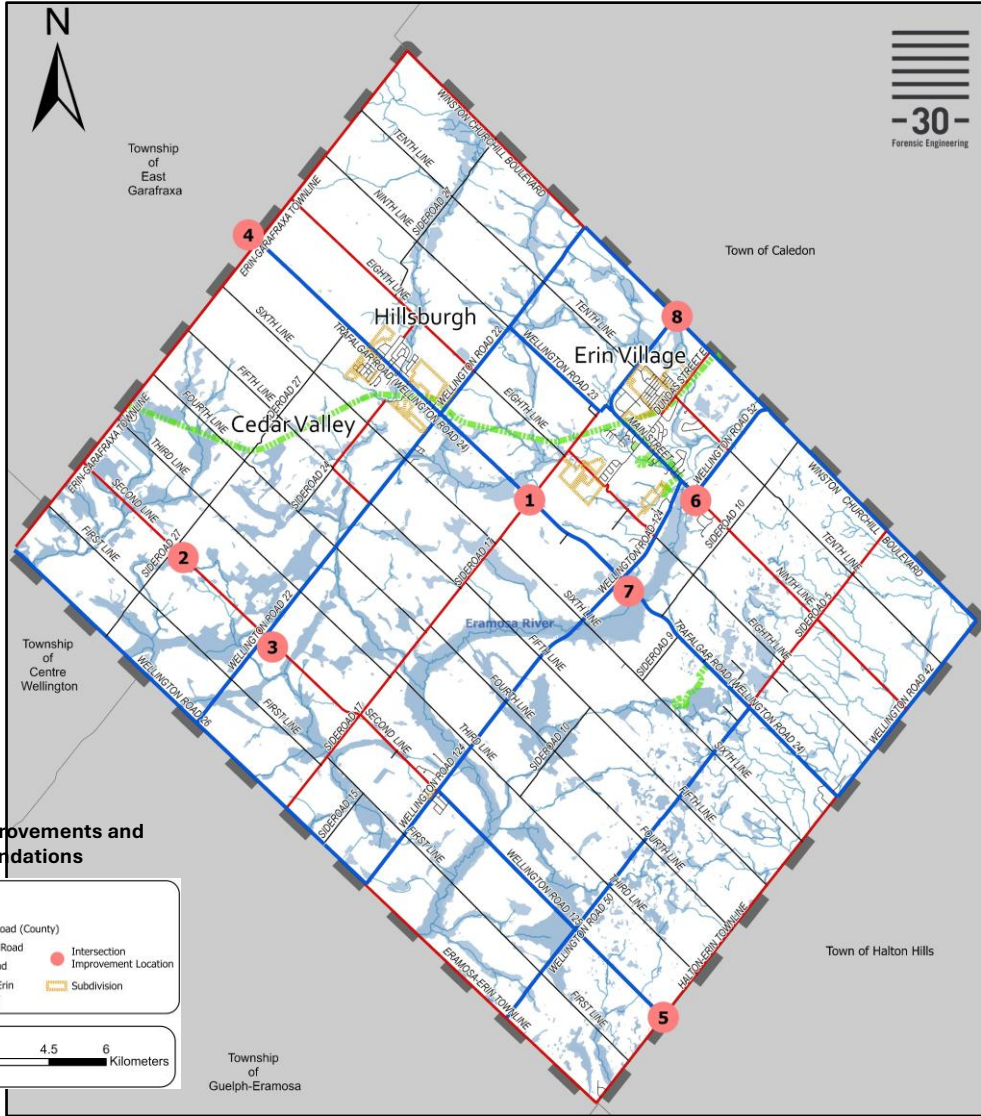
RECOMMENDED IMPROVEMENTS-INTERSECTION OPERATIONS

TOWN OF ERIN

Future Intersection Operations and Suggested Improvements

Critical Intersections and Recommended

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	- Install traffic signals - Add left turn lanes along Wellington Road 124



RECOMMENDED IMPROVEMENTS - ROAD SURFACE UPGRADE

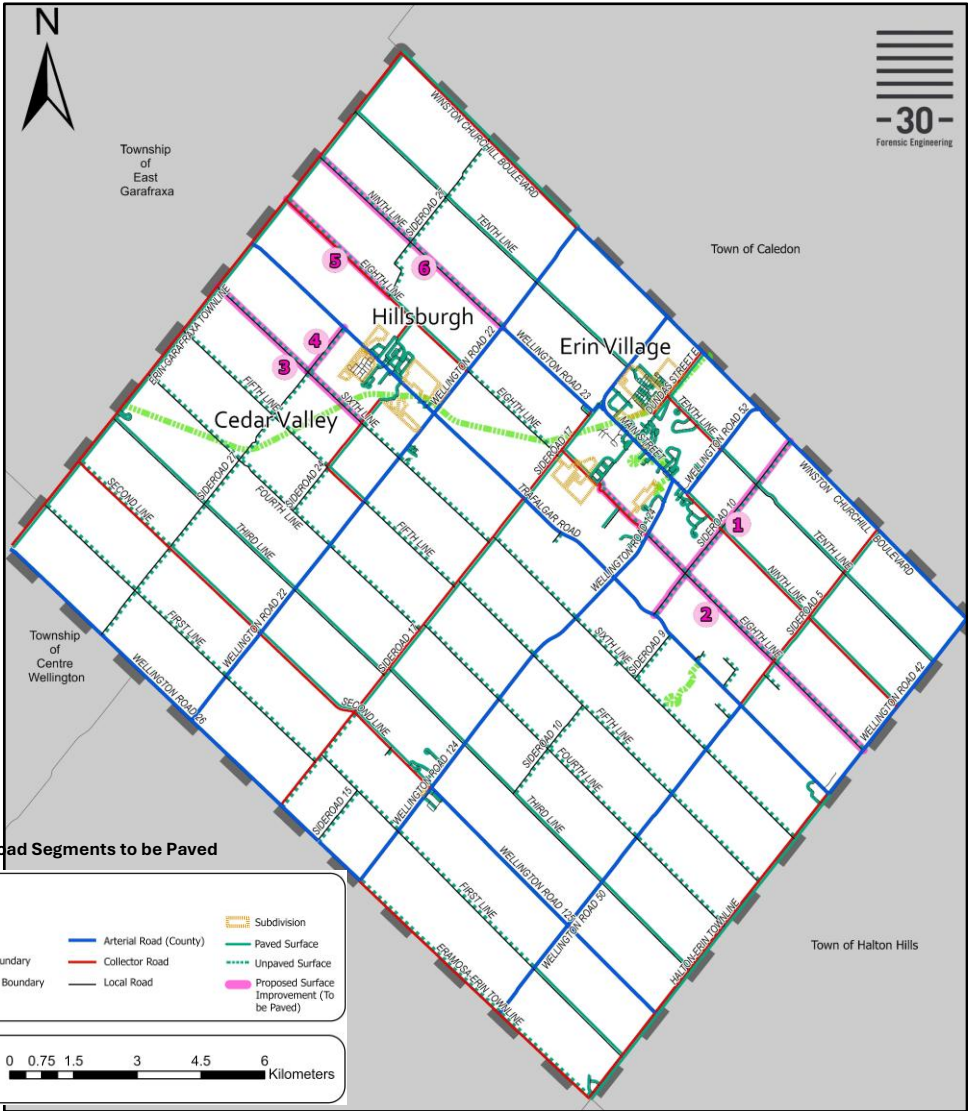
Road Surface Upgrade (to be Paved)

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

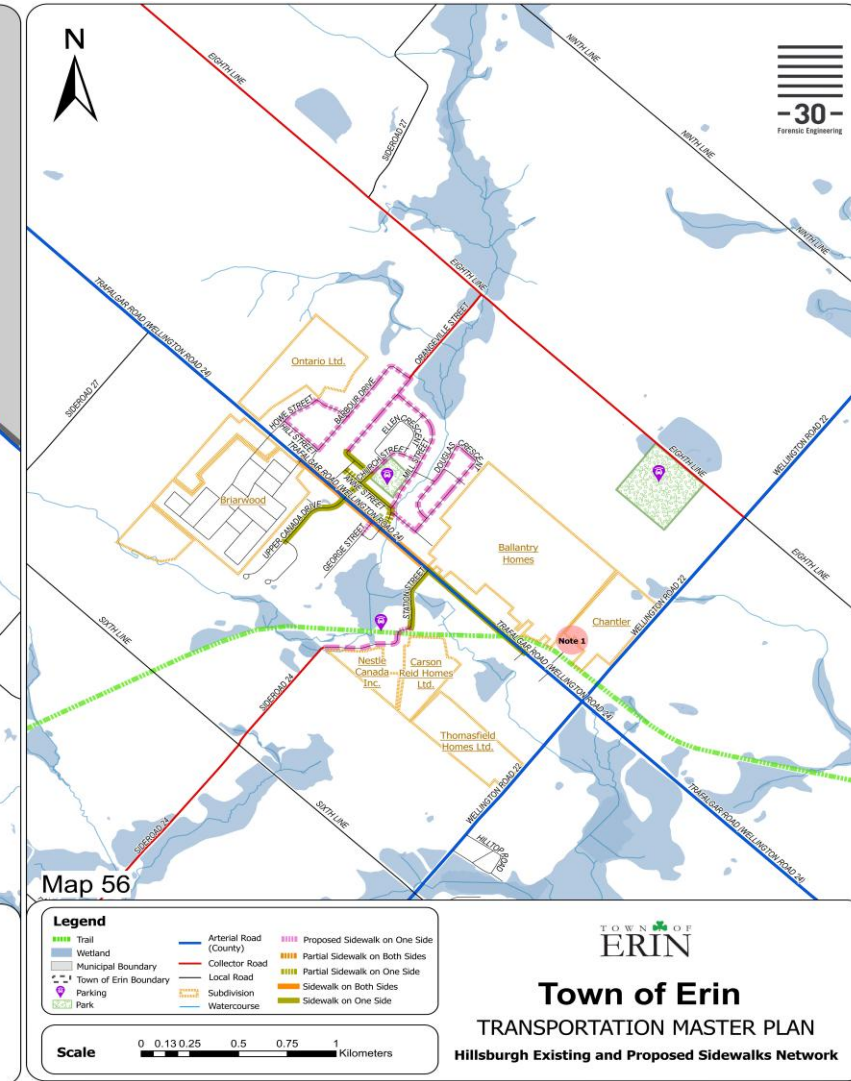
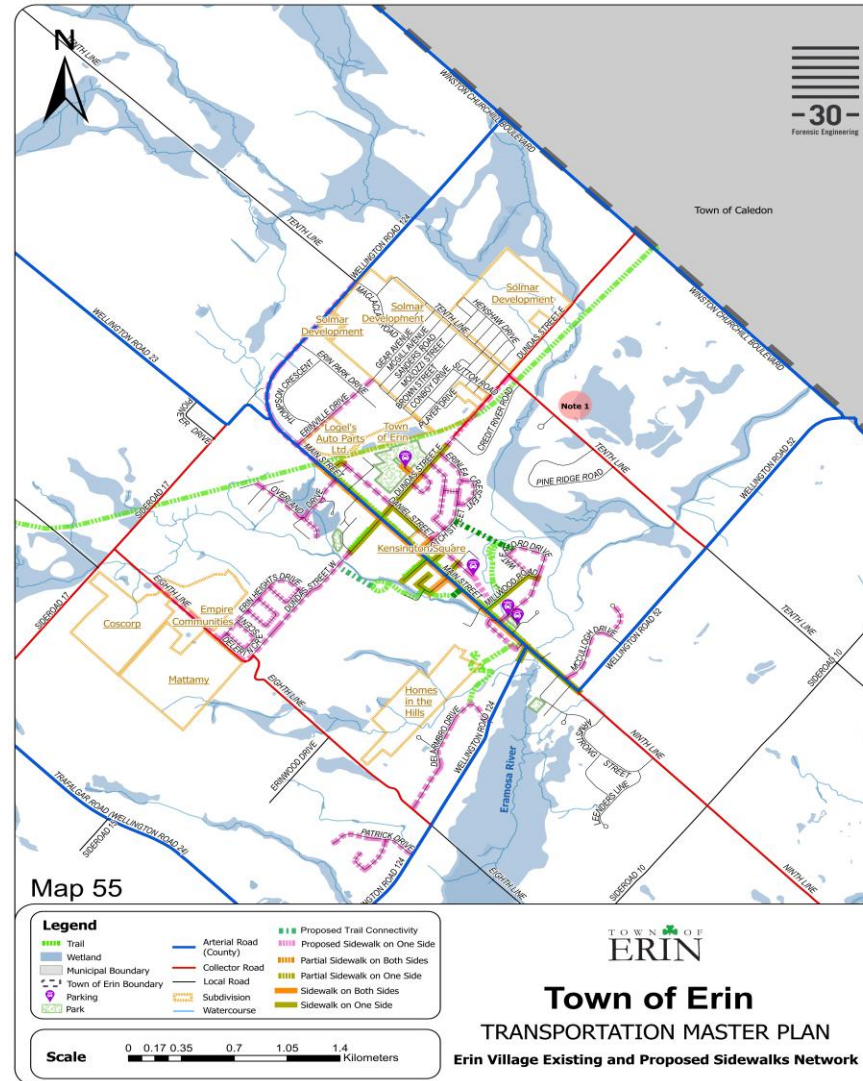


RECOMMENDED IMPROVEMENTS - ACTIVE TRANSPORTATION TOWN OF ERIN

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

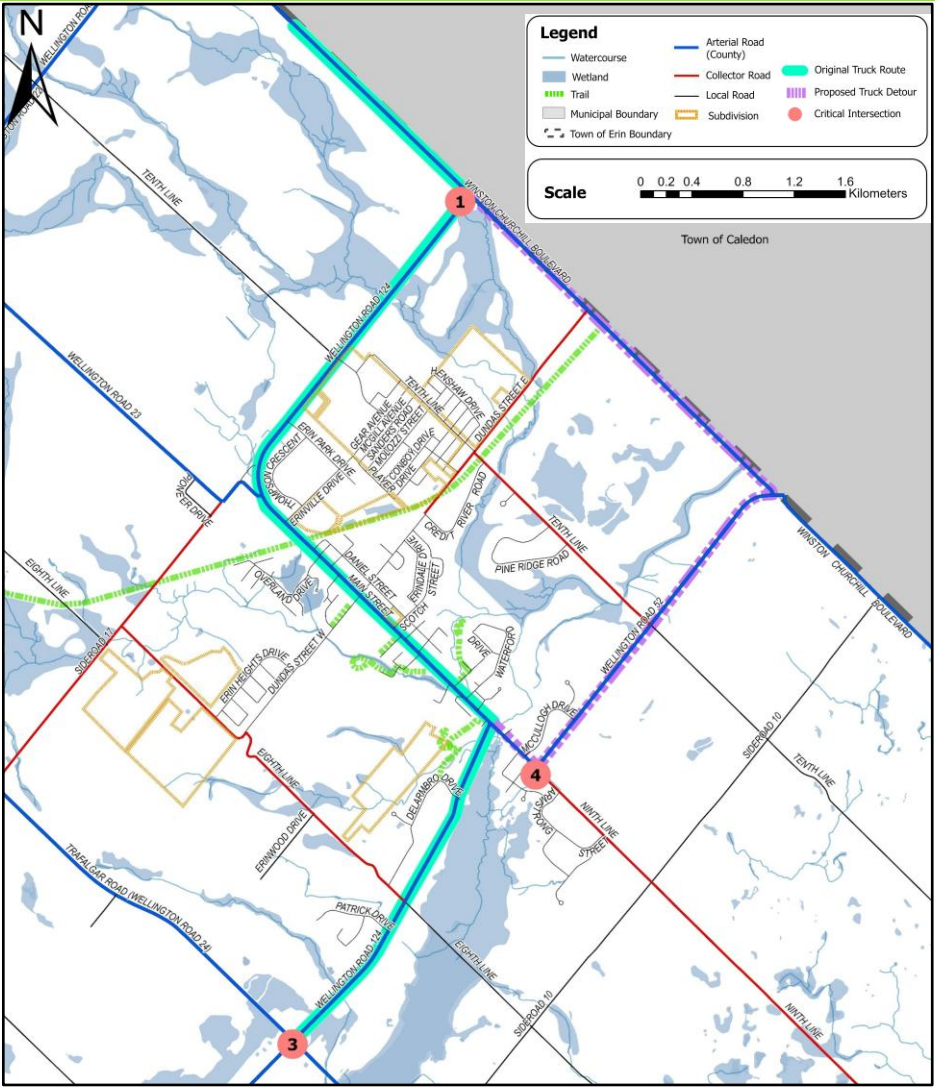


RECOMMENDED IMPROVEMENTS - TRUCK DETOURS

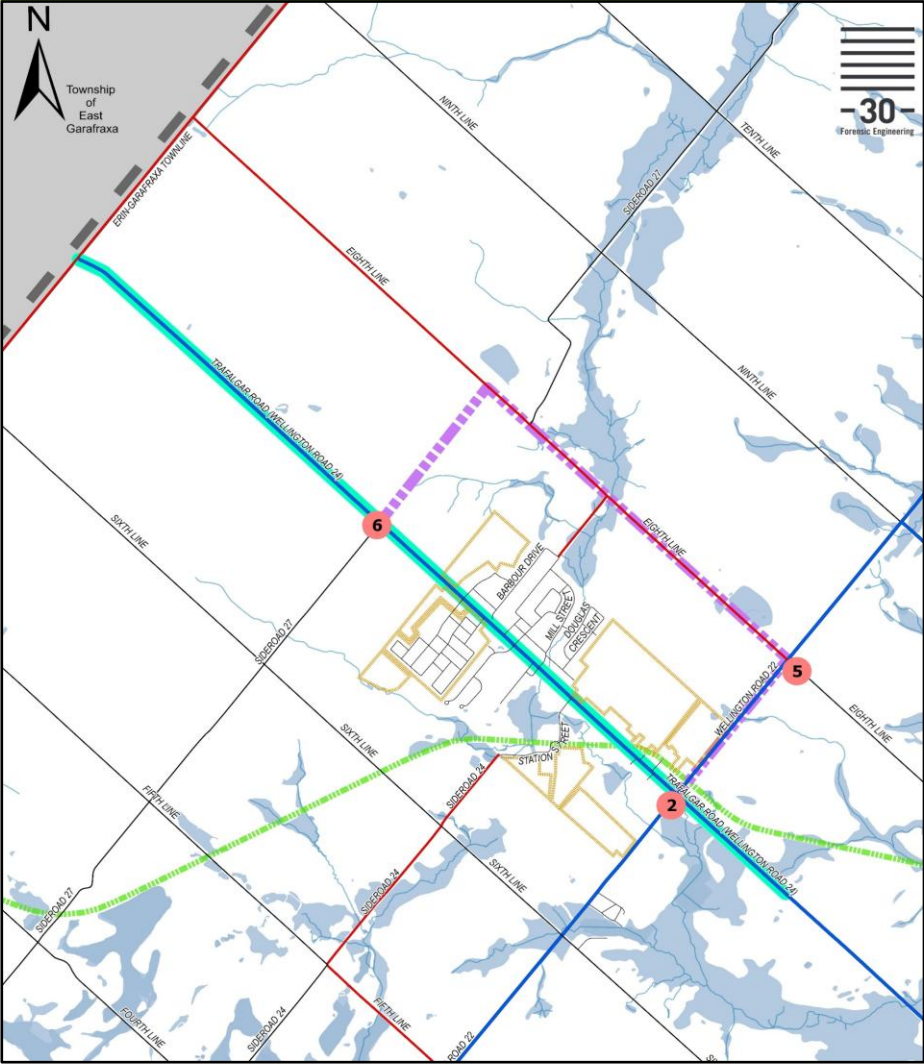
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technical and community needs)
- Traffic operation studies for 2025 and
2035 highlight critical intersections
- A truck detour analysis was completed
to evaluate the most feasible bypass
routes in Erin Village and Hillsburgh
- The study addressed resident concerns
about heavy truck traffic through
community cores

Intersections along Proposed Truck Detours Requiring Improvements

NO.	Intersection	Operational Issues
1	Wellington Road 25 and Wellington Road 124	Most critical bottleneck
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Critical Intersections along the Proposed Truck Detour
in Erin Village



Critical Intersections along the Proposed Truck Detour within
Hillsburgh



TOWN OF
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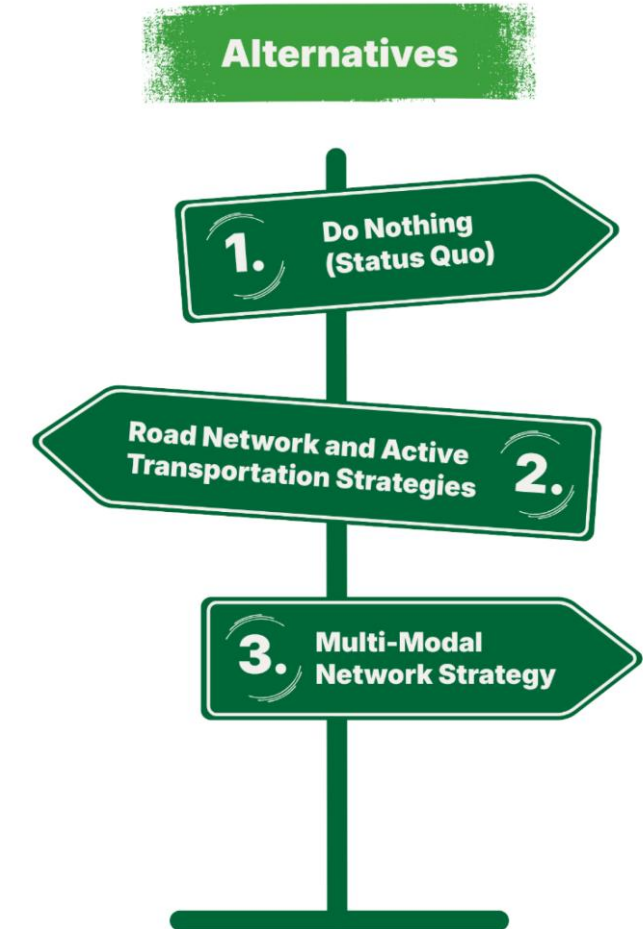
TOWN OF
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NEXT STEPS

- Review your feedback to better understand if any changes to the draft recommendations are needed
- Council to accept report
- Publish Notice of Study Completion
- Begin 30-Day Public Review Period
- Update with any required changes
- Begin implementation
- Monitor implementation of the plan on an ongoing basis

Study web page:

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





-30- Forensic Engineering



Questions and Comments

Thank You!!!

For further information, please contact the study team:

Mehemed Delibasic, P.Eng.
Consultant Project Manager
30 Forensic Engineering
Phone: (416) 678-0788
mdelibasic@30fe.com

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

March 16, 2026



Project: Town of Erin Transportation Master Plan

Meeting Subject: Consultant Meeting with Six Nations of the Grand River Elected Council
Lands and Resources Department

Time: 10:00 AM - Monday, March 16, 2026

Location: Virtual-Microsoft Teams

Attendees:

Dawn Russell	Consultation Administrative Assistant	Six Nations of the Grand River Elected Council Lands and Resources Department
Lauren Vanderlingen	Consultation Administrative Assistant	Six Nations of the Grand River Elected Council Lands and Resources Department
Brian Kavanagh	Director of Infrastructure & Town Engineer	Town of Erin
Danial Tunio	Town Project Manager	Town of Erin
Mehemed Delibasic	Consulting Project Manager	30 Forensic Engineering [30FE]
Sina Shad	Transportation Engineer	30FE

Copy of Minutes To: Listed above, Emmett Vanson, Peter Graham, Abdul Madani

Minutes Prepared By: Mehemed Delibasic, Sina Shad

ITEM	DISCUSSION	ACTION/DECISION
1	INTRODUCTION 30FE and Town of Erin staff introduced the Town of Erin Transportation Master Plan (TMP) project team, and the Six Nations of the Grand River Elected Council (SNGREC) representatives introduced themselves - As the meeting agenda had been circulated prior to the meeting, the 30FE team asked whether anything needed to be added for discussion. The team also prepared a meeting presentation to help guide the discussion (copy of the presentation attached) 30FE confirmed the purpose of the meeting and the consultation context 30FE explained that the TMP is not intended to serve as a detailed design document, but rather as a high-level planning document used by municipalities and counties to guide future growth, population planning, and transportation decision-making	Info

	30FE noted that the Erin TMP is consistent with other master plans completed in recent years, including by the County of Wellington, and is intended to help the Town plan for future growth in a way that fits within the broader County planning framework and short-, medium-, and long-term planning priorities	
2	CONSULTATION OBJECTIVES 30FE emphasized that SNGREC’s involvement is essential to the success of the TMP and noted that the purpose of the meeting was to present the study and obtain input from SNGREC 30FE provided a recap of the project, outlined the study process, and presented background information on transportation in the Town of Erin 30FE advised that the objectives of the presentation were to - Present the current understanding of the study area and future conditions - Discuss recommended strategies for the Town’s transportation system - Seek input on existing and future transportation conditions within the study area - Present preliminary recommendations for different modes of transportation, and - Respond to questions about the study 30FE noted that comments, ideas, and concerns related to the transportation system would be reviewed as part of the study and TMP completion process 30FE advised that further information regarding the TMP, including the draft report and related notice materials, is available on the Town’s website for reference and public review - In addition, the 30FE team advised that a link would be shared providing access to a SharePoint folder containing all documents and materials previously provided, as posted on the Project Website.	Info
3	TMP STUDY OVERVIEW AND PROCESS TMP Overview and Study Context	Info

	○ 30FE presented an overview of the Town of Erin study area and growth context, including the Town’s rural setting, transportation network, and forecast population growth to 2051 ○ 30FE explained that the TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process and addresses Phases 1 and 2 of the five-phase frameworks, including public consultation, the assessment of alternative solutions, and identification of the preferred approach ○ 30FE explained that the TMP is the Town’s first standalone long-term transportation planning document and a high-level planning tool intended to guide future municipal decision-making, including future Official Plan updates and alignment with broader municipal and County planning initiatives ○ 30FE reviewed the study process, current project status, key transportation challenges and opportunities, the TMP vision, and its alignment with relevant policy and planning documents ● Existing Conditions and Planning Framework ○ 30FE presented the existing zoning, current and planned developments, existing road classifications, and the proposed road classification upgrades ○ 30FE noted that the TMP recommendations focus primarily on projects within the Town’s jurisdiction, while recommendations affecting County roads will require further discussion and coordination with the County of Wellington, with updates to be made as needed ● Recommended Transportation Improvements ○ 30FE presented the recommended transportation improvements, including intersection operations, road paving, active transportation measures, truck detour considerations, and supporting strategies and policies ○ 30FE noted that multimodal planning is an important component of the TMP, particularly with respect to active transportation, transit considerations, development patterns, and how future growth may connect more effectively with the transportation system ○ 30FE advised that the TMP includes an assessment of selected intersections based on traffic operations analysis and broader transportation considerations and noted that recommended improvements may include changes to traffic control, lane configurations, additional operational review, and potential roundabout applications at selected locations	Info
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	○ 30FE also noted that the truck detour recommendation is a planning measure intended to help reduce truck impacts, such as noise and to address public concerns regarding this ● Implementation and Future Considerations ○ 30FE summarized the implementation plan, including short, medium, and long-term horizons and the high-level cost framework for the recommended improvements ○ 30FE noted that any capital projects identified through the TMP would be subject to future project-specific review, including appropriate engagement with SNGREC and other Indigenous Communities as projects advance	Info
	SNGREC INPUT ● 30FE invited comments, concerns, and feedback from SNGREC representatives on the TMP, including existing transportation conditions, future growth, connectivity, community priorities, and the preliminary recommendations presented ● 30FE advised that, based on the TMP traffic analysis, major roadway widening is not generally anticipated, as the road network is expected to continue operating below capacity within the planning horizons (2031, 2041, and 2051) ● 30FE noted that any potential widening into green or undeveloped areas is not being advanced through the TMP as a detailed design recommendation and, if considered in the future, would require further project-specific and Environmental Assessment (EA) review ● SNGREC raised concerns regarding the potential effects of roadway widening, corridor changes, sidewalks, cycling facilities, and other future improvements on green areas, natural features, and the introduction of additional impervious surface ● 30FE acknowledged that any future projects of this nature would require more detailed review of environmental impacts, soil conditions, drainage, and other site-specific constraints, together with appropriate consultation and engagement ● SNGREC emphasized the importance of avoiding wetlands and minimizing intrusion into environmentally sensitive lands and noted that widening or new construction in such areas should be avoided	Info

	• SNGREC further noted that where impacts such as tree removal cannot be avoided, appropriate mitigation, compensation, and replacement planting should be considered • SNGREC also emphasized that any future lighting associated with transportation improvements should be designed to minimize impacts on the natural environment and preserve dark sky conditions, including reducing excessive brightness, glare, and light spill	Info
	NEXT STEPS • 30FE reviewed the next steps and advised that the feedback received through this consultation would be reviewed to determine whether any changes to the draft recommendations are needed • 30FE noted that, following this review, the report would be updated/ finalized • 30FE advised that the Notice of Study Completion, expected to be issued in April 2026, would be republished, at which time the 30-day public review period would commence • 30FE noted that any required updates to the TMP report would be made following the public review process • 30FE advised that implementation of the plan would then begin, followed by ongoing monitoring of the plan and its recommendations	Info 30FE and the Town Info 30FE and the Town Town of Erin

Haudenosaunee Development Institute (HDI) and
Haudenosaunee Confederacy Chiefs Council
(HCCC) Consultation Records

TOWN OF ERIN TRANSPORTATION MASTER PLAN (TMP)

AGENDA – CONSULTATION MEETING #1

Haudenosaunee Development Institute (HDI)

Date and Time:	Friday, April 16, 2026, at 10:00 a.m.		
Location:	Virtual (Zoom Meeting)		
List of Invitees:	Brian Kavanagh	Director of Infrastructure & Town Engineer	Town of Erin
	Danial Tunio	Town Project Manager	Town of Erin
	Tara Greco	Project Coordinator	Haudenosaunee Development Institute (HDI)
	Kris Veltman		Haudenosaunee Development Institute (HDI)
	Aaron Detlor		Haudenosaunee Development Institute (HDI)
	Chris Skye		Haudenosaunee Development Institute (HDI)
	Emma Kameka		Haudenosaunee Development Institute (HDI)
	Mehemed Delibasic	Consulting Project Manager	30 Forensic Engineering [30FE]
	Sina Shad	Transportation Engineer	30FE
Subject:	2024-02R Town of Erin Transportation Master Plan – Consultation meeting #1 with Haudenosaunee Development Institute (HDI)		

1.0 INTRODUCTIONS

2.0 CONSULTATION OBJECTIVES

- Share the TMP scope and status
- Obtain Haudenosaunee Development Institute (HDI) input

3.0 TMP OVERVIEW: STUDY SCOPE AND STATUS

4.0 HAUDENOSAUNEE DEVELOPMENT INSTITUTE (HDI) INPUT

5.0 NEXT STEPS

Town of Erin Transportation Master Plan

Meeting #1 Haudenosaunee Development Institute (HDI)

April 16, 2026



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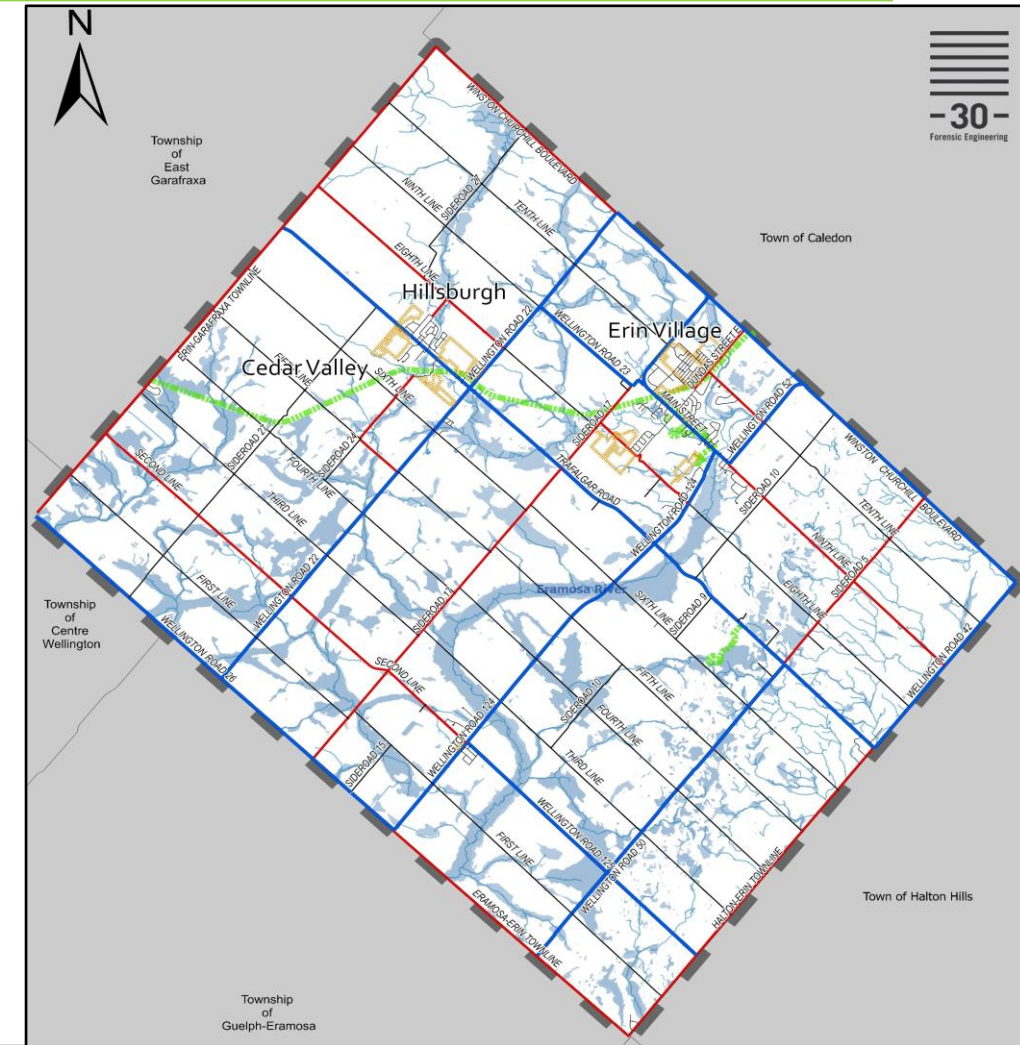
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- To provide your input during this stage of the TMP, please visit: <https://erinengaged.erin.ca/>**



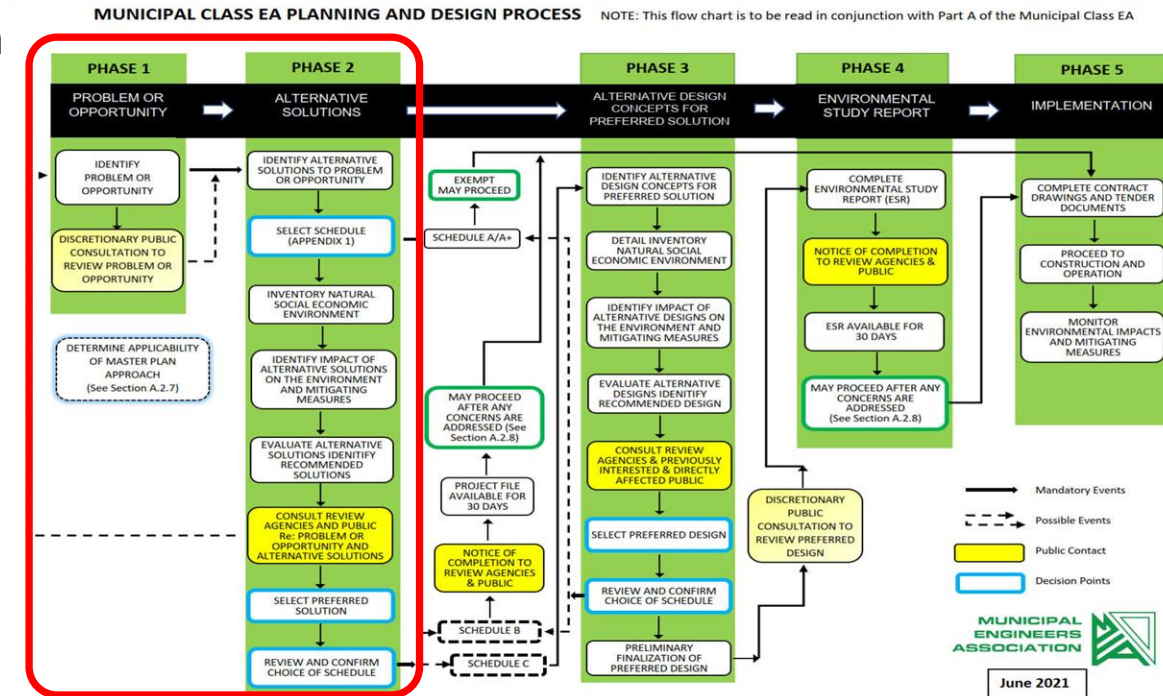
PROJECT OVERVIEW - STUDY AREA AND BACKGROUND

- 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



OVERVIEW - WHAT IS TMP

The Municipality's First Standalone Transportation Master Plan

- Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion, and management of a multi-modal transportation system through 2051
- TMP provides strategies and policies that align with the Town of Erin growth and support its vision for the future transportation system
- TMP will be conducted in accordance with the Master Plan process as prescribed in the Class EA for Municipal Road projects
- Addresses Phases 1 and 2 of the five-phase Municipal Class EA Process including a Public Information Center and assessing alternatives

Where TMP fit within Municipal Policy?

- All Master Plans are closely ***integrated with a municipality's Official Plan*** that work collectively towards a unified vision for the community
- Like TMPs, there are Strategic Plans, Recreation Master Plans, Water and Wastewater Master Plans that help guide municipal decision-making on corresponding policies and infrastructure investments
- TMPs ***inform or guide*** the development of many other policy documents, programs and initiatives such as, but not limited to:
 - ✓ municipal design standards
 - ✓ speed management policy
 - ✓ traffic calming policy
 - ✓ development review policies
 - ✓ zoning by-laws
 - ✓ capital budgets
 - ✓ transit plans
 - ✓ secondary plans

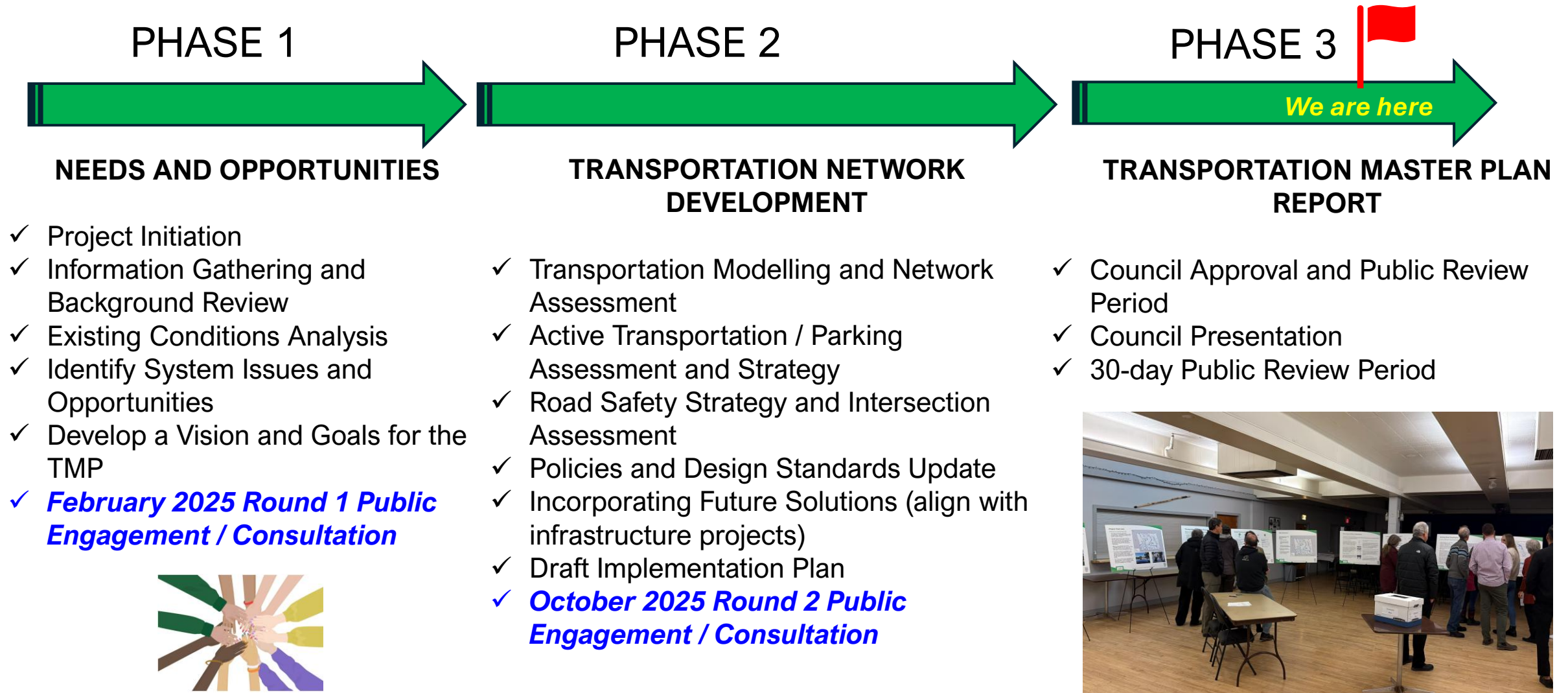


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STUDY PROCESS



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
- The Town of Erin has a population of approximately 12,400 residents and forecasted to grow to 26,300 by 2051 (Growth Management Strategy)

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



TOWN OF
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- The vision of the Town of Erin's TMP is to support a connected and accessible community through a sustainable and multi-modal transportation system. This system will enable a thriving local economy for all residents and visitors, while preserving the natural environment and cultural heritage.
- The TMP aims to create a vibrant, inclusive, and business-friendly environment by directing infrastructure investments, expanding active transportation, and improving safety and accessibility. Aligned with the Town's growth goals, the plan supports efficient movement, quality of life, and sustainable development through 2051.



POLICY AND PLANNING ALIGNMENT

The TMP study is informed by various local, regional and provincial plans and policies, and requires a coordinated approach between land use planning and transportation system planning. This will ensure the TMP meaningfully reflects the multi-jurisdictional context of the Town and conforms to direction by the County.

Town of Erin Official Plan

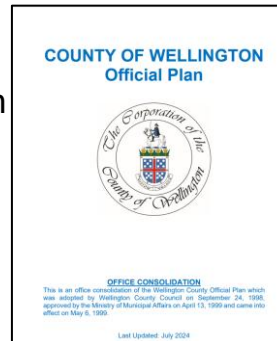
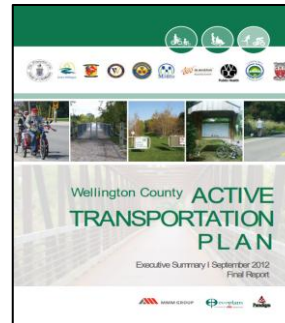
The purpose of the Official Plan is to provide a municipal statement of intent on how future growth and development will be managed. The Plan contains goals, objectives and policies to guide the Council, its committees, the public, and review agencies in directing and managing change.

Growth Management Strategy (GMS)

The Growth Management Strategy focuses on providing the Town with a defensible, supported and comprehensive vision for growth. The GMS provides identification of lands available to accommodate growth, an evaluation framework to evaluate each of the areas, and the recommendation of a preferred solution to accommodate future growth.

Town of Erin Parks, Recreation and Culture Master Plan

The Parks, Recreation and Culture Master Plan for the Town of Erin is a flexible blueprint intended to guide municipal planning and decision making for parks, recreation and cultural assets and services over the next 10 years (to 2029).



County of Wellington Road Master Action Plan Project (RMAP)

County of Wellington RMAP provides long-term guidance on transportation in the County by identifying future policy direction and transportation infrastructure needs on the County transportation network. This is largely based on the need to accommodate future population and employment growth into 2041, changing travel behaviours and immediate traffic issues related to safety, speeding and efficiency within its local municipalities.

County of Wellington Active Transportation Plan

Wellington County's Active Transportation Master Plan is a long-term strategy designed to assist the County and local municipalities in creating a pedestrian and cycling supportive environment that will encourage both utilitarian and recreational travel by walking and cycling while promoting the importance of active lifestyles for residents and tourists.

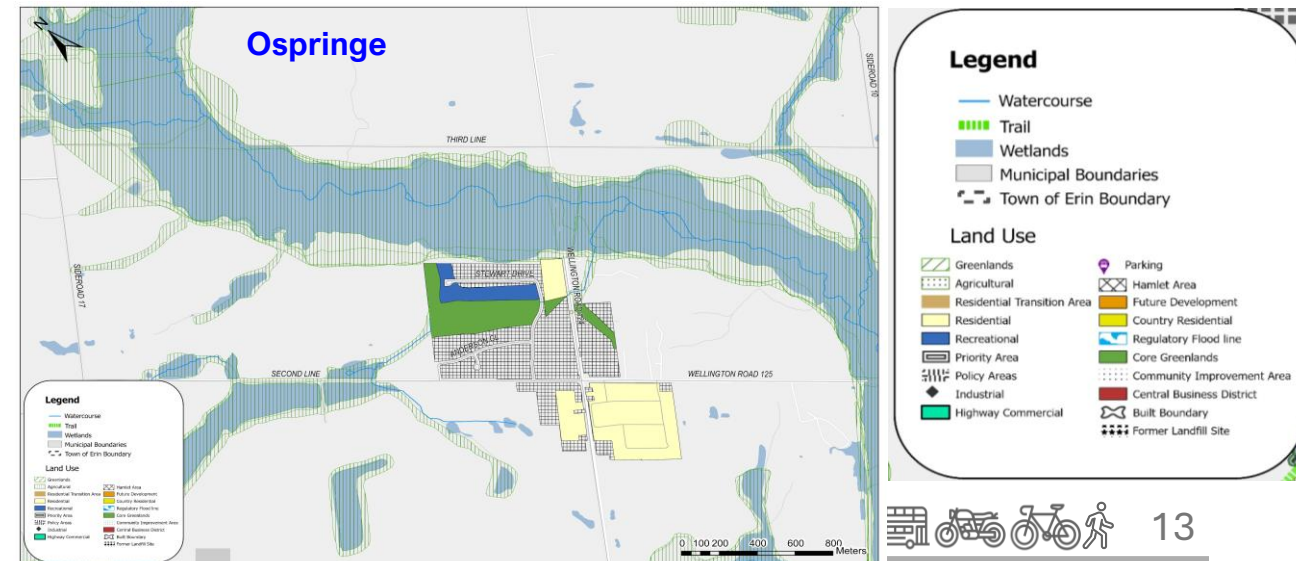
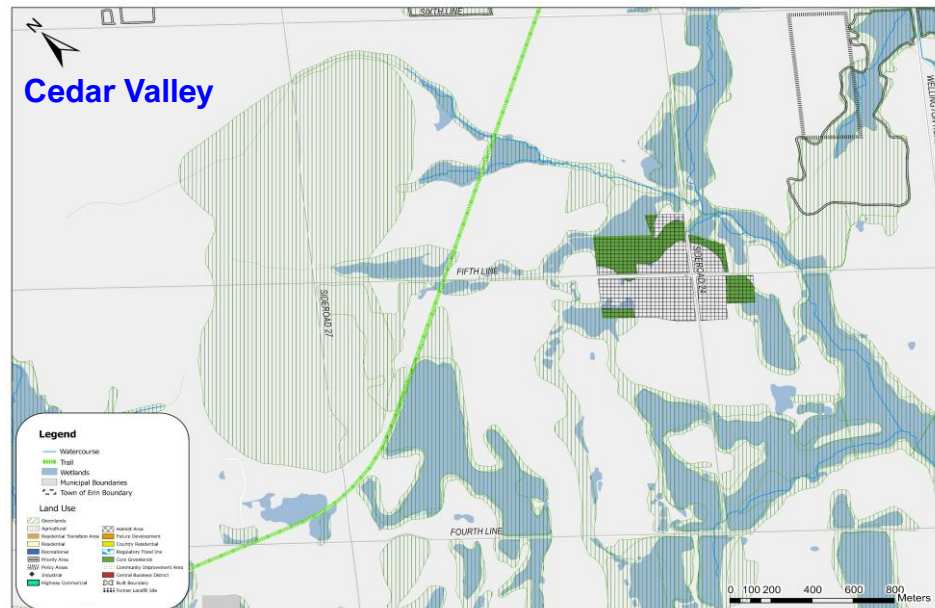
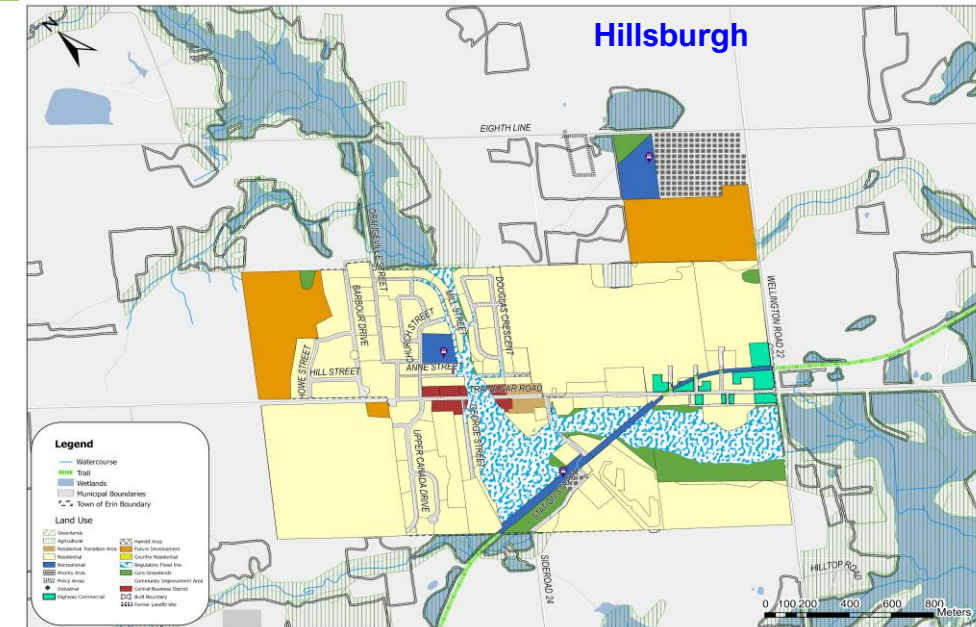
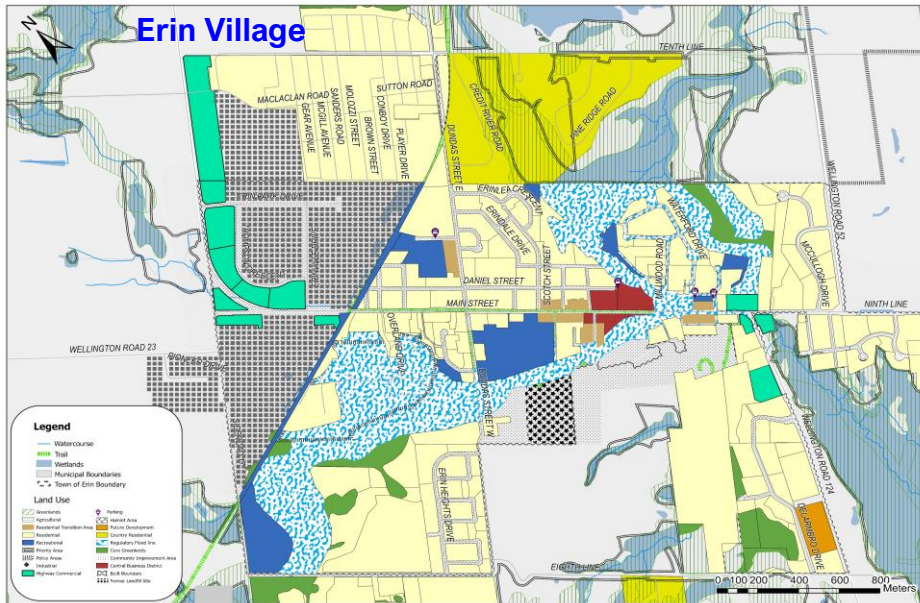
County of Wellington Official Plan

The County Official Plan is a legal document intended to give direction (over the next 20 years) to the physical development of the County, its local municipalities and to the long-term protection of County resources.



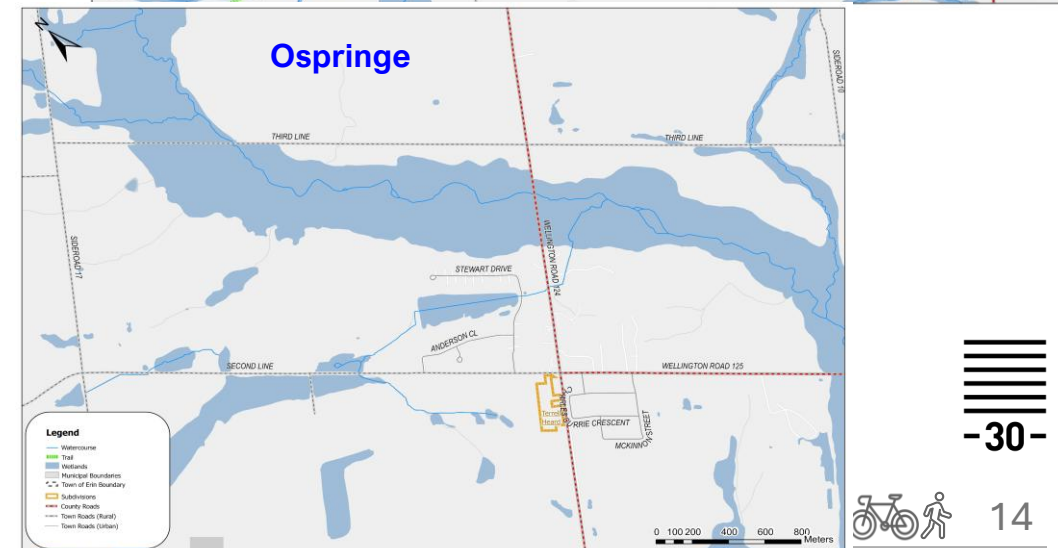
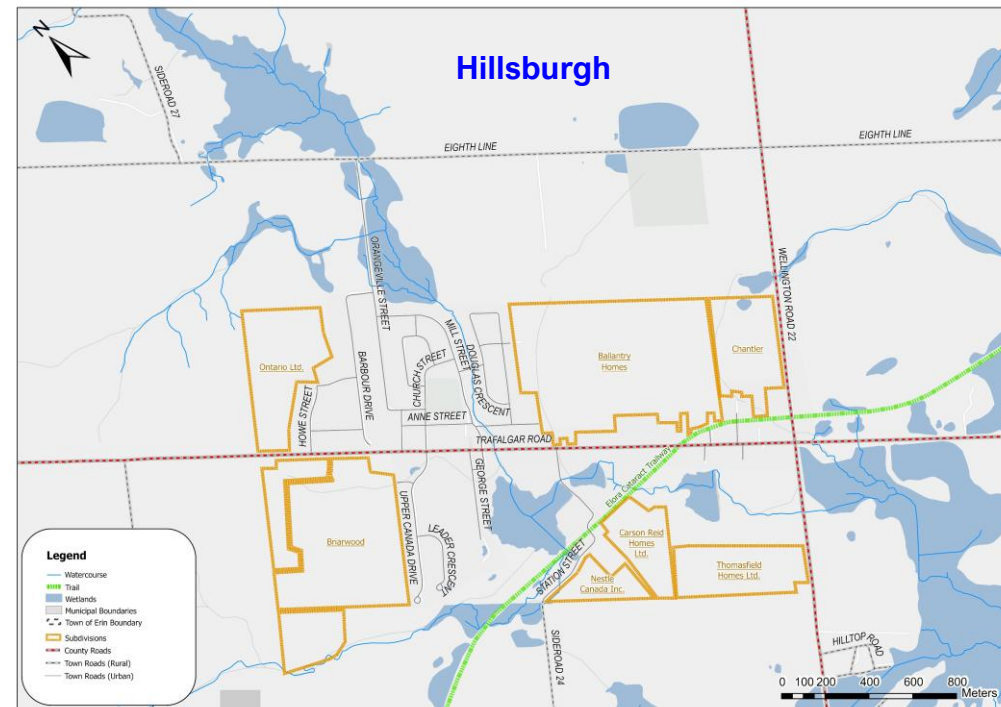
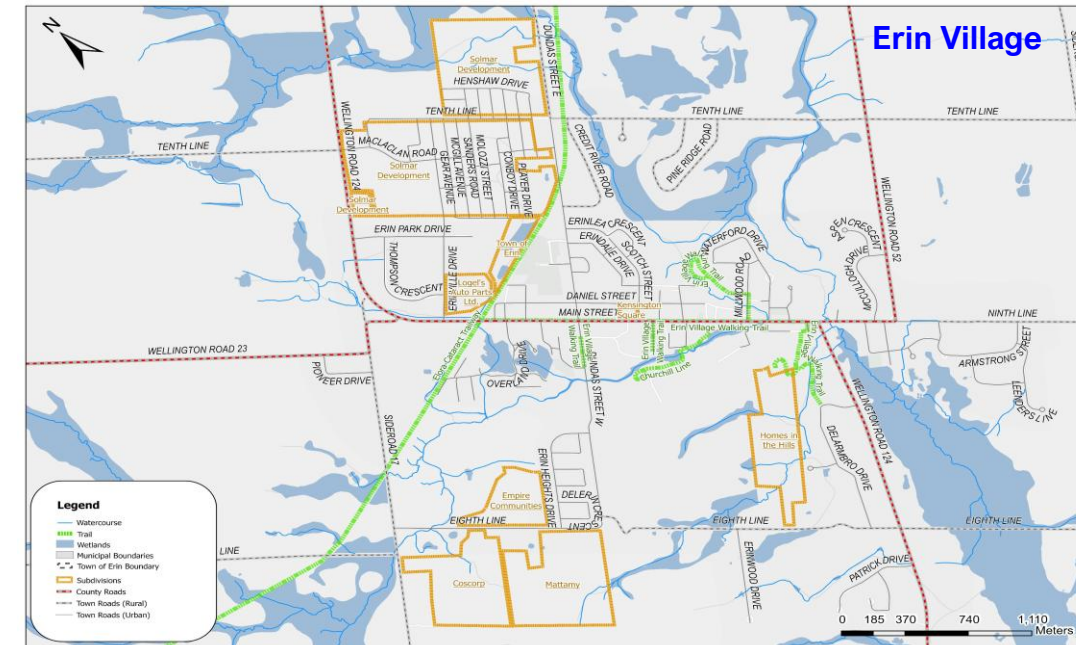
EXISTING ZONING

The following figures show Existing Zoning in the Town of Erin, including the urban areas of Erin Village, Hillsburgh, Cedar Valley, and Osprunge.



CURRENT NEW DEVELOPMENTS AND SUBDIVISIONS

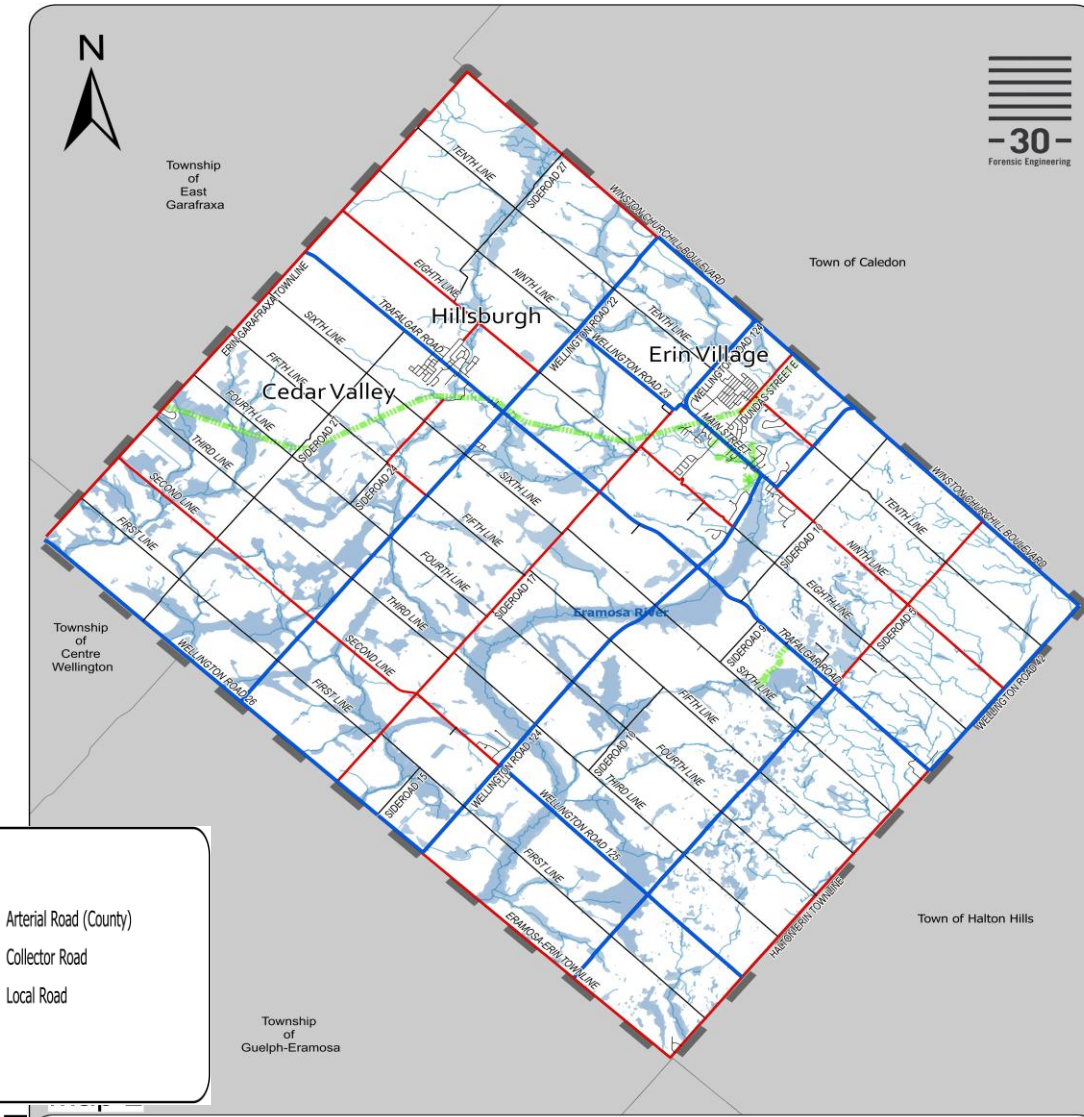
- The Town of Erin currently has up to 17 subdivisions/development areas across the Town, including Erin Village, Hillsburgh, and Ospringe
- All development areas include residential subdivisions, industrial commercial properties
- Solmar Development Corp., a subdivision in Erin Village, is partially constructed and occupied
- The construction of the remaining subdivisions/developments have not commenced yet



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.



PROPOSED 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

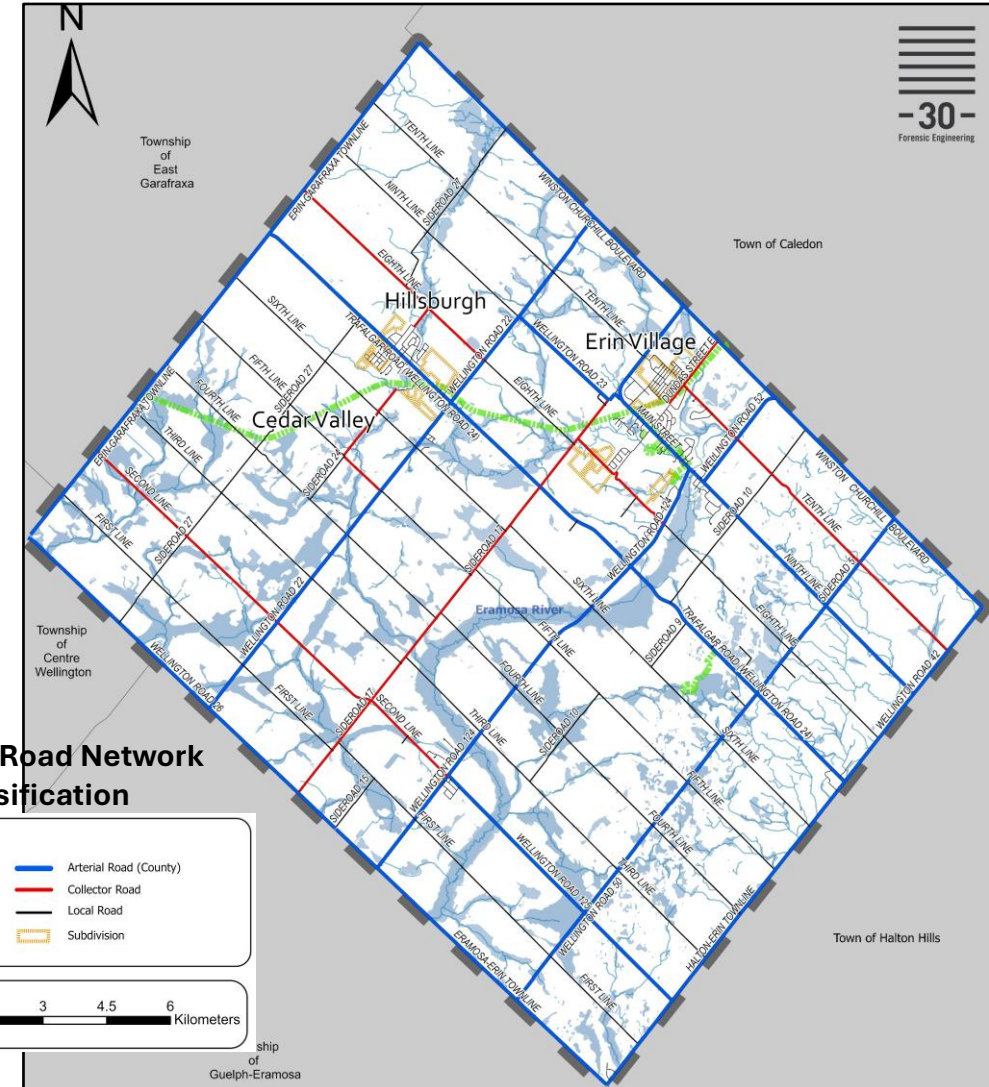
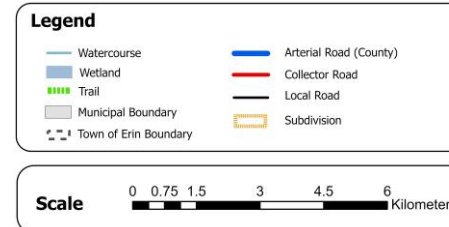
Road Segments Recommended for Classification Upgrade

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

Proposed Road Network Classification



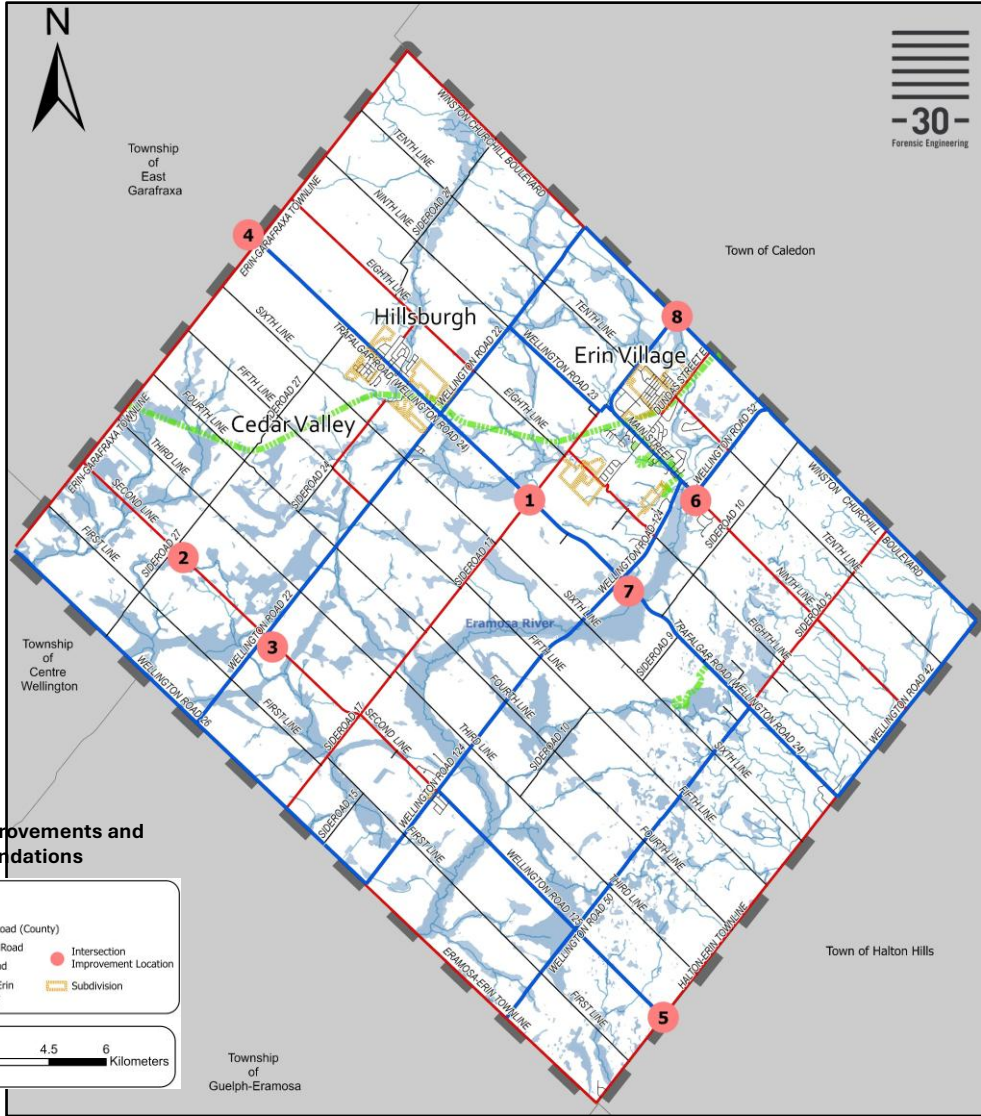
RECOMMENDED IMPROVEMENTS-INTERSECTION OPERATIONS

TOWN OF ERIN

Future Intersection Operations and Suggested Improvements

Critical Intersections and Recommended

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	- Install traffic signals - Add left turn lanes along Wellington Road 124



RECOMMENDED IMPROVEMENTS - ROAD SURFACE UPGRADE

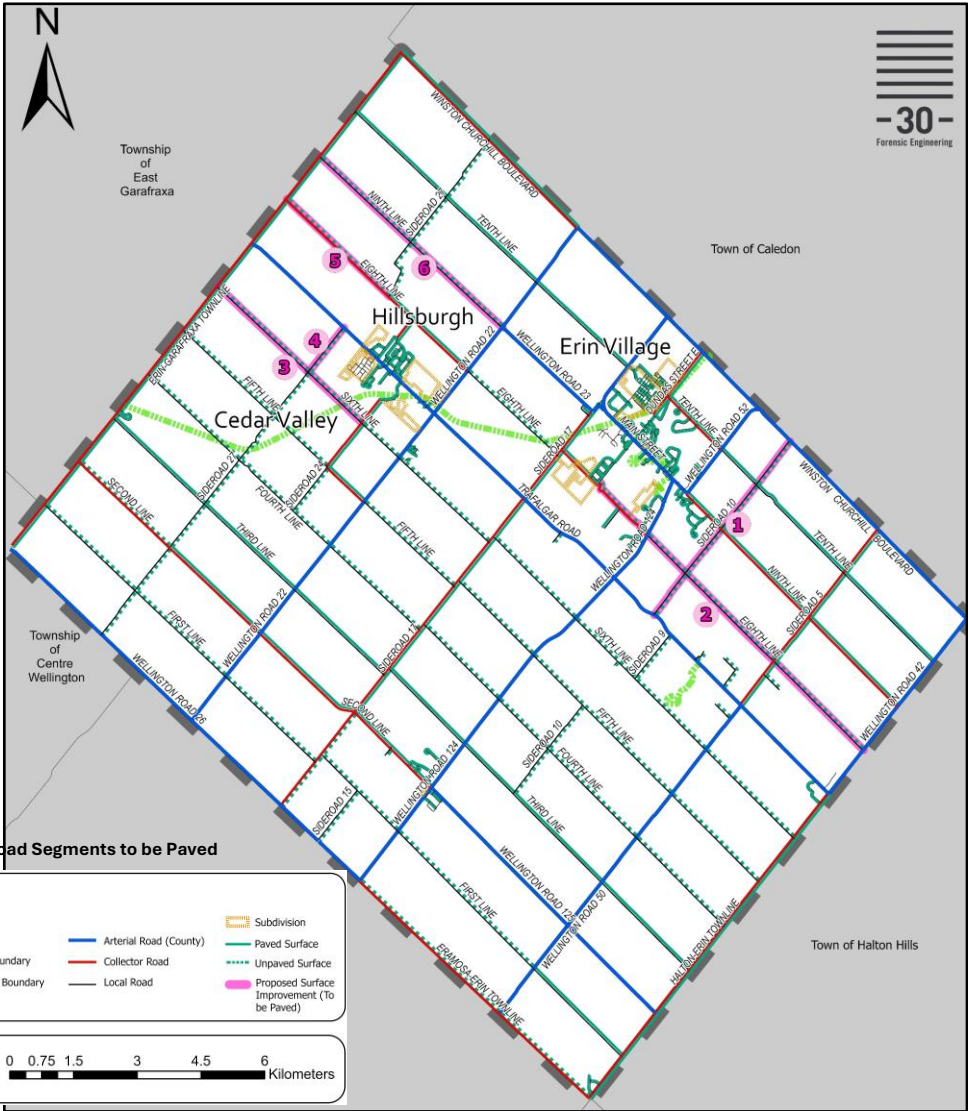
Road Surface Upgrade (to be Paved)

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

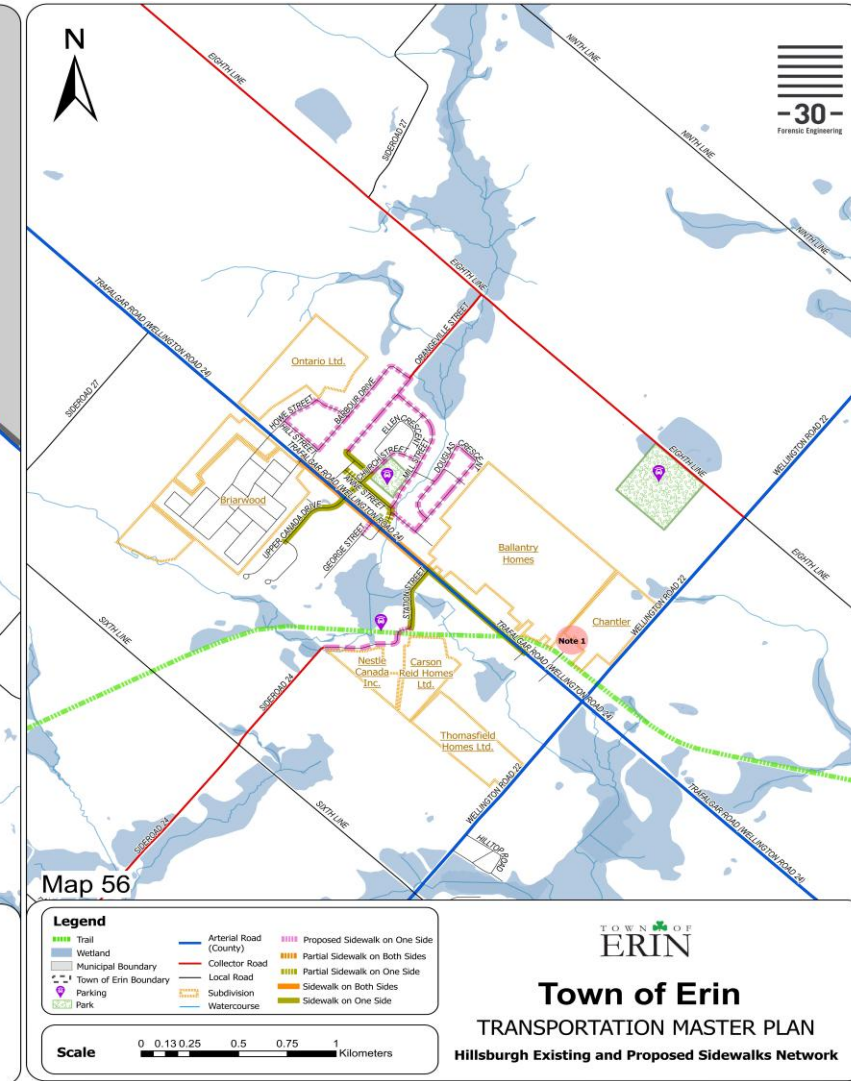
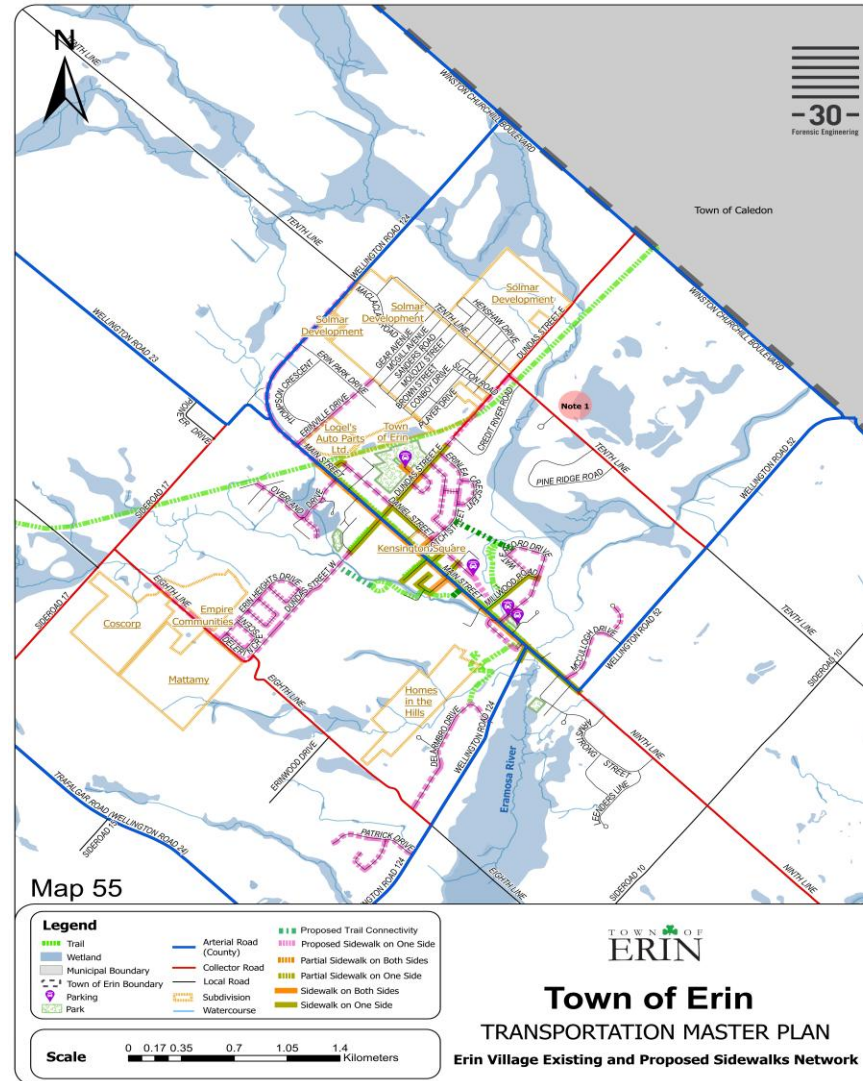


RECOMMENDED IMPROVEMENTS - ACTIVE TRANSPORTATION TOWN OF ERIN

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

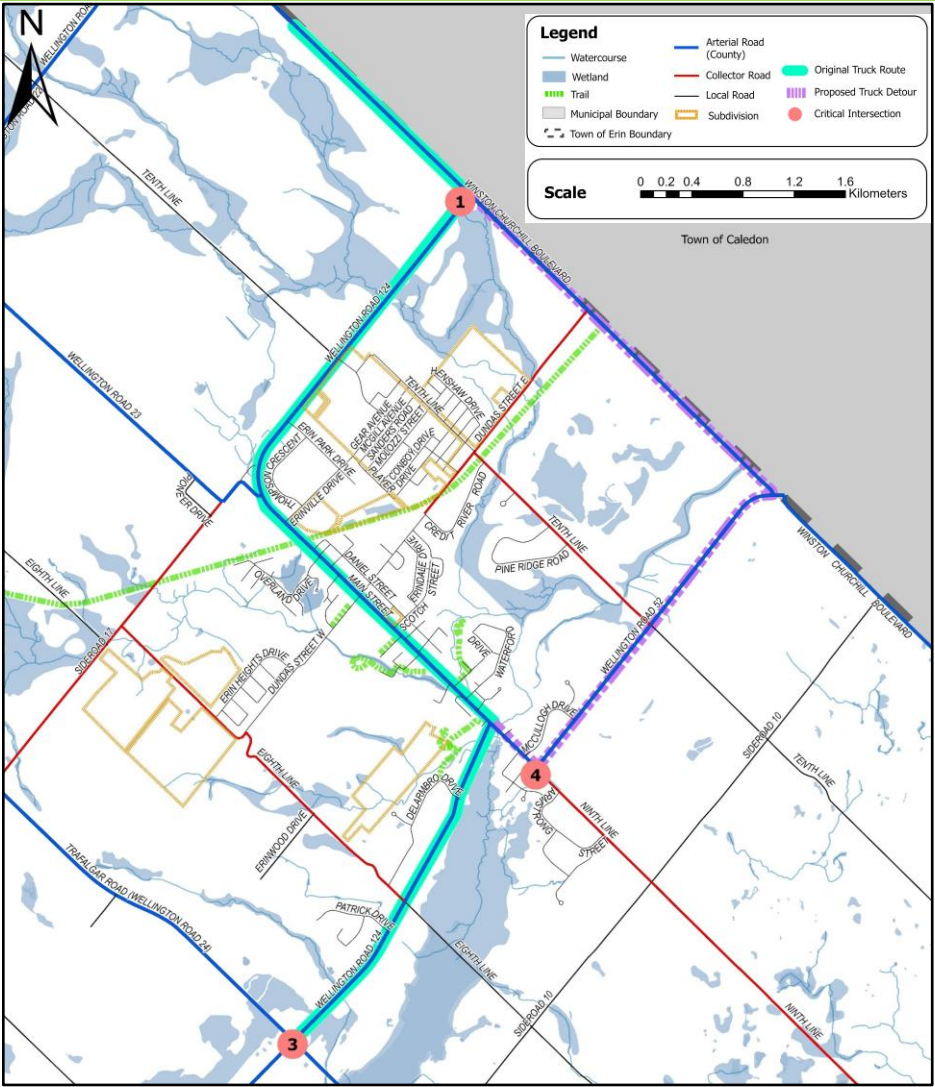


RECOMMENDED IMPROVEMENTS - TRUCK DETOURS

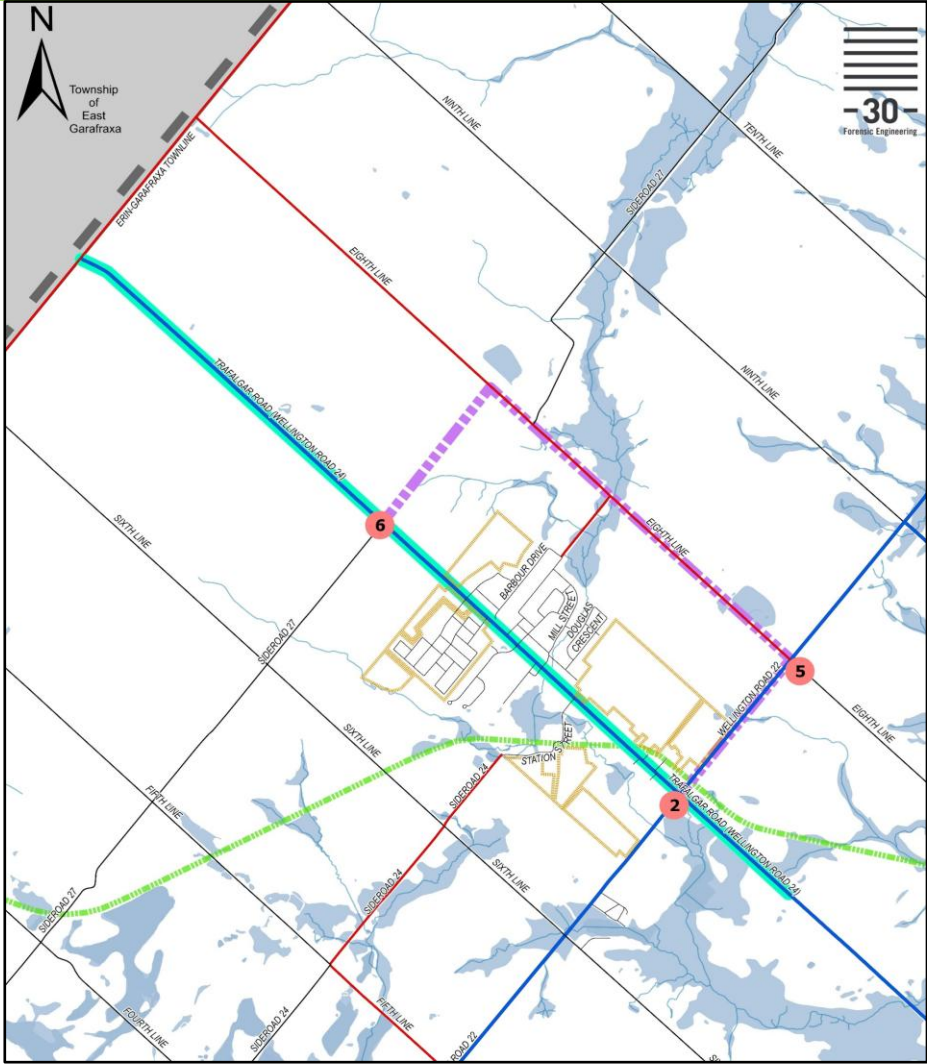
- Truck volumes exceed 10% confirming
detour options needed (balance
technical and community needs)
- Traffic operation studies for 2025 and
2035 highlight critical intersections
- A truck detour analysis was completed
to evaluate the most feasible bypass
routes in Erin Village and Hillsburgh
- The study addressed resident concerns
about heavy truck traffic through
community cores

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



Critical Intersections along the Proposed Truck Detour
in Erin Village



Critical Intersections along the Proposed Truck Detour within
Hillsburgh



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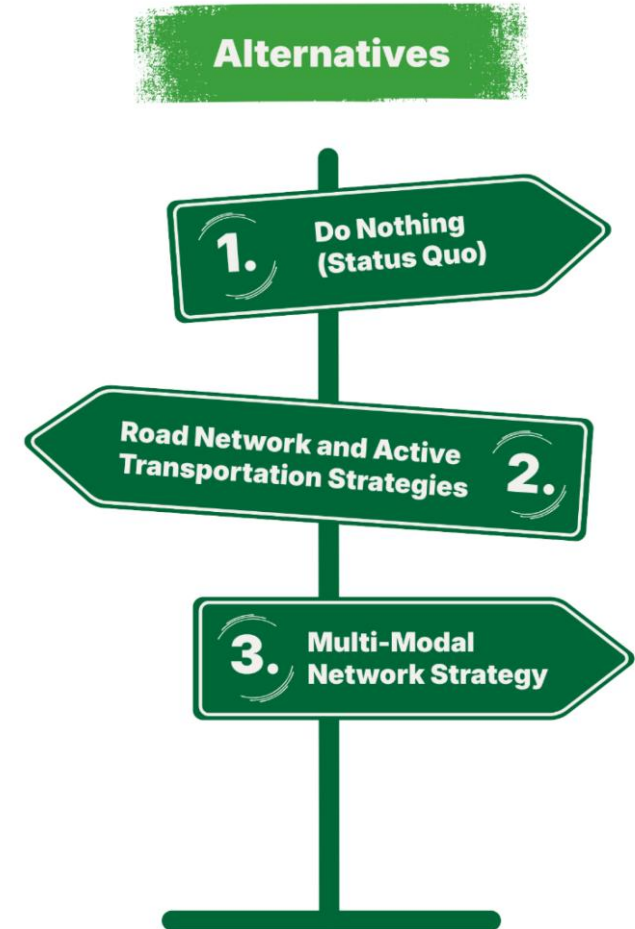
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NEXT STEPS

- Review your feedback to better understand if any changes to the draft recommendations are needed
- Council to accept report
- Publish Notice of Study Completion
- Begin 30-Day Public Review Period
- Update with any required changes
- Begin implementation
- Monitor implementation of the plan on an ongoing basis

Study web page:

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



Questions and Comments

Thank You!!!

For further information, please contact the study team:

Mehemed Delibasic, P.Eng.
Consultant Project Manager
30 Forensic Engineering
Phone: (416) 678-0788
mdelibasic@30fe.com

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

April 16, 2026

TOWN OF
ERIN



Project: Town of Erin Transportation Master Plan

Meeting Subject: Consultant Meeting with Haudenosaunee Development Institute (HDI)

Time: 10:00 AM - Friday, April 17, 2026

Location: Virtual - Microsoft Teams

Attendees:

Brian Kavanagh	Director of Infrastructure & Town Engineer	Town of Erin
Danial Tunio	Town Project Manager	Town of Erin
Chris Skye	Haudenosaunee Development Institute (HDI) Representative	HDI
Brian Doolittle	HDI Delegate	HDI
Mehemed Delibasic	Consulting Project Manager	30 Forensic Engineering (30FE)
Sina Shad	Transportation Engineer	30FE

Copy of Minutes To: Listed above, Tara Greco (HDI), Kris Veltman (HDI), Aaron Detlor (HDI), Emma Kameka (HDI), ganowa@me.com (HDI), Pam Porter (30FE), Abdul Madani (30FE), Aaron Blata (RCS)

Minutes Prepared By: Mehemed Delibasic, Sina Shad

ITEM	DISCUSSION	ACTION/ DECISION
1	INTRODUCTION - Chris Skye and Brian Doolittle from Haudenosaunee Development Institute (HDI) introduced themselves and their role. 30 Forensic Engineering (30FE) and the Town of Erin also provided brief introductions. - As the meeting agenda had been circulated prior to the meeting, the 30FE team asked whether anything needed to be added for discussion. The team also prepared a meeting presentation (attached) to help guide the discussion. - HDI opened the discussion by explaining their document review and engagement process. HDI noted that, before they can proceed with a formal review, engagement, and provision of comments, there should be a contract in place with the Town of Erin. - HDI emphasized that they are not government-funded for this type of work. Therefore, when HDI is requested to participate and engage in the process, review documents, and provide comments, appropriate funding should be allocated to cover their time and effort.	Info

	- HDI noted that they require sufficient time to complete a thorough review and carry out their engagement roles. They also emphasized that their current workload must be considered when documents are provided to them for review. - HDI indicated that review timelines should be discussed in advance so they can properly assess the materials and provide meaningful feedback. - HDI expressed support for the engagement process and confirmed their willingness to participate, provided that the required conditions are met.	Info
2	CONSULTATION OBJECTIVES 30FE emphasized that HDI's involvement would contribute to the success of the TMP and noted that the purpose of the meeting was to present the study and obtain input from HDI	Info
3	TMP STUDY OVERVIEW AND PROCESS 30FE noted that all materials related to the TMP documentation have been provided to and received by HDI, confirming that the relevant information has been shared at this stage 30FE clarified that the TMP is a high-level planning document and should not be interpreted as approval to initiate construction of specific works 30FE briefly presented a few slides of the presentation and explained that the TMP is being completed in accordance with the Municipal Class EA (MCEA) process and addresses Phases 1 and 2 of the five-phase frameworks 30FE explained that the project is currently in TMP reporting phase (i.e., phase 3), as shown on Page 9 of the attached document. Notices, public meetings, and related consultation activities have been completed or are underway as part of this phase. 30FE noted that consultation is still ongoing and has not yet been concluded - The TMP was not presented in detail during the meeting, as HDI noted that a contract should first be in place before they begin their formal review. HDI also noted that they should have been engaged earlier in the project process. 30FE explained that separate studies, approvals, and stakeholder engagement would be required for any future projects arising from the TMP. During future design and construction phases, the relevant agencies will be expected to contact and engage Indigenous communities, as required. 30FE noted that email communication had been sent to both the Haudenosaunee Confederacy Chiefs Council (HCCC) and the Haudenosaunee Development Institute (HDI) at info@hdi.land and administration@hdi.land. 30FE asked whether Chris Skye and Brian Doolittle, at today's meeting, represent both HDI and HCCC, and whether separate engagement with HCCC would be required.	Info

	4.0 HAUDENOSAUNEE DEVELOPMENT INSTITUTE (HDI) INPUT • HDI noted that this review and engagement process should be supported by an appropriate agreement, funding, and sufficient time to properly assess the materials and complete their engagement responsibilities • HDI indicated that a formal review process is required rather than relying only on a project presentation as the basis for engagement • HDI stated that they should have been engaged earlier in the TMP process, beginning from Phase 1 as shown on Page 9 of the attached document • HDI also noted that, even for the existing conditions phase, they would have preferred to attend the site, review the area, and provide feedback based on their observations.	Info
	NEXT STEPS • 30FE acknowledged the delay in involving HDI and confirmed that both 30FE and the Town are prepared to meet with HDI as many times as needed and provide the documents, meetings, and information required, including the approach, findings, and results from each phase to support HDI's review • The next step is for the Town of Erin and HDI to address the contract and funding requirements so that HDI can formally begin their review and engagement processes • 30FE informed that, for future correspondences, in addition to HDI's general email addresses (info@hdi.land and administration@hdi.land), we will include Chris Skye, Tara Greco, and Brian Doolittle from HDI as direct points of contact so that the project team, including 30FE, the Town, and HDI, can coordinate collaboratively on document sharing, review requirements, and next steps	30FE and the Town Town of Erin and HDI 30FE/the Town and HDI