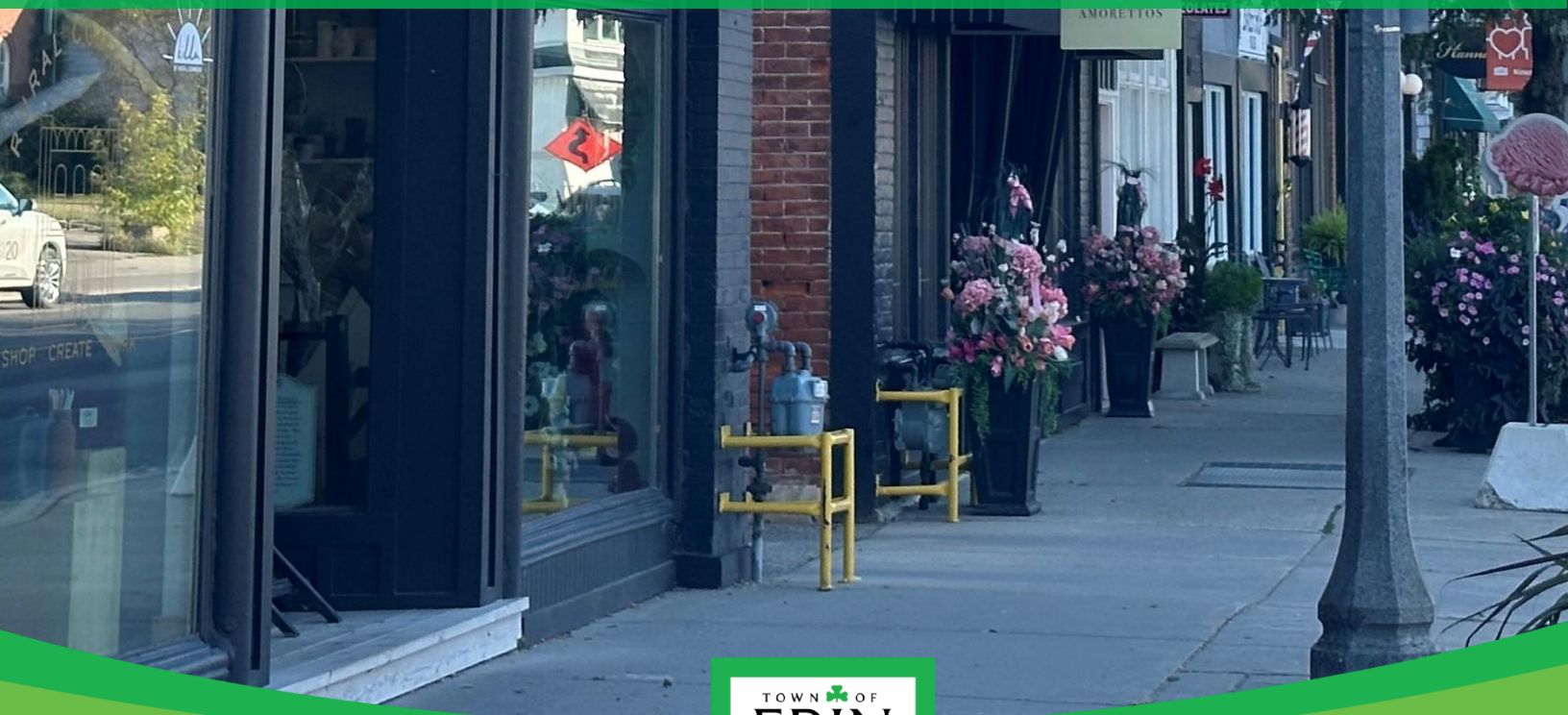




5.0

A Vision for the Town of Erin



5 A Vision for the Town of Erin

This section outlines the development of the “Vision Statement” for the Town of Erin’s first TMP, summarizing key opportunities, challenges, and input from project stakeholders that informed the recommendations. The vision statement, also referred to as the opportunity statement, fulfills the requirements of Phase 1 of the MCEA process for Master Plans.

5.1 Challenges and Opportunities

Key challenges and opportunities were identified through analysis, public engagement, and consultations with stakeholders. These are summarized below.

Challenges:

1. Urban Growth and Transportation
2. High Automobile Dependency
3. Active Transportation Infrastructure Needs
4. Lack of Public Transportation

Opportunities:

1. **Transportation Network Planning and Improvements:** Improve the road network through updated classification and infrastructure planning.
2. **Sustainable Growth and Land Use Integration:** Align transportation planning with sustainable growth and land use objectives.
3. **Active Transportation and Trail Network Development:** Expand active transportation and trail systems to support mobility and recreation.
4. **Enhance Transit and Regional Connectivity:** Improve transit access and enhance regional connectivity.

The following outlines the key challenges and their associated opportunities, aligned with the categories listed above. This approach provides a clearer understanding of the Town of Erin's future transportation needs and the potential solutions to address them effectively.

Challenge: Urban Growth and Transportation

The Town is experiencing significant growth, particularly in urban areas (Erin Village and Hillsburgh), creating new demands on the transportation network. Hence, a sustainable transportation plan is required to guide efficient development, providing adequate transportation infrastructure to meet the future needs while minimizing environmental impacts.

Opportunities for Improvement

1. Update the Town's road classification system to better reflect and support the growth (~4,867 new housing units are to be built for the next 20-30 years).
2. Develop parking and complete street strategies to support anticipated growth, particularly in urban areas.
3. The Town offers a desirable balance between small-town living and urban access, being within commuting distance of Brampton, Mississauga, and Guelph. This attracts those seeking a quieter lifestyle with access to nearby jobs and services.

Challenge: High Auto-Dependency

According to the 2016 Transportation Tomorrow Survey (TTS), over 90% of all trips made by Erin residents were by private automobiles, with the majority as drivers. Hence, the Town must plan for a multi-modal transportation network by expanding travel options, enhancing transit services. This will help reduce the dominance of private vehicles.

Opportunities for Improvement:

Improve public transportation accessibility and connections to surrounding municipalities and the Greater Toronto Area (GTA) to enhance regional access, increase ridership, and support future travel demand in a sustainable, efficient manner - reducing reliance on private vehicles.

Challenge: Active Transportation Infrastructure Needs

Based on the 2016 TTS, only about 1% of trips in the Town of Erin were made by walking or cycling. The absence of an efficient and integrated active transportation plan likely contributes to this low mode share. Despite green spaces and trails, walking and cycling remain underused. Better connectivity and infrastructure could improve active transportation across the Town.

Opportunities for Improvement:

1. Prioritize infrastructure for walking and cycling in key areas of the Town, while enhancing trail networks and aligning with the Town long-term tourism objectives to attract more visitors and cycling activity.
2. The Town 2025 Official Plan supports the development of safe and efficient pathways and trails to promote walking and cycling, reduce motor vehicle dependency, and improve pedestrian safety.
3. Implement complete street designs that incorporate dedicated cycling

Challenge: Lack Public Transportation Fleet

The Town's public transit usage remains below 1%, largely due to the absence of fixed-route services and limited regional options such as GO Transit. The County's 2021 RMAP highlights challenges in providing effective transit in low-density areas like Erin. However, with anticipated population growth, there is potential to re-evaluate and improve transit options.

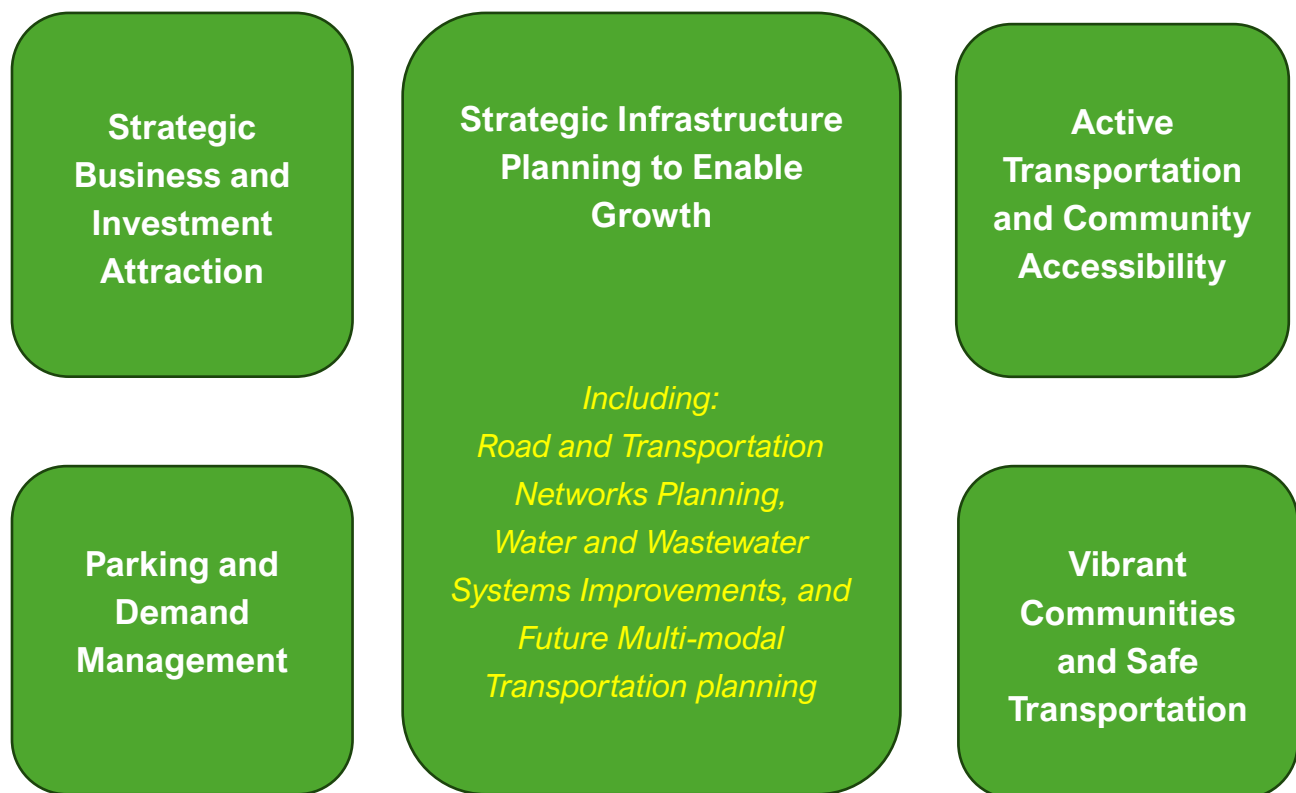
Opportunities for Improvement:

1. Promote sustainable transportation modes and integrate transit-oriented development (TOD) principles into future land use planning and development.
2. Ensure future planning and development connect high-density areas with accessible and reliable transit services.

5.2 Strategic Priorities

To support the future development of the Town's transportation network, key objectives were established based on a review of existing transportation infrastructure, travel demand, policies, and alignment with the Town of Erin Economic Development Strategic Plan (2025). Input from internal and external stakeholders, residents, and technical agencies was also considered to ensure a comprehensive and inclusive approach.

These objectives, established as strategic priorities, helped shape the key themes that guided the development of the Town's transportation vision. They also serve as the foundation for evaluating and recommending future transportation projects. The following principles reflect the core elements of that vision.



1. Strategic Business and Investment Attraction



This strategy focuses on attracting new businesses to the Town by promoting its competitive advantages, including its proximity to major urban centres, quality of life, and availability of developable land. The Town of Erin Economic Development Strategic Plan highlights the need to market the Town as a business-friendly community, streamline development processes, and enhance communication with potential investors. It also suggests leveraging partnerships with regional and provincial stakeholders to attract investment in key sectors like agriculture, agri-food, and tourism. Also supporting existing businesses (i.e., Business Retention and Expansion (BR+E)) is a critical component Strategic Business Development perspective that must be considered.



2. Strategic Infrastructure Planning to Enable Growth



To effectively support economic development and promote tourism, the Town must prioritize timely and strategic infrastructure upgrades. These include improvements to the road and transportation network, along with enhancements to water and wastewater systems, and public transportation future network planning. Such investments are critical in ensuring the Town is well-positioned to accommodate population growth, attract new businesses, support employment areas and develop sustainable transportation systems. Key areas of focus include:

- Support walking, cycling, transit, and vehicle travel in a sustainable, balanced and environmentally responsible way (i.e., multi-modal transportation system).
- Integration with Water and Wastewater Servicing Projects

3. Active Transportation and Community Accessibility



Improving active transportation and enhancing accessibility are essential for supporting healthier, more connected communities. The Town aims to provide safe, convenient, and inclusive options for walking and cycling. The Town will evaluate existing active transportation facilities and identify opportunities and gaps to enhance walkability and cycling infrastructure. This includes developing policies and project recommendations that support active transportation in both existing neighborhoods and new developments.

4. Vibrant Communities and Safe Transportation



A vibrant and inclusive transportation network plays a critical role in enhancing Erin's overall quality of life, promoting tourism, supporting local businesses, and fostering complete, healthy communities. The strategy aims to create a well-connected, accessible, and safe environment for all users - regardless of age, ability, or travel mode - by improving amenities, public spaces, horseback riding facilities, and mobility options. Key components of this strategy include:

- Enhance transportation safety and accessibility for all users across all modes of travel.
- Apply best practices for traffic calming through integrated right-of-way design to reduce vehicle speeds and improve pedestrian and cyclist safety.
- Create an internal evaluation tool to help staff identify intersections that may benefit from roundabout installation
- Assess and refine truck routes to support business, while minimizing disruption to residential areas and local streets.
- Assess horseback riding paths and locations, identify opportunities and gaps, and implement improvements to address gaps and enhance rider safety

5. Parking and Demand Management



The Town is planning to develop a framework to evaluate current and projected parking demand, identify industry best practices, and establish parking requirements that align with land use objectives and support a balanced, multi-modal transportation system. This strategy will help ensure efficient use of space while accommodating future growth and mobility needs.

5.3 TMP Vision Statement

The vision statement defines the long-term aspirations for the Town's transportation system and outlines the desired future state as the Town develops its first TMP. It serves as a guiding framework for decision-making and aligns with the Town's strategic priorities over the coming decades. The Town's TMP vision statement is presented below.

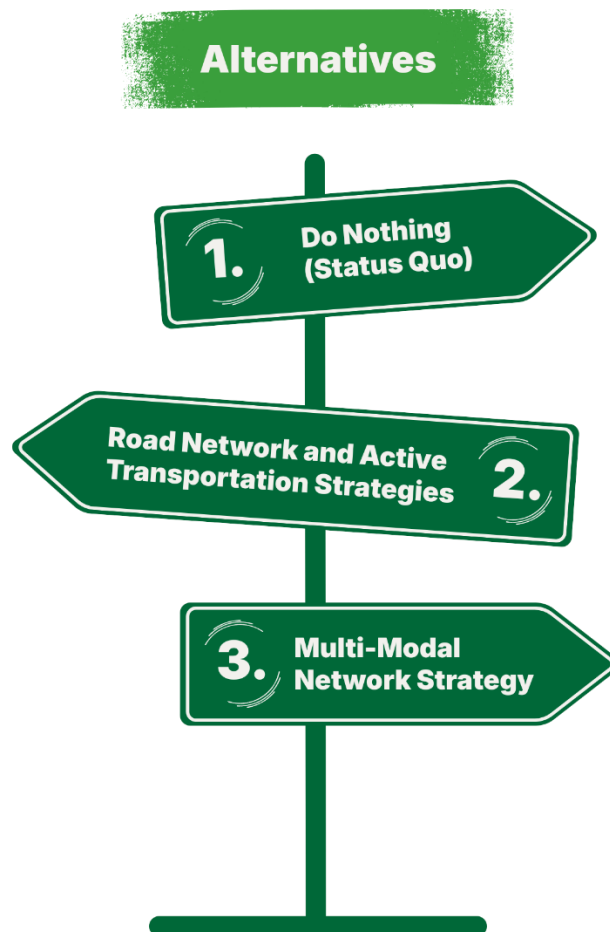
The vision of the Town of Erin's TMP is to support a connected and accessible community through a sustainable and multi-modal transportation system. This system will enable a thriving local economy for all residents and visitors, while preserving the natural environment and cultural heritage.

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.

5.4 Assessment of Alternatives

Phase 2 of the MCEA process involves evaluating alternative solutions to address the transportation problems and opportunities within the study area. This phase is critical to defining the range of potential approaches the Town can adopt in planning and designing the future transportation network.

A key objective in this phase is to determine the adequacy of the existing roadway network in accommodating current and projected future traffic demands. The assessment also considers whether the planned infrastructure improvements are sufficient, or if additional measures may be required to meet long-term transportation needs. Three alternative strategies have been identified in alignment with the objectives of this TMP, as outlined below.



Alternative 1: Do Nothing (Status Quo)

This alternative assumes no additional road development beyond what is currently planned under the Town's jurisdiction. The Town would maintain its current pace of infrastructure development, guided by existing or refined policies and programs. This "Do Nothing" scenario provides a baseline assessment of existing traffic conditions, road classifications, network connectivity, and pavement surface quality. It serves as a reference point for comparing the effectiveness of other alternatives.

Alternative 2: Road Network and Active Transportation Strategies

Under this alternative, the Town of Erin would prioritize targeted investments in the road network, focusing on urbanization and improvements to local traffic operations. The strategy emphasizes the integration of active transportation infrastructure, such as sidewalks and multi-use pathways, to enhance mobility options for non-motorized users. Strategic investments would also be directed toward improving pedestrian safety through the implementation of dedicated and safer walking facilities.

Alternative 3: Multi-Modal Network Strategy

This alternative envisions a balanced approach to transportation planning, where the Town focuses on strategic road network capacity improvements while actively promoting and enhancing the active transportation and transit networks. The strategy emphasizes a multi-modal approach, combining conventional roadway enhancements with investments in sustainable transportation modes. Implementation would be supported through updated policies and significant capital investment to ensure an integrated and resilient transportation system.

5.5 Selection of Preferred Solution

The alternative solutions were evaluated against the strategic priorities and overall vision of the TMP to identify the preferred option. The “Do Nothing” scenario – reflecting existing conditions or previously planned improvements where applicable – served as the baseline for comparison. Each alternative was assessed based on its alignment with the TMP’s strategic priorities and assigned a qualitative ranking of Low, Medium, or High, indicating its relative level of support.

To evaluate the alternative solutions and their corresponding improvements, a set of evaluation criteria was developed based on the objectives and vision of this TMP. These criteria are framed as key questions, each addressed through specific performance metrics. A summary of the evaluation framework and the results for the three alternatives is provided in **Table 30**.

Table 30: Assessment of Alternative Solutions

TMP Strategic Priority and Objective	Evaluation Criteria	Description of Criteria Measures	Alternative 1: Do Nothing (Status Quo)	Alternative 2: Road Network and Active Transportation Strategies	Alternative 3: Multi-Modal Network Strategy
Strategic Infrastructure Planning to Enable Growth	Multi-Modal Transportation	Support walking, cycling, transit, and vehicle travel in a sustainable, balanced ways.	Low – Does not support future growth or planning	High – Improves Road connectivity and active transportation infrastructure	Medium – Supports future vehicle demand and enhances sustainable travel, but public transit is not a focus at this stage of the Town future planning projects
	Support Growth and Economic Development	Aligns transportation planning with urban growth goals and water/wastewater servicing needs	Low – Not aligned with Provincial or County policies for sustainable multimodal transportation	High – Aligns with Provincial or County planning policies/programs	Medium – Partially aligns with provincial and county planning policies/programs
	Minimize Negative Environmental Impacts	Protect the Town's natural environment	Medium – Does not reduce car use or emissions but maintaining the current network limits environmental disruption	Medium – Supports low-emission travel by enhancing sidewalk connectivity, walkability, trails, and horse-riding	Medium – A balanced approach supports long-term low-emission modes of travel
	Efficient Movement of People and Goods	Promote mobility solutions that support economic and logistical needs	Low – Not many new connections to support the future population growth	High – Addresses local traffic to some extent, and improves walkability, trails, and safe horse riding in urban areas	Medium – Includes added modes like transit at county and municipal levels, but transit is not a Town future planning focus
Active Transportation and Community Accessibility	Connected and Accessible Community	Promote a well-linked transportation system that serves all users	Low – Existing gaps in trail and sidewalks access provide poor levels of service for active modes of travel	High – Address gaps in sidewalk networks within primary settlement areas and improve trail and horseback riding connectivity	Medium – Offers additional modes include cycling, walking and public transit, but transit is not a Town future planning focus
	Active Transportation Expansion	Enhance infrastructure for walking and cycling to support healthier and greener travel options	Low – No new connections to support Active Transportation	High – Improvements to pedestrian walkability and safety as well as serving infrastructure	
Vibrant Communities and Safe Transportation	Improved Safety and Accessibility	Ensure the transportation network is safe and accessible for users of all ages and abilities	Low – Does not provides safer routes for users of all ages and abilities	Medium – Provides safer routes for Pedestrians by sidewalks and multi-use pathways	Medium – Provides safer routes for users of all ages and abilities, but transit is not a Town future planning focus
	Enhanced Quality of Life	Contribute to livability and sustainability through to the year 2051	Low – Lack of sidewalk connectivity and safety considerations	High – Improvements to pedestrian walkability and safety as well as serving infrastructure	Medium – Balanced approach supports long-term planning by incorporating public transportation as an additional mode of travel were planned
Parking and Demand Management	Evaluate Current and Future Parking Demands (policy)	Assess existing conditions and forecast future needs based on projected growth	Low – Does not consider the future growth and planned subdivisions parking (off and on-street needs) properly	Medium – Consider future development and road network needs to accommodate focusing on improvements and parking needs	Medium – Consider future development and road network needs to accommodate, focusing on urbanization and parking needs

Strategic Business and Investment Attraction	Business-Friendly Environment	Encourages a welcoming atmosphere for residents and businesses	Low – Does not promote tourism or other economic drivers	High – Promote tourism, horseback riding, expand cycling and recreational activities, and support nature-based and other economic drivers	Medium – Support tourism and cycling with added transit accessibility, though transit is not a primary focus
	Business Retention and Expansion	Supports existing businesses and thriving Local Economy	Low – Does not accommodate aggregate production and growth/urbanization	High – Accommodate urban growth through expanded recreation and active transportation incentives	Medium – Promote the cycling and tourism industry as well as better external accessibility, but transit is not a Town future planning focus
Support Financial Stability	Capital Costs	Capital cost associated with the proposed improvement	High – Only requires maintaining existing infrastructure	Medium – A Road network expansion focus has higher potential capital and maintenance costs	Medium-A balanced approach between roads and active travel network has moderate potential capital and maintenance costs



Based on the qualitative analysis of options against the Town’s strategic priorities, “Alternative 2: Road Network and Active Transportation Strategies” has been selected for the TMP.

This option aligns with future goals by maintaining and improving the road network, enhancing connectivity for walking, cycling, and horseback riding, and reflecting feedback from public and stakeholder consultations. It also offers the greatest flexibility to adapt to emerging transportation trends.

To implement the selected alternative and address future challenges, strategies, policies, and guidelines have been prepared to support the management and operation of the Town’s transportation system. The following sections outline the general policy framework and present the details of Road Network and Active Transportation Strategies as the preferred solution to improve connectivity and mobility.

The Town of Erin’s TMP vision emphasizes sustainable travel by enhancing walking and cycling infrastructure, promoting active transportation as part of daily life, and fostering a culture that supports growth and healthier lifestyles.





6.0

TMP Supportive Strategies



6 TMP Supportive Strategies

As part of the Erin TMP, a set of strategies has been developed to support the management and operation of the transportation system. These strategies review existing policies and guidelines and emerging issues on different matters to ensure the proposed strategy frameworks reflect industry best practices and remain relevant for objective decision-making now and in the future.

The supportive strategies and general guidelines will cover:

- Roundabout Screening Tool
- Parking Strategy and Demand Management
- Road Safety and Intersection Assessment and Strategy
- Guidance on the Town's Official Plan and Reference Documents Update

6.1 Roundabout Screening Tool

Modern roundabouts substantially reduce conflict points and eliminate the most severe collision types (angle, left turn and head-on). Lower speeds and yield-at-entry control result in fewer and less severe crashes. Roundabouts also often yield lower delays and shorter queues than all-way stops or unwarranted signals, by allowing continuous flow. They can handle high turning volumes efficiently and provide more capacity at moderate traffic volumes (a single-lane roundabout can typically service up to about 25,000 vehicles per day).

The geometric of a roundabout is ideal for transitioning from high-speed rural highways into towns or residential areas. This can address speeding issues and create a safer, more pedestrian-friendly environment. A life-cycle cost analysis often shows roundabouts can have lower long-term costs when safety benefits are factored in.



6.1.1 Screening Criteria Checklist

The roundabout screening tool was developed by reviewing several TMP documents, including the Innisfil TMP Update (2022), the Thunder Bay TMP (2019) and Region of Waterloo Roundabout Feasibility study. These documents were analyzed to extract practices and guidance on the selection process for roundabouts.

Before pursuing a roundabout, it is recommended that the following criteria be evaluated.

- **Safety Benefit:** Does the intersection have a high collision history, especially involving angle or left-turn crashes?
- **Excessive Delays or Queues:** Are there operational issues (e.g., long queues, high side-street delays) that a roundabout could improve?
- **Traffic Volume:** Are traffic volumes within roundabout capacity?

For a single-lane roundabout, typical upper limits are around 1,100–1,400 vehicles/hour per approach (around 20,000–25,000 AADT). If volumes greatly exceed this (or are forecasted to), a multi-lane roundabout might be needed.

- **Balanced and High Turning Movements:** Are entering volumes relatively balanced among approaches, with a high percentage of left turns?
- **Land Availability:** Is there sufficient space to accommodate the roundabout (circle and approach curvature)?

A single-lane roundabout in Ontario typically requires an inscribed diameter of 30–50 metres, and severe site constraints or inability to meet geometric design criteria (e.g., sightlines, alignment) are major constraints in roundabout implementation.

- **Context and Spacing:** Is the location appropriate given the road network context?

Roundabouts work well as isolated intersections or in corridors with moderate spacing. Ensure at least 200 metres spacing from stop lights or rail lines or conduct detailed queue analysis if closer.

- **Speed and Geometry:** Are approach speeds high or is there a history of drivers not yielding at a current control?

A roundabout's geometry will slow vehicles, addressing high-speed collision patterns.

- **Pedestrians and Cyclists:** Can the needs of vulnerable road users be reasonably met?

In urban settings with moderate pedestrian traffic, single-lane roundabouts can be designed with crosswalks set back from the yield line, splitter island refuges, and appropriate signage/markings to ensure safe crossings. Ontario Traffic Manual (OTM) Book 5 and Book 15 provide reference points for the proper yield signage, crosswalk design, and control devices to ensure pedestrian safety at roundabouts.

- **Heavy Truck Traffic:** Is there a large percentage of heavy vehicles (trucks, farm equipment) making frequent turns?

Roundabouts can accommodate heavy vehicles with appropriate design, but very high truck volumes or oversized loads might favour signalized control. The TAC Geometric Design Guide is a reference point for guidance on truck aprons and turning templates.

As part of the evaluation, a 20-year life-cycle cost analysis is recommended to compare roundabout and signalized control options. This assessment should account for construction, maintenance, and potential collision cost savings, providing a comprehensive basis for long-term decision making.

Figure 19 illustrates the proposed roundabout screening tool, outlining the process and steps to be followed for implementing roundabouts.

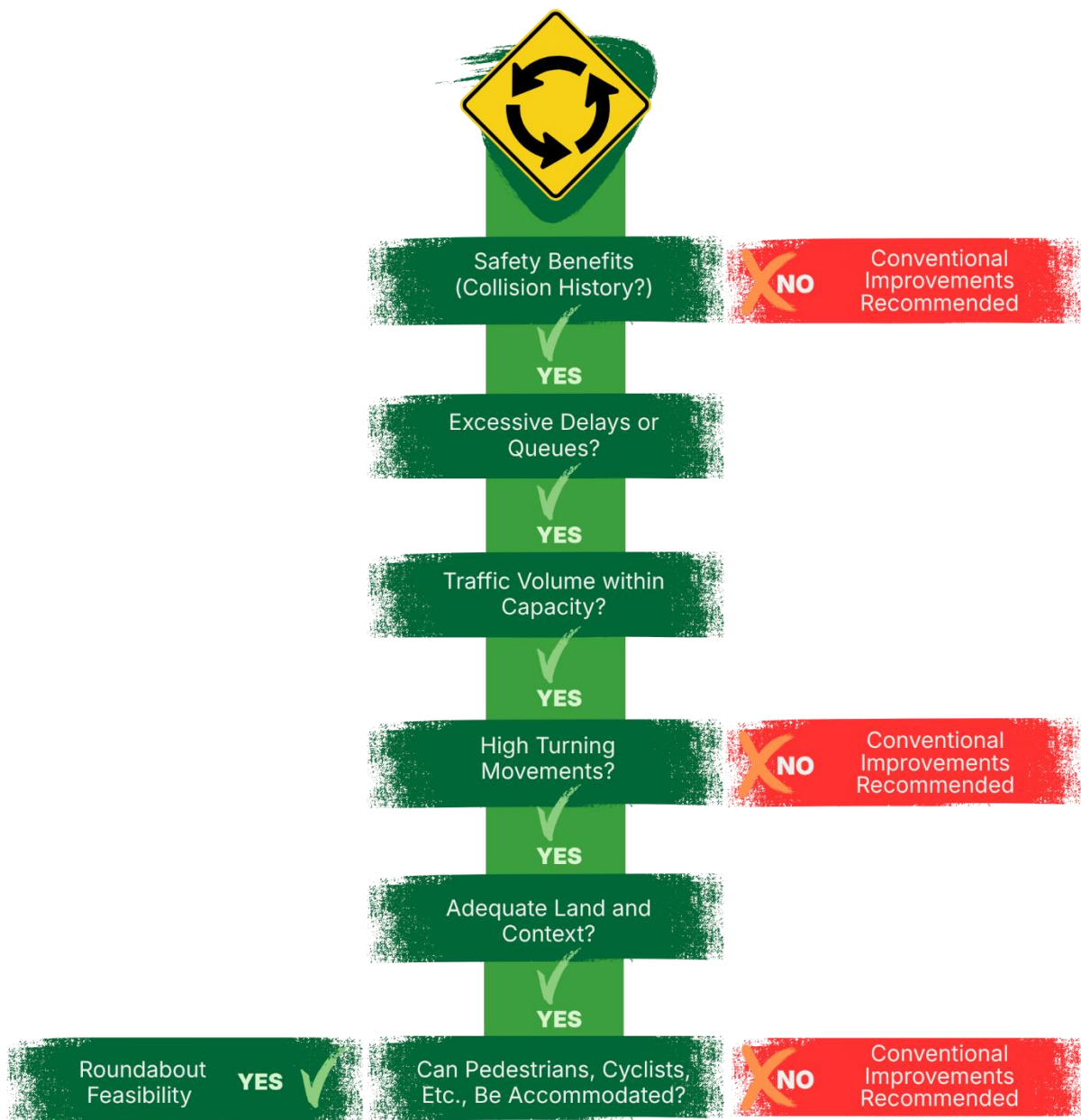


Figure 19: Roundabout Screening Tool

6.2 Future Parking Strategy and Demand Management Framework

The Town of Erin has a rural-urban character, limited transit service, and rapid development on its urban areas. As population and car ownership grow, parking

demand management becomes crucial to support economic vitality and quality of life. This strategy outlines policies for parking by-laws and demand management – covering both on-street and off-street parking – to ensure an efficient, modern, and adaptable parking system.

Key objectives include:

1. Avoiding oversupply of parking that encourages driving;
2. Ensuring sufficient parking availability for residents, businesses, and visitors (especially in the downtown core);
3. Using technology to improve the parking experience and reduce reliance on coin payments; and
4. Aligning parking standards with evolving needs as the Town grows.



To develop the general concepts for the Town of Erin's Parking Strategy and Demand Management, reference documents such as the Town of Caledon Parking Rules and Regulations, the Town of Penetanguishene Official Plan (2018), and the City of Hamilton Review of Parking Standards (2022) were reviewed. The findings from these reviews are summarized below.

6.2.1 Updating Parking Requirements and Policies

The Town's zoning by-law should be reviewed to modernize minimum parking requirements for new developments. a context-sensitive approach is recommended:

- **Downtown/Urban Area:** Consider eliminating or significantly reducing minimum parking requirements in the historic downtown and any future transit-supportive areas. This aligns with provincial directions to remove parking minimums near transit and in mixed-use cores.
- **Outside Core Areas:** Maintain some parking requirements in suburban or rural parts of town where car dependency remains high but set them at lower rates than in the past to provide flexibility and lower development costs.
- **Enable Shared Parking:** Adjust policies to encourage shared parking among different land uses. Different uses often have peak demand at different times (e.g., offices by day, restaurants or community centres in the evenings), so sharing parking can reduce the total number of spaces needed.
- **Cash-in-Lieu of Parking:** Where new developments cannot practically provide all the parking spots required on-site (such as infill projects on small lots of downtowns), establish or update a cash-in-lieu of parking policy. This gives developers flexibility while ensuring the town can invest in communal parking solutions (like new public lots or structured parking) as the urban area grows.
- **Accessible and Electric Vehicle (EV) Parking:** Update zoning and parking standards to meet modern requirements for accessible parking spaces and to anticipate EV growth.

6.2.2 On-Street Parking Management

On-street parking is a vital resource in the Town's commercial districts and residential neighbourhoods. A balanced approach is needed to manage curbside space, ensuring turnover for businesses while accommodating residents and maintaining road safety. **Table 31** lists strategic elements of on-street parking management.

Table 31: On-Street Parking Management Strategies

Parking Strategy Element	Description
Uniform Time Limits	Continue or adopt a standard town-wide parking time limit (e.g., 3-hour limit on unsigned streets) to prevent all-day parking and encourage turnover.
Overnight Parking Rules	Implement overnight on-street parking restrictions (e.g., 2 a.m. – 6 a.m.) to support maintenance such as street cleaning and snow removal and to manage residential overflow.
Safety and Compliance	Enforce no-parking zones near intersections, hydrants, crosswalks, and bike lanes. Use public education (signs, brochures) to promote safe and legal parking habits.
Pricing Considerations	Consider introducing paid parking in high-demand areas. Even modest pricing encourages turnover and promotes alternative transportation for short trips.

6.2.3 Off-Street Parking Management and Demand Reduction

Managing off-street parking supply is about using existing lots efficiently and planning for future needs without overbuilding. The Town has municipal parking lots (and possibly some informal parking areas) that serve the downtown and community facilities. Strategies for off-street parking demand management are listed in **Table 32**.

Table 32: Off-Street Parking Management Strategies

Parking Strategy Element	Description
Optimize Use of Municipal Lots	Make sure all municipal parking lots are clearly signed and advertised so that visitors know they exist. A “parking wayfinding” system (signs or a map app) can direct drivers to public lots, reducing circling on streets.
Shared Use of Parking Facilities	Beyond sharing between private uses, the Town can maximize public parking by shared use of its facilities. For example, allow overnight parking in municipal lots to relieve residential street parking pressure (with permits if needed).
Plan for Future Parking Structures	If growth forecasts show a major increase in parking demand in the downtown, the town should plan for a possible parking structure (parking garage) in the medium to long term.

6.2.4 Modernizing Parking Technology and Payment

A key part of the strategy is updating how parking is paid for and managed, moving beyond old-fashioned coin meters. Embracing new technology will improve customer convenience, enforcement efficiency, and adaptability of the parking system:

- **Cashless and Mobile Payments:** The town should introduce modern payment options for paid parking. Instead of relying solely on coin-operated meters, deploy electronic pay stations that accept credit/debit cards and contactless payments, and integrate mobile parking apps. Many Ontario towns have adopted apps like HonkMobile, Parkedin, or PayByPhone to allow drivers to pay via smartphone.
- **Digital Enforcement and Permits:** Embrace technology for enforcement. Rather than chalking tires, the Town’s enforcement officers can use handheld devices or vehicles equipped with License Plate Recognition (LPR) cameras to monitor parked cars.

Paid parking may not be an immediate requirement for the Town of Erin today; however, it becomes increasingly relevant as the community grows, and land-use patterns evolve. With several new subdivisions planned for Erin Village and

Hillsburgh, future increases in residential and commercial activity will place greater pressure on existing parking supply.

Ontario municipalities such as Hamilton, Guelph, Mississauga, and Brampton show that as density grows and curb space becomes constrained, cities need to move from free, informal parking to more structured management. Paid parking is one tool to manage demand, support turnover, and better serve local businesses and multimodal travel.

The implementation of paid parking can be considered by the Town of Erin when relevant studies show that demand exceeds supply, when free parking becomes unsustainable, or when redevelopment reduces available space. A Parking Needs Assessment—measuring occupancy, turnover, peak-period demand, and seasonal variations—should be completed first to confirm whether paid parking is warranted. If results indicate high or growing pressure on the existing supply, the Town can adopt a phased approach, beginning with pilot programs, targeted paid-parking zones, or permit-based parking in high-demand locations. This allows the Town to test feasibility, gather community input, and refine operational needs before full implementation.

Paid parking systems can also evolve over time. As technology and enforcement needs grow, modern tools mentioned above (e.g., Mobile Payments) can improve efficiency and reduce operational burden. In summary, paid parking is not urgent today but is likely relevant in the future, particularly as Erin experiences growth, increased activity in downtown cores, and greater competition for curb and off-street parking space.

6.3 Road Safety and Intersection Assessment Strategy

Road safety is essential to daily life, as residents rely on roads and sidewalks with the expectation of travelling safely to work, school, shopping, and home. With steady population and employment growth, the Town of Erin is emerging as a key hub for residential and economic development within the County of Wellington. Developing a strategic safety action plan plays a key role in protecting all users, especially the vulnerable ones (i.e., pedestrians and cyclists).

Improving road safety in the Town of Erin requires a collaborative approach involving multiple stakeholders. To ensure transparency and meaningful participation, community engagement initiatives such as online surveys and open house meetings should be conducted to address safety issues and residents' concerns.

Developing a Strategic Safety Action Plan should build on public input and safety concerns while reviewing existing policies that guide local planning and transportation. Best practices from municipal plans – such as the Vision Zero Guelph Action Plan (2025), Centre Wellington TMP (2019), County of Wellington Official Plan (2024), and the North Grenville Road Safety Strategy (2021) – provide valuable direction. Aligning with leading frameworks like the Safe System Approach and Vision Zero will also ensure evidence-based strategies that effectively enhance safety and reduce collisions.



6.3.1 Define A Safety Vision

As part of developing the future safety strategy, the Town must define a clear road safety vision. This vision will set the long-term goal for a safer transportation system, guide the Road Safety Strategy, elevate safety in planning and decision-making, build public awareness and support, and provide a foundation for setting short-term targets and actions.

6.3.2 Accident-prone Locations and Safety Interventions

An important step in maximizing the efficiency of the Town Strategic Safety Plan is identifying the Town of Erin's highest-priority road safety issues, using most recent collision data (last 5 to 10 years). This step must also be supported by providing a list of countermeasures and treatments that align with the Town and

County approaches and reflect appropriate budgeting considerations for implementation.

6.3.3 Application of Safety Countermeasures

By targeting accident-prone locations (roadway segments or intersections), resources can be directed toward initiatives and selection of countermeasures with the greatest potential to reduce serious injuries and fatal collisions, ensuring meaningful progress toward the Town's safety vision and budget.

Figure 20 summarizes the process for developing a practical Road Safety Action Plan, leading to the targeted identification of high-collision segments and the selection of appropriate countermeasures to mitigate risks and reduce the severity of injuries.



Figure 20: Road Safety Action Plan Development Flowchart

According to the County of Wellington RMAP (2021), several corridors were identified with speeding concerns. As part of this Speed Management Corridor

Assessment, short-term recommendations were provided. Within the Town of Erin, the identified corridors include:

- **Wellington Road 124** – between 6th Line and 10th Line (through Brisbane and Erin)
- **Wellington Road 50** – from Highway 7 to Wellington Road 24 (Trafalgar Road)
- **Wellington Road 24 (Trafalgar Road)** – from Wellington Road 22 to Side Road 27 (through Hillsburgh)
- **Wellington Road 42** – from Wellington Road 24 (Trafalgar Road) to Winston Churchill Boulevard

Also, based on residents' feedback from PICs and discussions with internal stakeholders, several emphasis areas have been identified for the Town of Erin: speed management, intersection safety, active transportation, and pedestrian and cyclist safety.

- Operating speeds along 10th Line and Pine Ridge Road area are increasing, influenced by the development of the new Solmar Subdivision.
- Driver non-compliance with stop control at the 10th Line and Dundas Street East / Sideroad 15 intersection was frequently reported.
- A one-lane bridge located approximately 300 metres north of 10th Line was identified as a key safety concern. The combination of a 60 km/h posted speed limit, the downward roadway slope may lead to elevated operating speeds and increased collision risk.

These locations can be considered as candidates for more detailed safety studies and the implementation of targeted countermeasures to reduce safety risks, minimize collision potential, and address residents' concerns. In response, the TMP objectives a series of safety improvements (**Table 33**) aimed at mitigating these issues and enhancing overall roadway safety.

Table 33: A List of Safety Countermeasures

Countermeasure and Description	Category			Context			Potential Partners				
	Engineering	Enforcement	Education	Location Specific	Systemic	Comprehensive	Public Health	Police	School Boards	County	Interest Groups
Emphasis Area No. 1: Speed Management and Traffic Calming											
1.1. Speed Humps: Commonly reduce speeds and it is effective on residential streets and school zones	■			●				▲			
1.2. Speed Feedback Signs (Radar Speed Signs): Reduce speeds and it is most effective when placed in high-speed or transition zones.	■			●				▲			
1.3. Roundabouts: Reduce entry speeds and dramatically lower crash severity due to reduced speed and angle of impact.	■			●						▲	
1.4. Automated Speed Enforcement (ASE) camera and red-light camera: Reduce vehicle speeds	■			●				▲			

Emphasis Area No. 2: Intersections (High Collision Locations)											
2.1. Backplates with Retroreflective Borders: Improve signal visibility, especially in low-light or adverse weather and lead to crash reduction											
2.2. Improved Sightlines/Sight Distance: Improve visibility at intersecting roadways (e.g., removal/ relocation of vegetation, fences, and other sight restrictions)											
2.3. Traffic Control Devices: Change or implement traffic control devices at intersections (e.g., yield to two-way stop, two-way stop to all-way stop)											
2.4. Intersection Safety Campaign Develop: Deliver education and enforcement campaign with police targeted at preventing intersection violations, including distracted driving											
2.5. Targeted Police Enforcement of Intersection Violations: Prepare a list of locations to best apply police resources in a manner that might reduce collisions											

Emphasis Area No. 3: Pedestrian and Cyclist Safety (Active Transportation and Connectivity)											
3.1. Community Safety Zones: Implement community safety zones in areas of heightened risk for pedestrians											
3.2. School Safety Zones: Implement school safety zones to include roads within an area around the school											

6.4 Active Transportation Strategy

Transportation Master Plans are expected to support walking, cycling, and other forms of human-powered travel as well. The Town of Caledon's 2024 Active TMP highlights that active transportation facilities should provide safe, year-round options for people of all ages and abilities, and that villages and urban centres must be connected through a balanced network of on-road, on-boulevard, and off-road facilities.

Similarly, improving the active transportation system is a key objective of this TMP, and relevant policies and strategies should align with the Town of Erin's Official Plan (2025), Strategic Plan, and Parks, Recreation and Culture Master Plan (2019), as well as the County of Wellington's Road Master Action Plan (2021). Input from public engagement conducted as part of this study will also guide active transportation priorities.

To establish a practical Active Transportation Strategy, the following steps are recommended:

- **Existing Conditions Review:** Prepare a complete inventory of sidewalks, multi-use trails, on-road cycling facilities, rural shoulders, and off-road paths within the Town.
- **Opportunity Identification:** Identify gaps and barriers in the network, including missing sidewalks, unconnected trail segments, lack of paved shoulders, and high-volume highways.
- **Integration with Regional Networks:** Ensure local connections to County and regional systems, including the Elora Cataract Trailway and Wellington County's proposed active transportation network.
- **Future Network and Improvements:** Review approved documents and planned projects to identify opportunities for a more connected, accessible, and equitable active transportation system.

Section 7.2 outlines recommendations to improve the future active transportation network within the Town of Erin. These suggestions are intended to support development, construction, and roadway and water system improvement projects, particularly in Erin Village and Hillsburgh.

6.4.1 Existing Active Transportation, Wayfinding, and Signage Strategy

The evaluation of wayfinding and signage within the Town of Erin, the focus will be on existing active transportation routes, including sidewalks, and trails. Particular attention should be on identifying gaps or unclear locations at trails, route transitions, and decision points.

Horseback riding is also an important activity in the Town of Erin, reflecting the community's rural character and traditions. As public concerns and requests highlight, more attention is needed to ensure horseback riding is safely integrated into the transportation network. This includes providing appropriate signage, wayfinding, and facilities that acknowledge and support equestrian activities.

Such strategy will inform the development of a cohesive system that uses consistent standards aligned with County and regional practices and would improve residents' comfort and safety.



6.4.2 Future Active Transportation Network and Improvements

The following items are essential to developing an effective Active Transportation Strategy:

- **Vision and Objectives:** Establish a vision for a continuous, connected, and comfortable active transportation network that supports commuting, school travel, and recreation.
- **Network Development Process:** Use an iterative process to identify new routes and facility types. Potential improvements could include sidewalk infill in hamlets, paved shoulders on County roads, multi-use pathways parallel to roadways, new off-road trails along utility corridors, and signed bicycle routes on low-speed local roads. Also, consideration of connections to schools, community centres, parks, downtown Erin village, Hillsburgh and rural settlements is essential at this stage.

- **Connectivity, Safety and Accessibility:** Evaluate crossing improvements at major roads (e.g., traffic signals, pedestrian refuges), intersection treatments (e.g., protected intersections) and rural shoulder widening.

In general, to have an efficient active transportation, opportunities can be found in integrating the active transportation policy with digital tools such as open data platforms, interactive web maps, and mobile applications. These tools can provide real-time navigation and route planning, complement physical signage and ensure the network is accessible and easy to navigate.



6.4.3 Policies and Projects to Support Active Transportation

To draft an active transportation policy and strategy, a clear policy framework must be developed. The Town of Erin's 2025 Official Plan already emphasizes safe, efficient pathways and trails that encourage walking and cycling, reduce reliance on vehicles, and minimize conflicts with traffic. Building on this, policies

should recognize active transportation as a core element of the transportation system by requiring sidewalks and cycling facilities in new developments, supporting multi-use trails along new or reconstructed roads, and prioritizing connections to schools and community destinations.

Best practices, such as the Town of The Blue Mountains TMP (2022), highlight safety, wayfinding, accessibility, and comfort as key factors in developing an effective active transportation network. Also, Caledon's ATMP (2024) focuses on village-to-centre connectivity. Complementary measures should include education and encouragement programs (e.g., safe routes to school, cycling skills training, walking groups) and partnerships with the County, neighbouring municipalities, and community organizations, while leveraging provincial and federal funding such as the Active Transportation Fund.¹

Design considerations and costing are also essential for developing an Active Transportation Strategy and implementation plan. The strategy should provide design guidelines for sidewalks, multi-use trails, on-road bike lanes, intersections, and crossings, referencing established standards such as TAC's Geometric Design Guide for Canadian Roads and the Accessibility for Ontarians with Disabilities Act (AODA).

6.5 Truck Detour Feasibility Study

The draft truck study for the Town of Erin was originally carried out in 1998 and updated in 1999. A further review in 2017 incorporated detailed considerations such as property acquisition, utility relocations, structures, culvert replacements, pavement design, and engineering. Over the years, efforts have focused on identifying more feasible alternatives to reduce construction costs and ensure that the implementation of a truck detour can be achieved in a practical and sustainable manner.

¹ <https://housing-infrastructure.canada.ca/trans/index-eng.html>

As part of the Town of Erin's first TMP, a truck detour feasibility analysis was undertaken to evaluate potential bypass routes in Erin Village and Hillsburgh, and to address residents' concerns about heavy truck traffic moving through the community cores. The detailed Truck Detour Analysis Report is included in this TMP as **Appendix G**.

The truck detour analysis evaluated diverting heavy vehicles from Erin Village and Hillsburgh to improve safety, mobility, and quality of life while maintaining regional goods movement. This study considered existing and future conditions (2025–2035) using most 2025 traffic counts, growth forecasts, operational modelling and assessments. Key indicators reviewed included:

- Truck percentages;
- Traffic volumes and capacity assessments; and
- Intersection performance.

Two potential bypass options were advanced for further traffic analysis review and assessments as outlined in **Table 34**.

Table 34: Proposed Truck Detour Options within the Town of Erin

Detour Option	Current Condition	Proposed Detour	Expected Outcome
Detour 1: Erin Village Bypass	Trucks use Main Street (Wellington Road 124) to access Winston Churchill Boulevard, routing heavy traffic through the Village core.	Redirect trucks from: • Wellington Road 124 at Main Street/Wellington Road 52; • South to the T-intersection of Wellington Road 52 and Wellington Road 52/9th Line; then • East to Winston Churchill Boulevard.	Removes truck traffic from Main Street while preserving regional connectivity.
Detour 2: Hillsburgh Bypass	Trucks travel along Wellington Road 24 (Trafalgar Road) through the core of Hillsburgh.	Introduce a new connector road from: • Sideroad 27 east to the Eighth Line;	Diverts truck traffic away from the community core while providing a continuous through

		- Continuing south to County Road 22; and - Rejoining Trafalgar Road (Wellington Road 24).	corridor for goods movement.
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The assessment of these alternatives confirms the operational feasibility of the proposed detours and ensures alignment with community priorities, and long-term transportation objectives of the Town of Erin.

Two scenarios were evaluated:

- **Scenario 1 – without Detoured Trucks (AM/PM Peak Hours):**

Truck volumes remain along their existing corridors, including Main Street (Wellington Road 124) in Erin Village and Wellington Road 24 (Trafalgar Road) in Hillsburgh.

- **Scenario 2 – with Detoured Trucks (AM/PM Peak Hours):**

Truck volumes are reassigned from the community cores to the proposed bypass routes, with updated percentages derived from ATR and TMC datasets.

As detailed in the Truck Detour Analysis Report, the key findings are presented below:

- The analysis of truck volumes and percentages confirmed the need to evaluate detour options, as truck percentages exceeded the industry threshold of 10% during both AM and PM peak hours. This finding supports the consideration of alternatives that address technical requirements and community priorities.
- No overall capacity issues were identified, and traffic volumes on detour routes remain well below roadway capacities.
- The assessment reviewed 2025 (with/without detours) and 2035 (with detours) conditions, highlighting critical intersections for consideration and appropriate design

Intersections along the 8th Line detour that were flagged for future geometric upgrades in **Figure 12** (e.g., added turn lanes, improved radii and lane configuration, or minor control changes) will experience higher truck volumes sooner, bringing forward issues such as longer queues, delays, and turning conflicts. Key locations along the detour adjacent to Hillsburgh that will be further stressed by increased truck activity, and should be considered for earlier improvements where feasible, include:

- **Wellington Road 24 and Wellington Road 22 (Sideroad 22)**
 - Issue: Severe westbound congestion; overall delays already at poor levels.
 - Recommendation: Capacity or geometric improvements are recommended (e.g., added lanes or other layout changes).
- **8th Line and Wellington Road 22 (Sideroad 22)**
 - Issue: Growing delays on the northbound/southbound side-road approaches.
 - Recommendation: Turn lanes or minor control upgrades may be needed to handle future and truck-detour traffic.
- **Wellington Road 24 and Sideroad 27**
 - Issue: Localized operational pressure, especially for turning trucks.
 - Recommendation: Ensure the intersection design adequately accommodates truck turning movements (e.g., radii, lane configuration).
- **Hillsburgh Gravel Pit (Lots 27 & 28)**

The Town received a Site Alteration Application for the former Hillsburgh Pit (Concession 9, east of 8th Line) to restore the site to original grade using clean fill for future agricultural use. The Fill Management Plan and traffic analysis estimate approximately 150 truck trips per day along 8th Line, Sideroad 27, and Wellington Road 22, averaging 19 trucks per hour and up to 31 during peak hours. This represents a sustained increase in heavy vehicle volumes over a long-term period (10–15 years).

The designated haul route aligns with the proposed 8th Line truck detour, directly impacting truck routing and intersection operations near Hillsburgh. This reinforces the need for careful management of truck movements and speeds along this corridor. Future TMP scenarios account for background growth and major developments; however, the pit's extended timeline means additional truck traffic will affect the network well before the 2035 horizon used in the detour analysis. More details about the gravel pit are included in the full Truck Detour Analysis Report within **Appendix G**.

Recommendations for geometric and traffic operational improvements at critical intersections along the proposed detours are outlined for future consideration, budgeting, and implementation. Further details are provided in [Section 7.1.5](#) of this TMP.

6.6 Produce Draft Transportation Policies for Town's Official Plan Update

The Town of Erin's Official Plan, consolidated as of March 1, 2025, sets out land use policy and designates land to a horizon of 2041. It includes land use schedules for urban areas (Erin Village, Hillsburgh), hamlets (e.g., Ballinafad, Brisbane, Cedar Valley), and transportation routes, as well as appendices on groundwater, sub watershed requirements, cultural heritage, transportation policies, community improvement, and implementation procedures. For the next update, the below recommendations can be considered.

6.6.1 Overview of Upcoming Official Plan Review

Town Council is scheduled to undertake a comprehensive five-year review of the Official Plan, as per the Planning Act. This review will include a public meeting, monitoring of development trends and municipal capacities, and stakeholder consultation. Council should assess shifts in population growth, housing needs, environmental conditions, groundwater studies, transportation infrastructure, and

areas of public interest to ensure the Plan remains relevant and responsive to local needs.

6.6.2 Key Elements to Address in the Next Update

The next Official Plan update should carefully evaluate and update policies in several critical areas:

- **Growth and Servicing Capacity:** Review residential and commercial growth forecasts, urban boundary assumptions, and municipal servicing capacity (water, sewage, roads) in coordination with Wellington County policies and provincial directions.
- **Transportation Networks and Road Improvements:** Revisit Road widening requirements, connectivity standards, and parking provisions (including cash-in-lieu policies) to reflect changing mobility patterns.
- **Cultural Heritage Resources:** Reassess heritage conservation areas and consider establishing or revising heritage committee provisions to preserve Erin's historic character.
- **Community Improvement and Site Plan Policies:** Review incentives and frameworks for community improvement, site plan control, and non-conforming uses to support compact, sustainable development aligned with the Plan's vision.