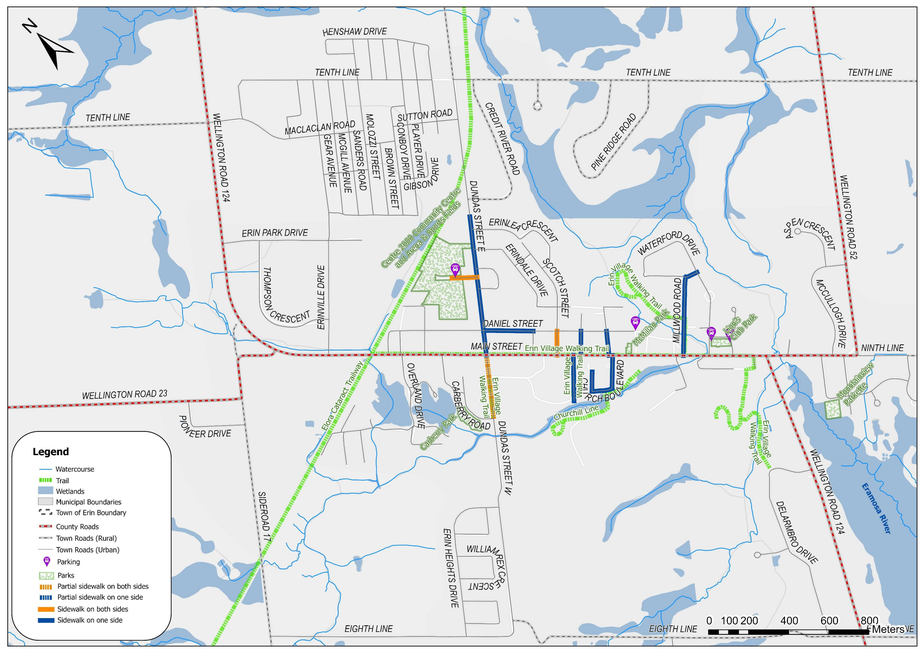
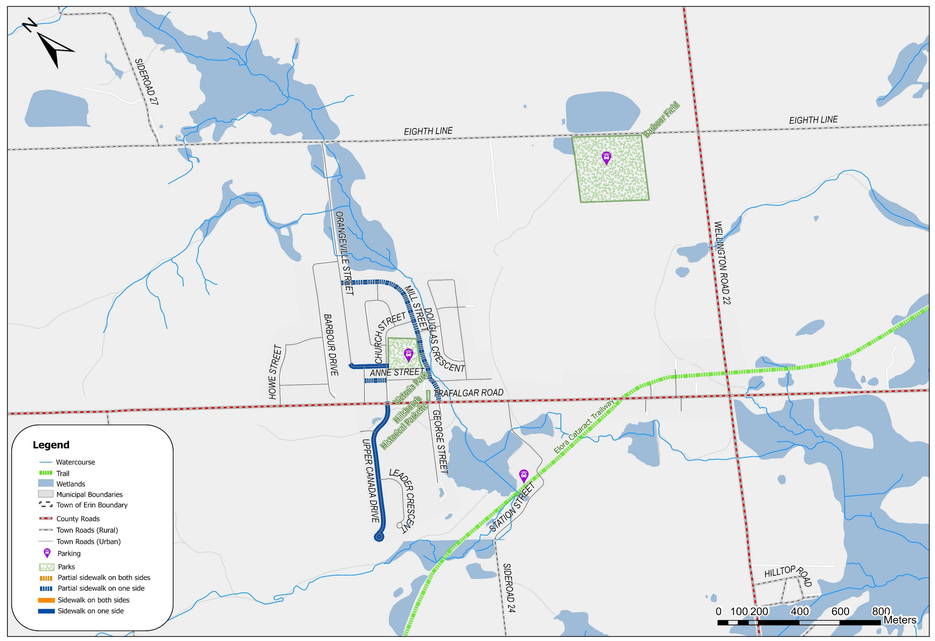
Active Transportation (Sidewalks and Trails)

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

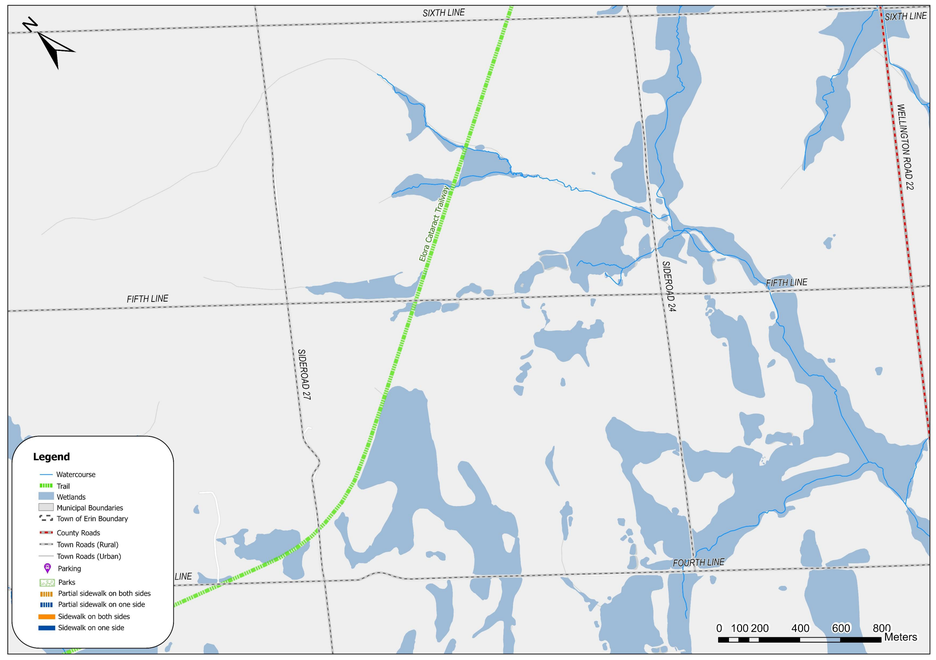
Erin Village



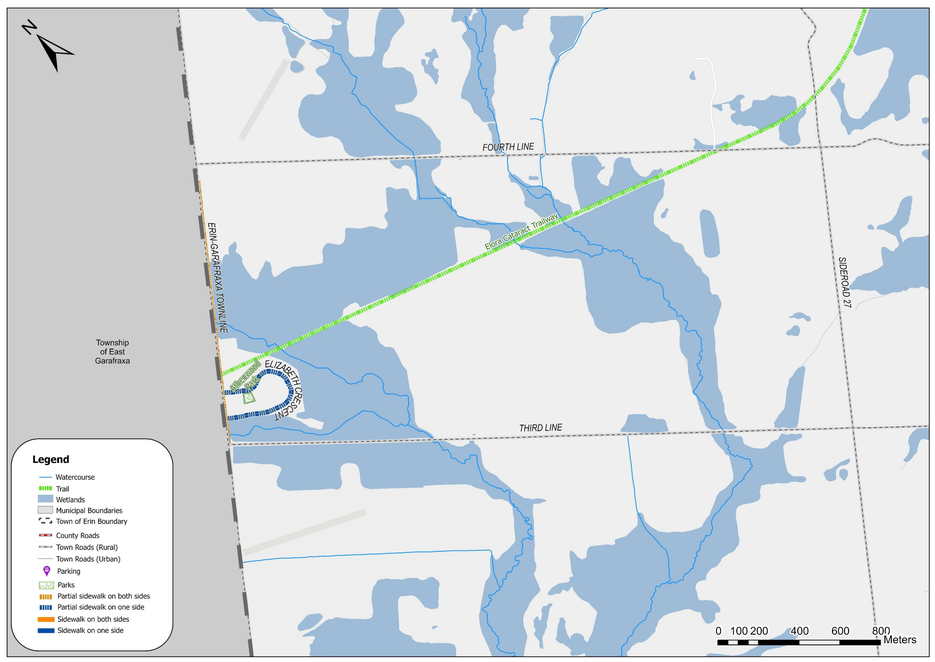
Hillsburgh



Cedar Valley



Orton



Existing Parking Facilities

- The figures and table show existing parking facilities in the Town of Erin, including parking lots and on-street parking zones in the urban areas of Erin Village, and Hillsburgh
- The on-street parking on the County Roads are time limited zones and regulated by the Town under By-Law # 6000-23

Parking By-law 6000-23 19

Town of Erin

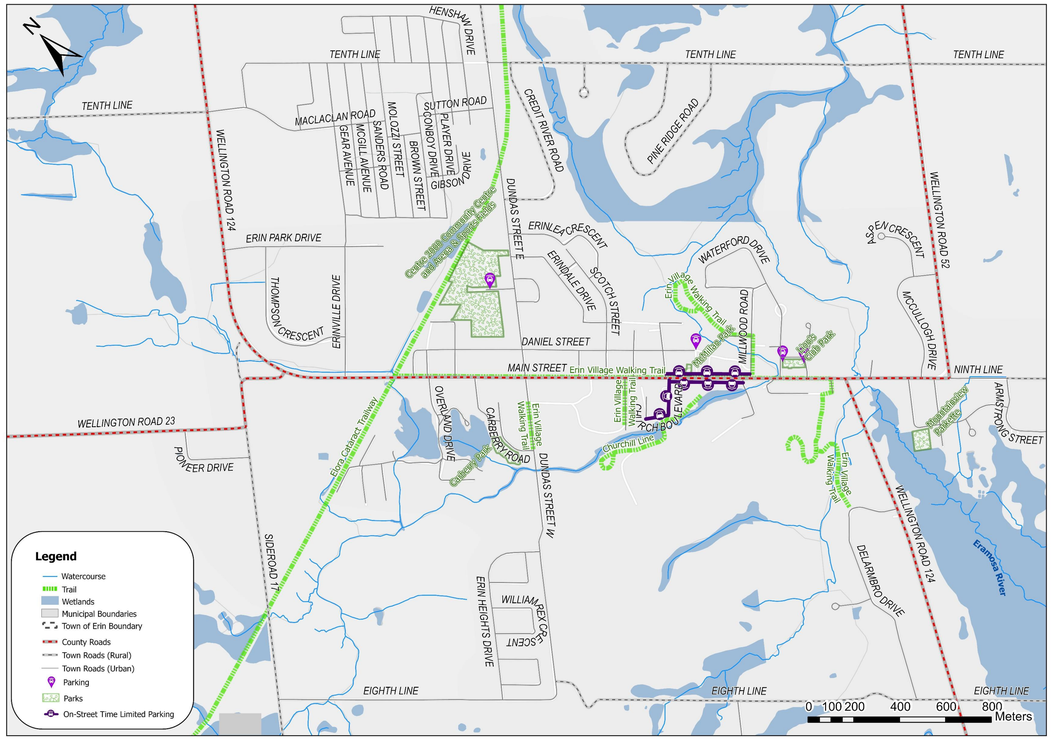
By-law 6000-23

Schedule "I"

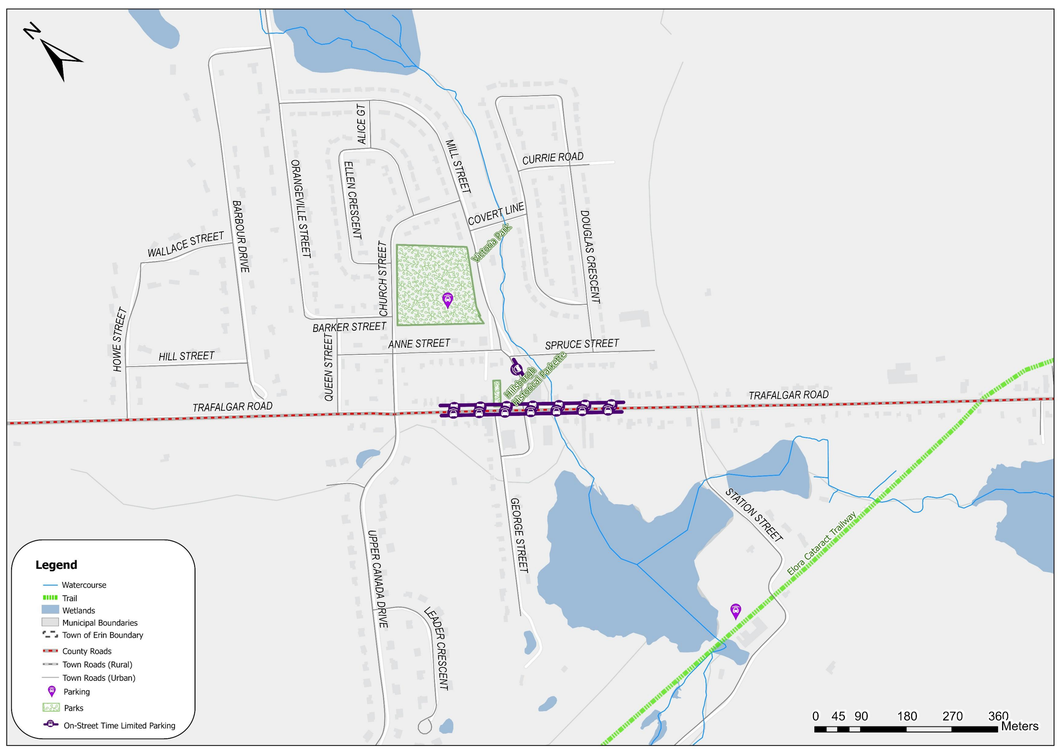
Time Limited Parking Zones

STREET	SIDE	BETWEEN	TIME LIMIT
Main Street, Erin	West	Charles Street to Church Blvd.	2 hours
Main Street, Erin	East	Millwood road to East Church street	2 hours
Church Blvd, Erin	West - South	Main Street to Hulls Dam	2 hours
Mill Street, Hillsburgh	North	55 metres East of Main Street for 35 metres	15 minutes

Erin Village



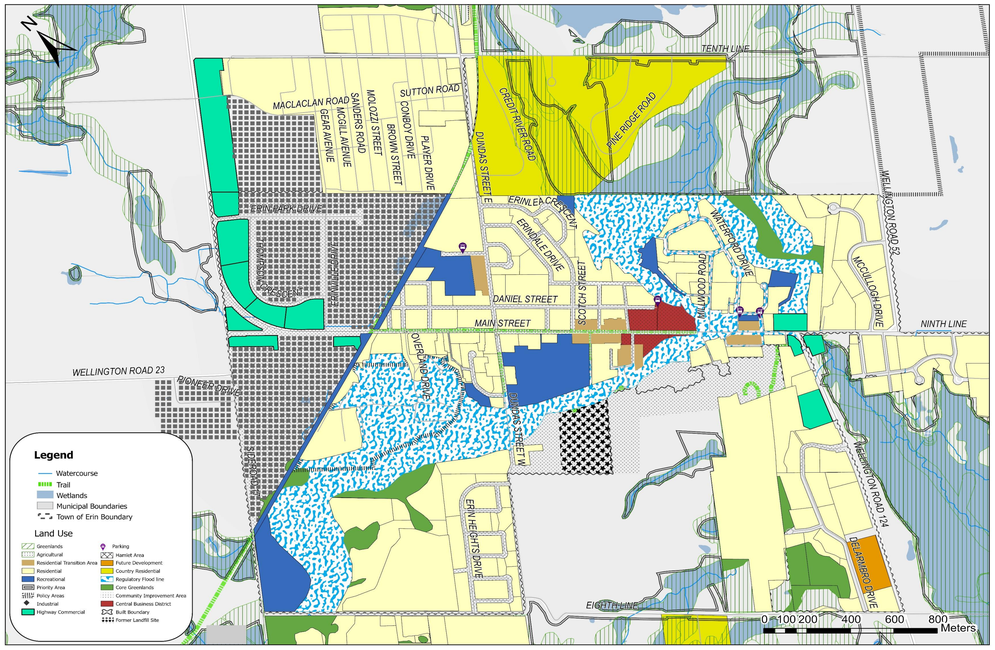
Hillsburgh



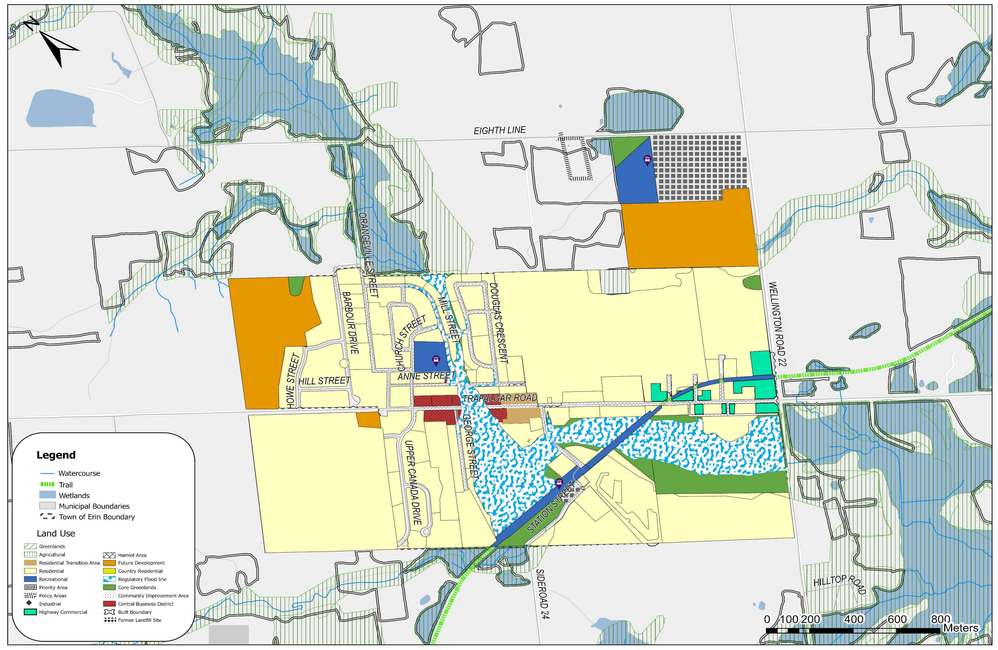
Existing Zoning

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

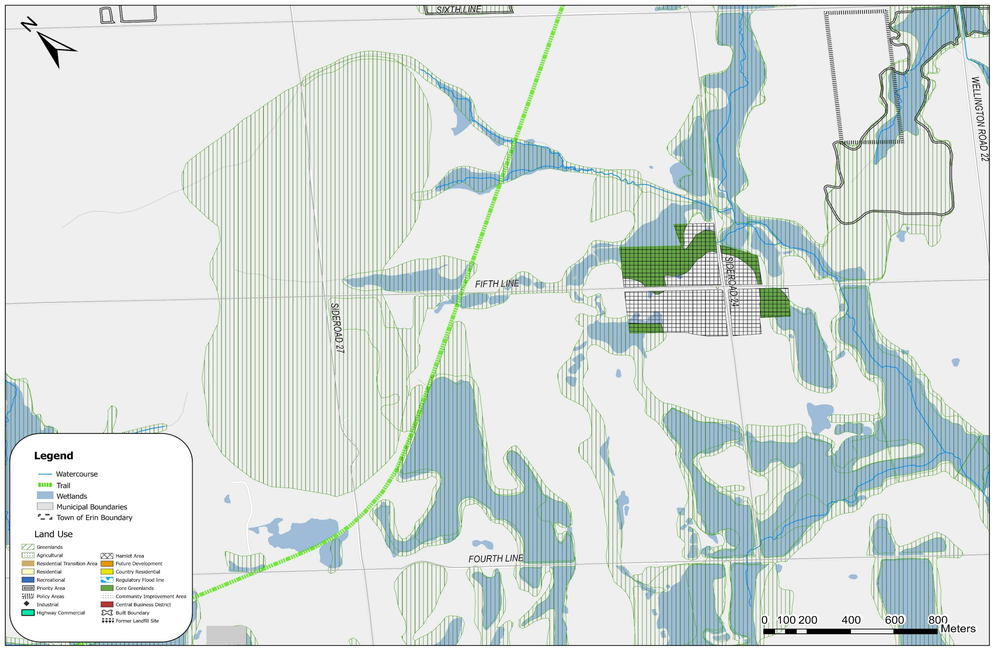
Erin Village



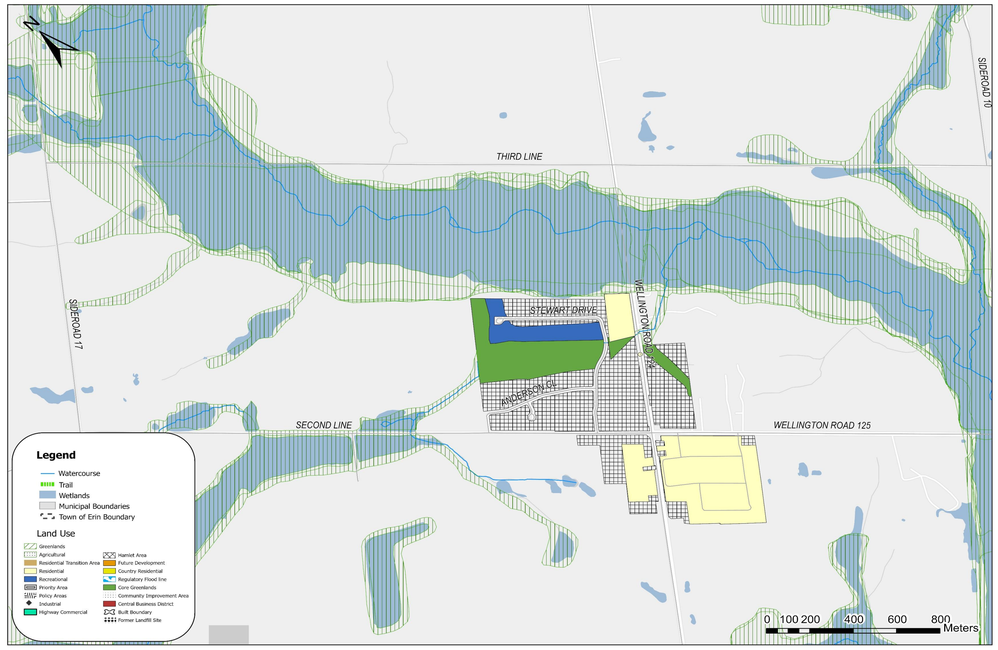
Hillsburgh



Cedar Valley



Ospringe



Current New Developments and Subdivisions

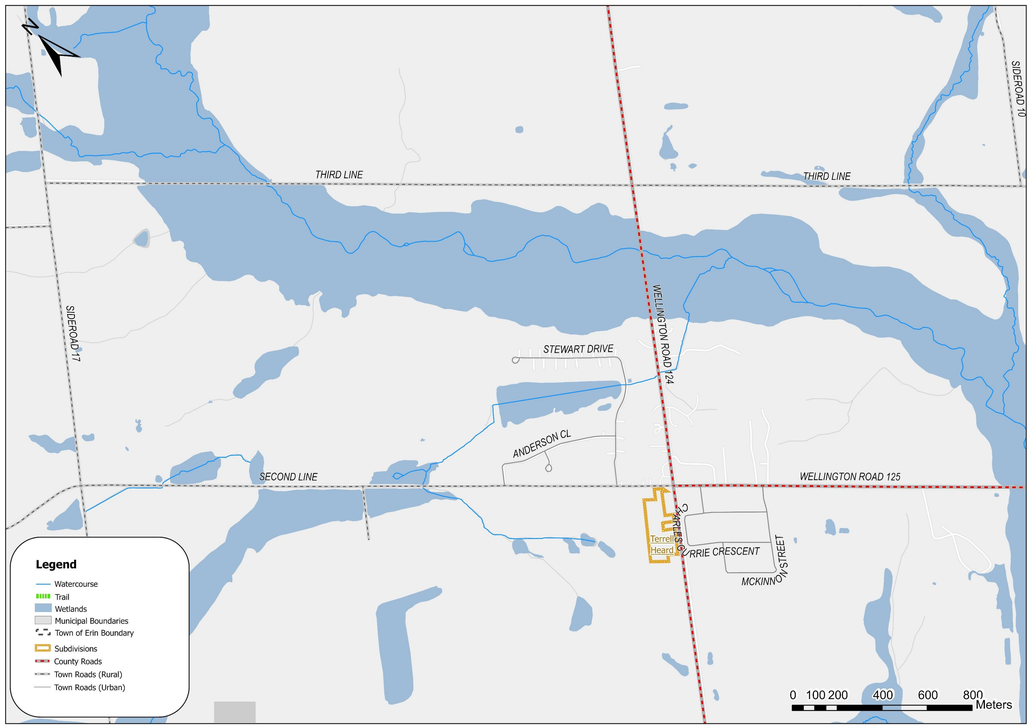
- The Town of Erin currently has up to 17 subdivisions/development areas across the Town, including Erin Village, Hillsburgh, and Ospringe:

✓ All development areas include residential subdivisions, industrial commercial properties

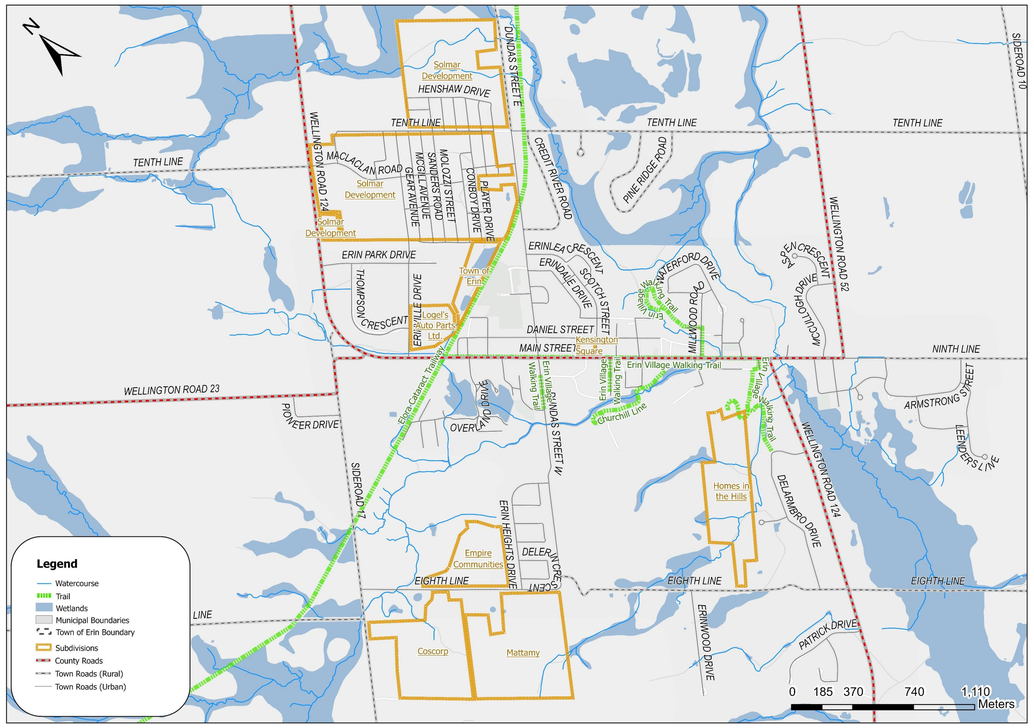
✓ Solmar Development Corp., a subdivision in Erin Village, is partially constructed and occupied

✓ The construction of the remaining subdivisions/developments have not commenced yet

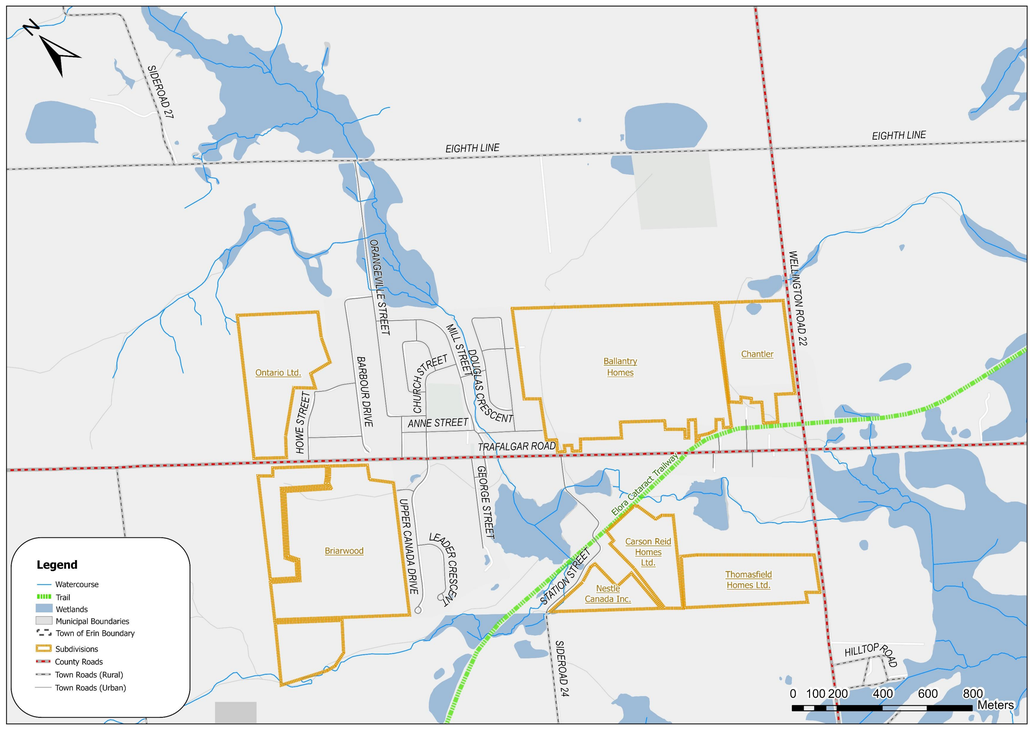
Ospringe



Erin Village



Hillsburgh



Next Steps

Following this round of consultation, we will:

1. Review your feedback to better understand your needs and priorities
2. Outline the transportation needs, issues and opportunities, and build on your input
3. Develop supporting policies and strategies
4. Present recommendations at the second round of public consultation



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:

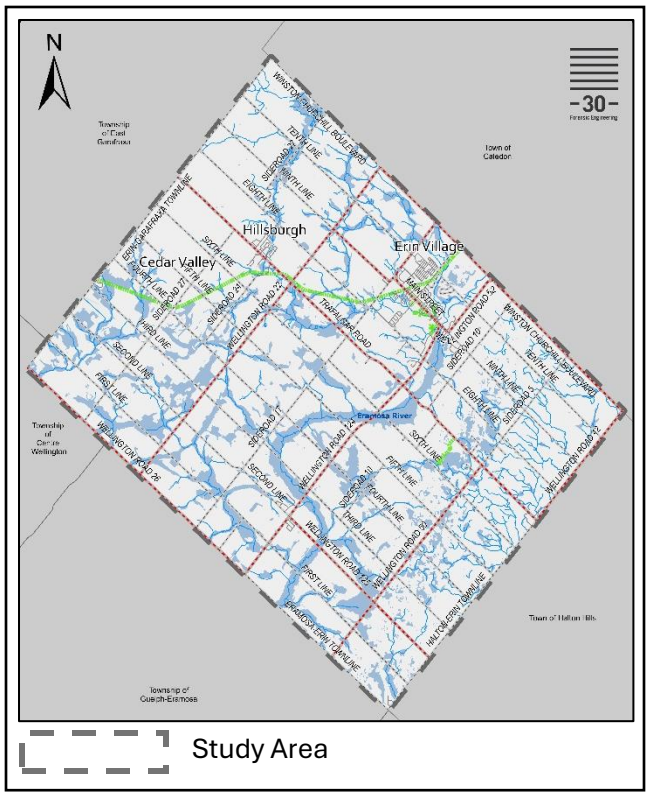
Mehemed Delibasic, P.Eng.
Consultant Project Manager
30 Forensic Engineering
Phone: (416) 678-0788
mdelibasic@30fe.com

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 first PIC!

Notice of Public Information Centre #2
Transportation Master Plan

To strategically prepare for growth and enhance the Town's existing transportation network, the Town of Erin has retained 30 Forensic Engineering (30FE) to undertake the development of the Town's first Transportation Master Plan (TMP) study. The TMP will be a strategic policy document that will serve as a road map for short, medium, and long-range transportation infrastructure investments, as well as integrated multi-modal transportation planning, to meet the demands up to the 2051 horizon year.



The first of two Public Information Centres (PIC) held in February 2025 introduced the TMP process and outlined the current conditions. Comments from the public and stakeholders have continuously been accepted and reviewed.

This final PIC will present analyzed future conditions and proposed future infrastructure improvement recommendations along with recommended policy. This PIC will provide insight into what the final TMP update document will contain.

The Process

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

Have your say

An important part of this study is consultation with the public, stakeholders, and the Town's agency partners. 30FE wants to hear from you about the issues and opportunities that you see for the Town's Transportation System to the horizon year of 2051.

At any time during this study, you can provide comments, questions, and concerns to the project team. We will also organize Public and Stakeholder engagement events to present

an overview of the study and existing conditions while outlining alternatives, evaluation, and study recommendations.

The project team will host the second of two PICs to gather public input and present the findings of the study. Details of the second PIC are as follows.

Public Information Centre 2

The project team will be hosting a drop-in style event to introduce the project, share public feedback gathered to date and work completed thus far as part of the second phase of the project. This event will also provide an opportunity for members of the public to share their opinions on the current transportation network as well as on how the Town should plan for a future transportation network that will accommodate the growth planned for 2051.

Event Details:

- Location: Royal Canadian Legion Hall, 12 Dundas Street East, Erin, ON N0B 1T0
- Date: Wednesday, October 22, 2025
- Time: 06:00 PM – 08:00 PM.

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

Privacy Statement

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

Contact Us

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

Mehemed Delibasic, P.Eng.
Consultant Project Manager
-30- Forensic Engineering
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

Town of Erin
Public Information Centre #2

Transportation Master Plan | October 22, 2025



TOWN OF ERIN

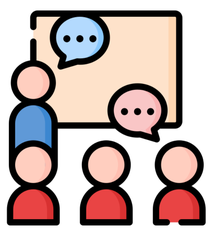
RC SPENCER ASSOCIATES INC.
Consulting Engineers

30
Forensic Engineering

Welcome to Phase 2 of Public Consultation Engagement



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



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



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

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

Public Engagement 2 Objectives

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





Phase 1 Consultation Recap

What We Heard

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

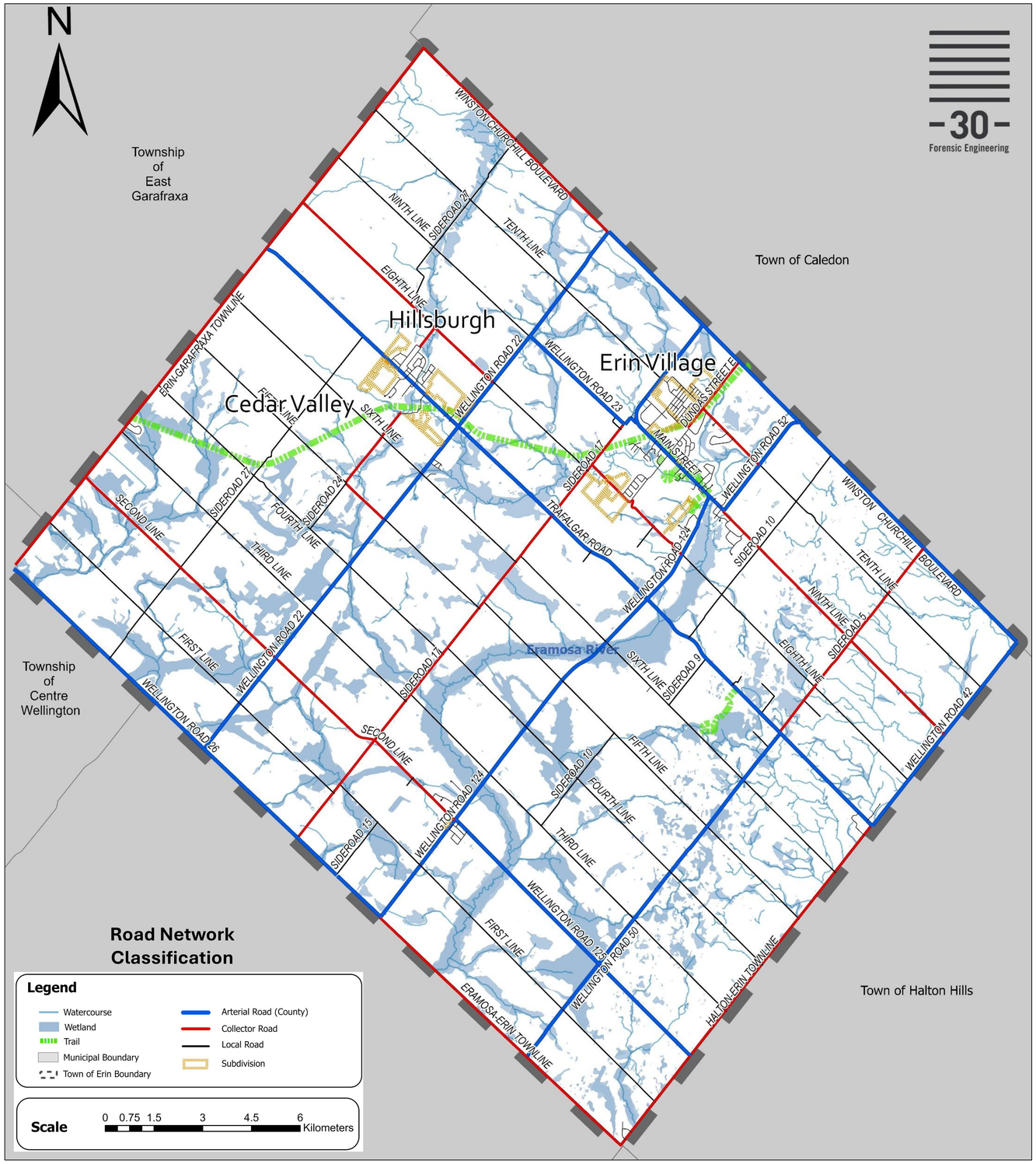
- Inadequate public transportation options (buses, taxis, Uber)
- Redirect truck traffic and establish truck bypass routes
- Speed limit reduction and regulations in high-traffic areas
- Intersections traffic control improvements at critical locations
- Closure of problematic bridges and sections of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

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

Project Overview

Study Area and Background

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



Transportation Master Plan Process

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

Identification of Alternative Solutions

Alternative 1: Do Nothing (Status Que)

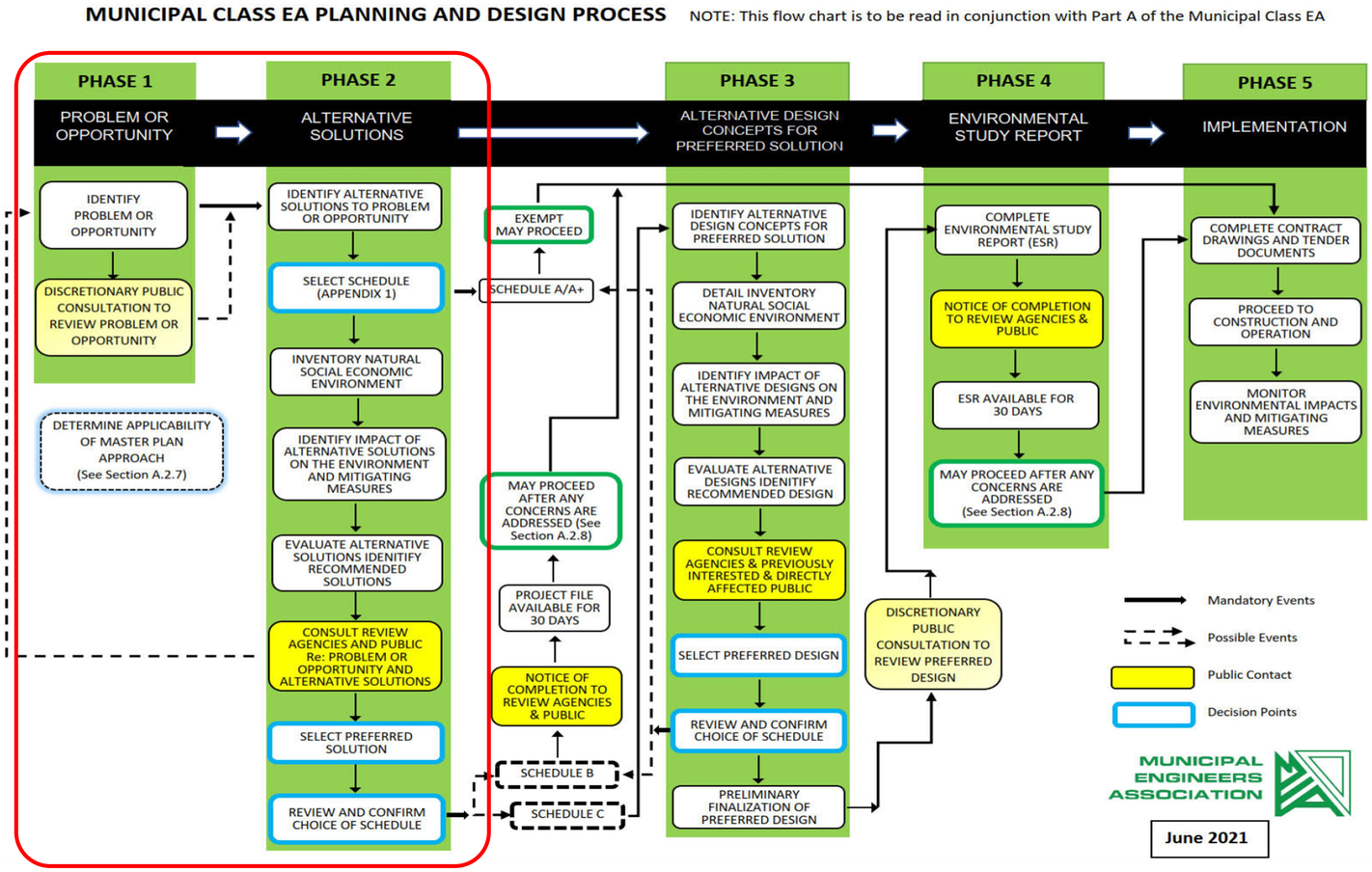
- This alternative assumes no additional road development beyond what is currently planned under the Town's jurisdiction

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



Selected Alternative

Alternative 2: Road Network and Active Transportation Strategies

Intersection and corridor needs and improvements are identified, considering both road network requirements and active transportation strategies

Study Process and Objectives



Problems and Opportunities

- Project Initiation
- Information Gathering and Background Review
- Existing Conditions Analysis
- Identify System Issues and Opportunities
- Develop a Vision and Goals for the TMP
- Public Engagement Consultation #1

Alternatives and Preferred Solutions

- Transportation Modelling and Network Assessment
- Active Transportation / Parking Assessment and Strategy
- Roundabout Screening Tool, Road Safety Strategy and Intersection Assessment
- Policies and Design Standards Update
- Incorporating Future Solutions (align with infrastructure projects)
- Draft Implementation Plan
- Public Engagement Consultation #2

Documentation and Finalization

- Finalize Transportation Assessment
- Draft Transportation Master Plan
- Final Transportation Master Plan
- Council Presentation

Project Objectives

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

Challenges and Opportunities

Challenges

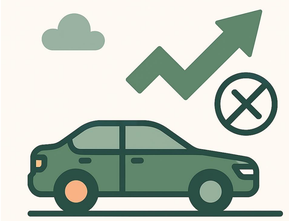
Urban Growth

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



High Auto-Dependency

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



Active Transportation Infrastructure Needs

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



Lack of Public Transportation System

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



Opportunities

Transportation Network Planning and Improvements

- Improve the road network through updated classification and infrastructure planning

Sustainable Growth and Land Use Integration

- Align transportation planning with sustainable growth and land use objectives

Active Transportation and Trail Network Development

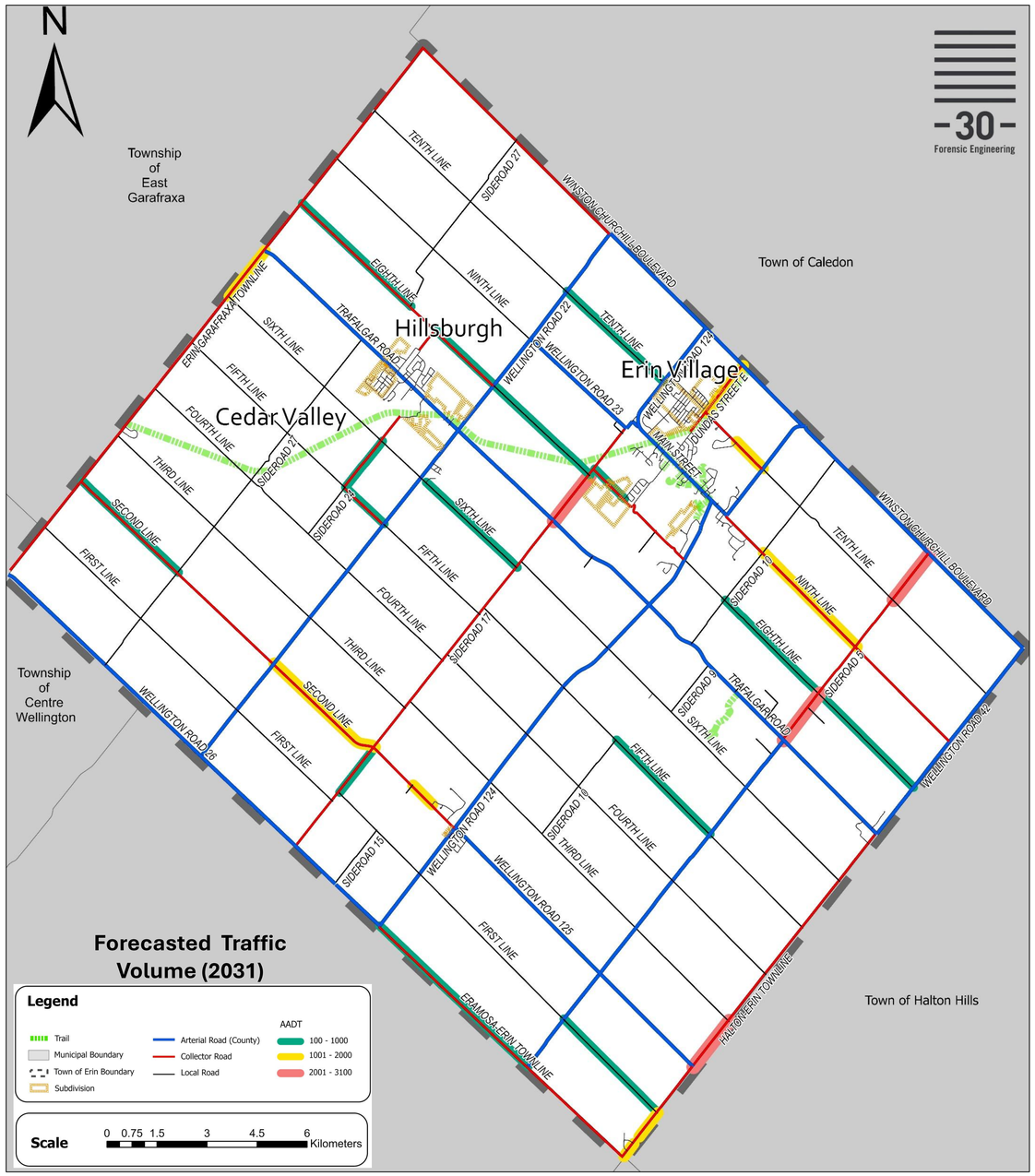
- Expand active transportation and trail systems to support mobility and recreation

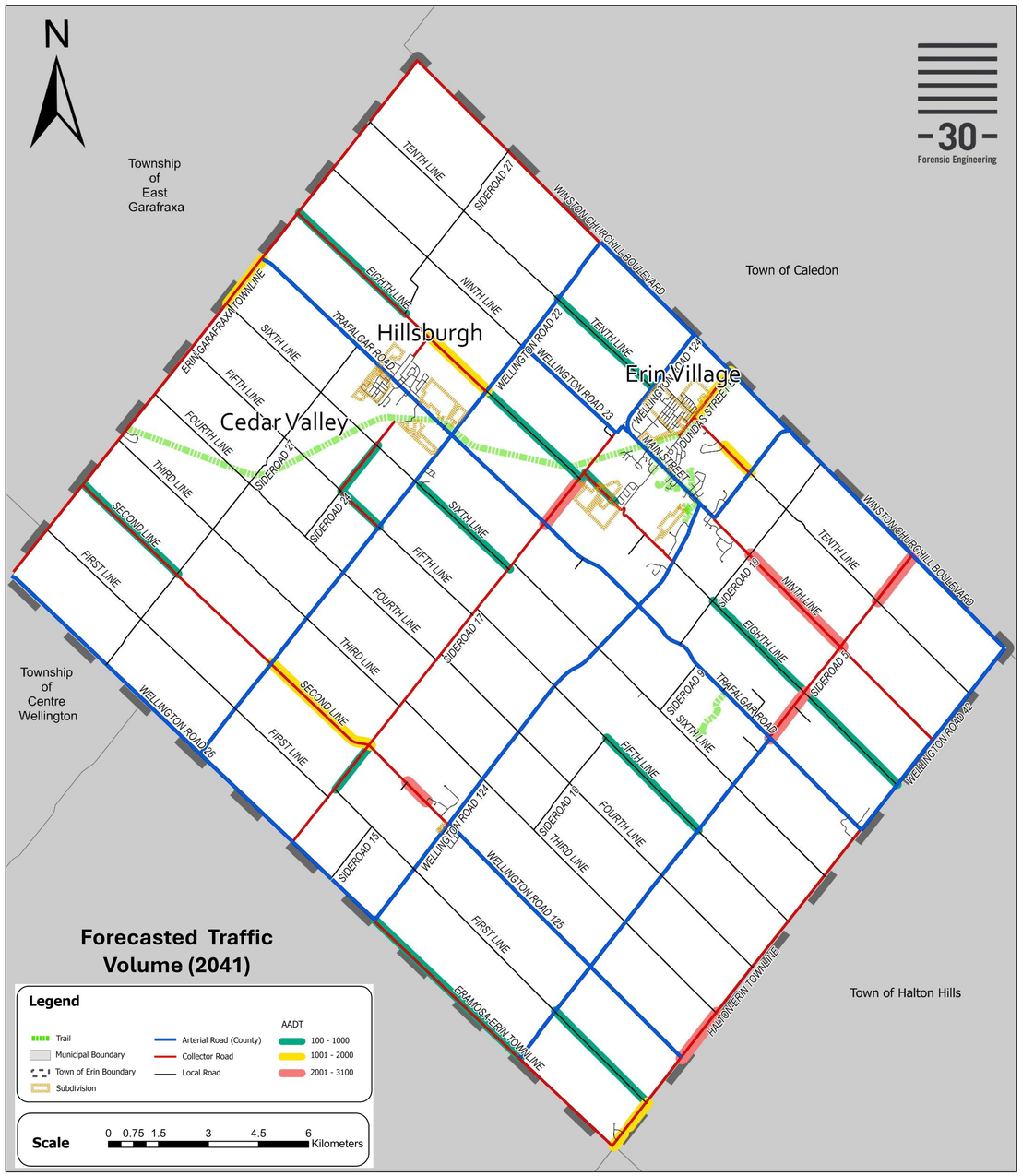
Enhance Transit and Regional Connectivity

- Improve transit accessibility and enhance regional connectivity

Future Traffic Volumes

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

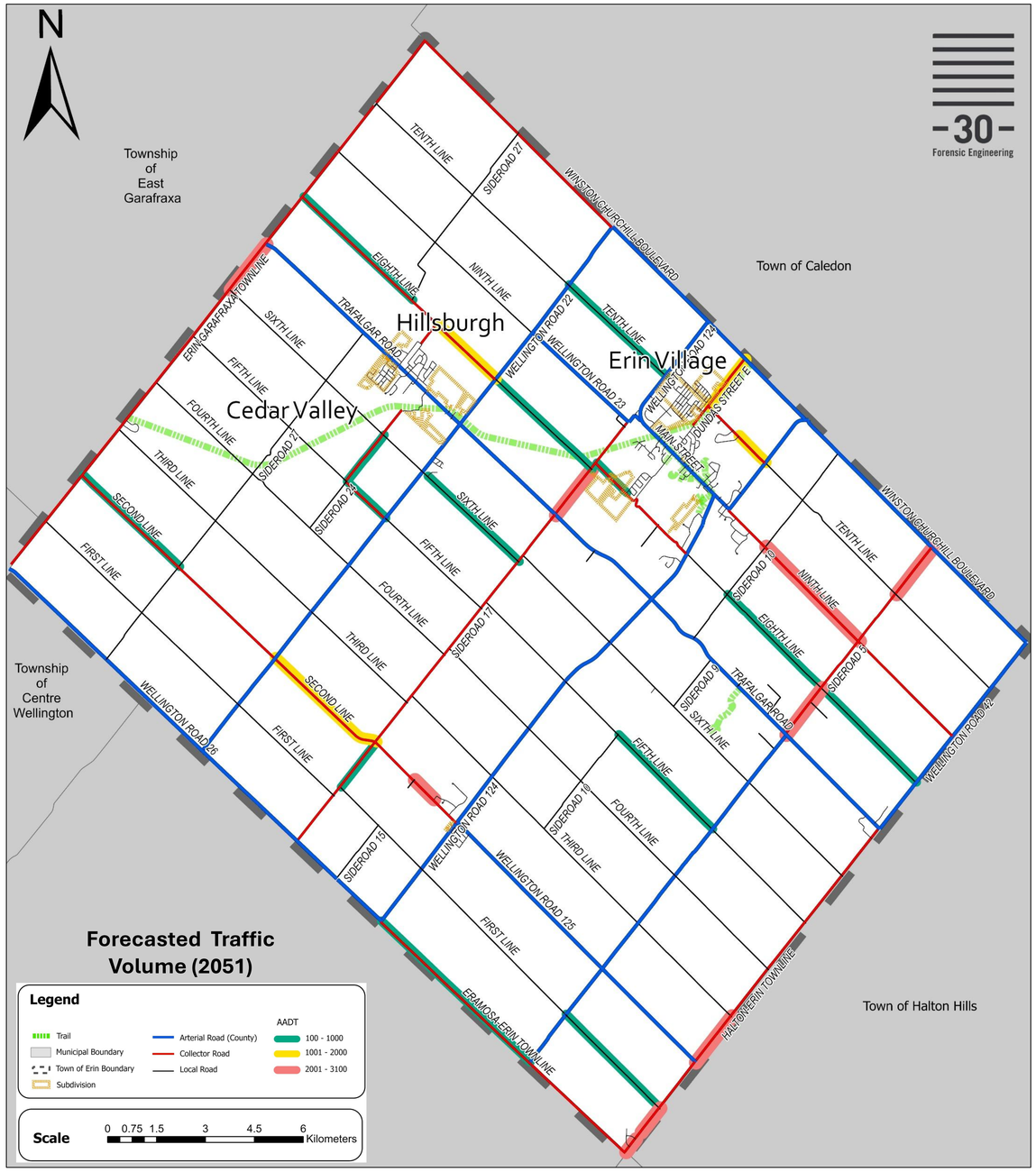


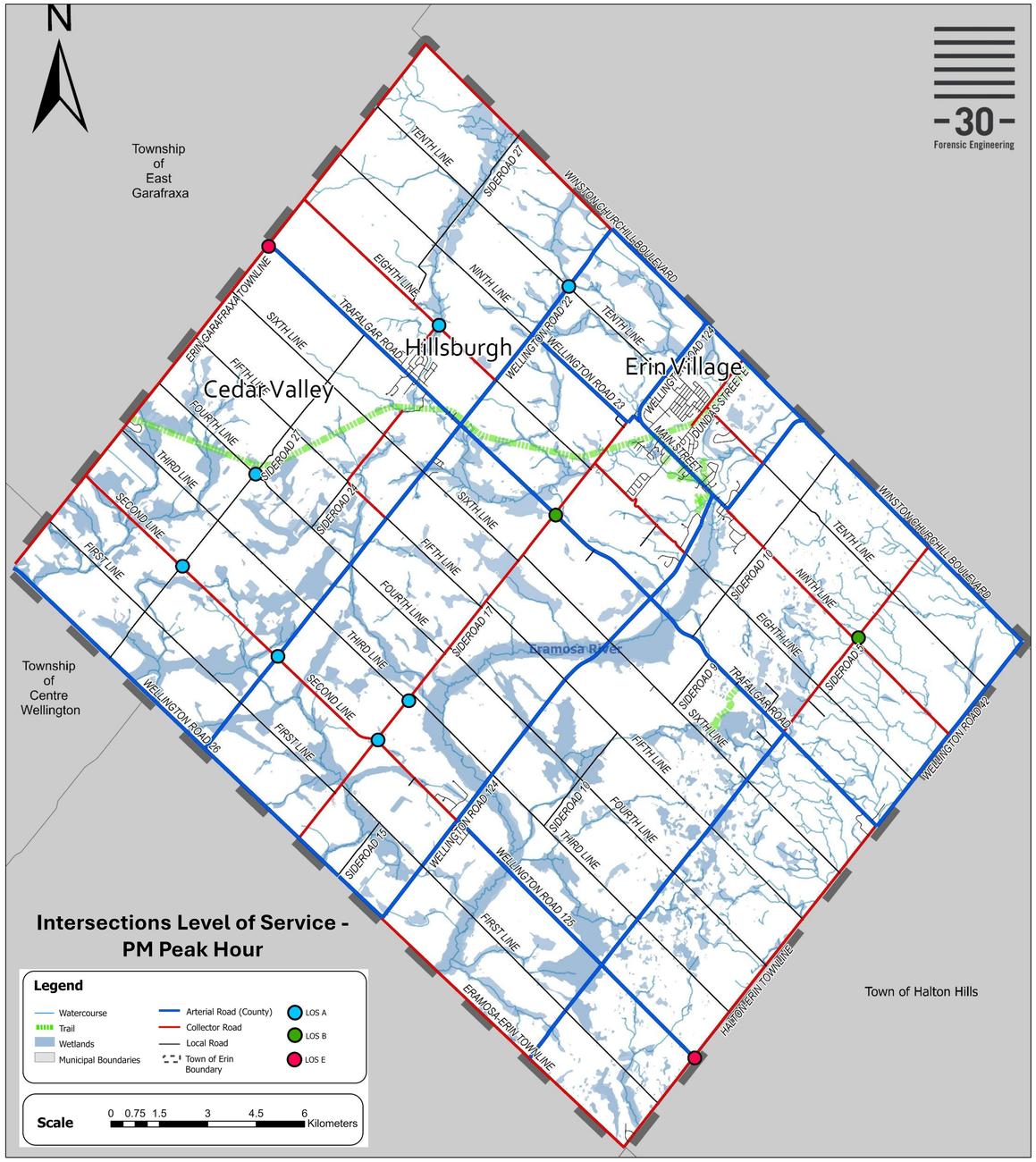


Future Traffic Volumes & Operations

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

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

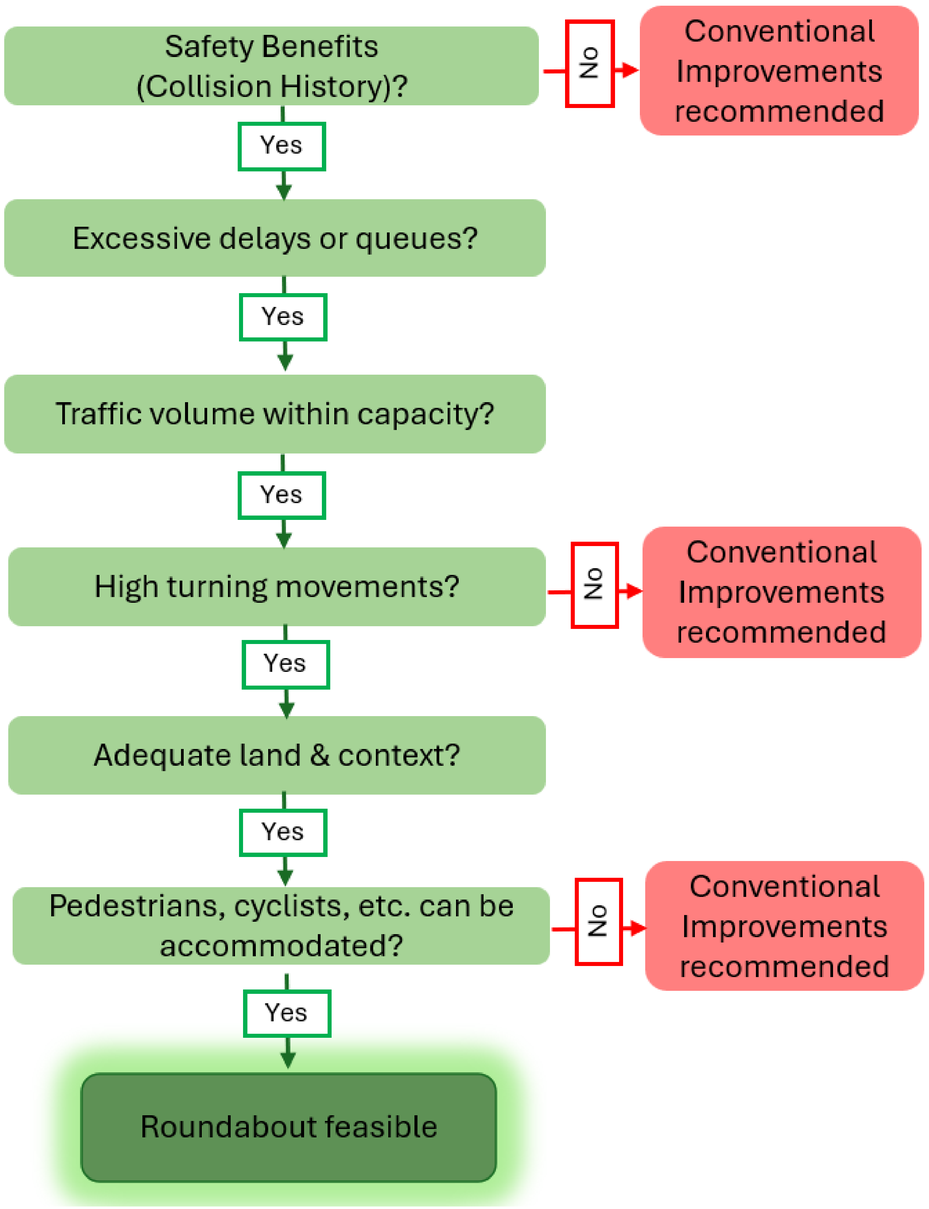




Recommended Strategies/Policies to Support TMP

Roundabout Screening Tool

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



Parking Management Strategy

- The Parking Management Strategy will focus on:

✓ *Prevent oversupply of parking*
✓ *Ensure availability (esp. downtown)*
✓ *Use technology for convenience, and*
✓ *Align standards with future growth*

Active Transportation Strategy

- Active Transportation Strategy will focus on:

✓ *Review existing active transportation facilities*
✓ *Identify network gaps and barriers*
✓ *Integrate with regional systems*
✓ *Plan future improvements for a connected, accessible, and equitable network*

Road Safety Action Plan

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

Recommended Strategies/Policies to Support TMP

Horseback Riding

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

Where to Ride

- **Trails**

✓ Elora Cataract Trailway – 47 km linking towns, villages, and hamlets across eastern Wellington County

✓ A limitation of the Elora Cataract Trailway is its lack of direct connections to stables and equine facilities

- **Shoulders**

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

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

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

Safety Considerations Highlighted in TMP

✓ Safe crossings for horseback riders

✓ Sharing the road with horses is not the same as sharing it with bicycles or pedestrians



Recommendations and Future Improvements

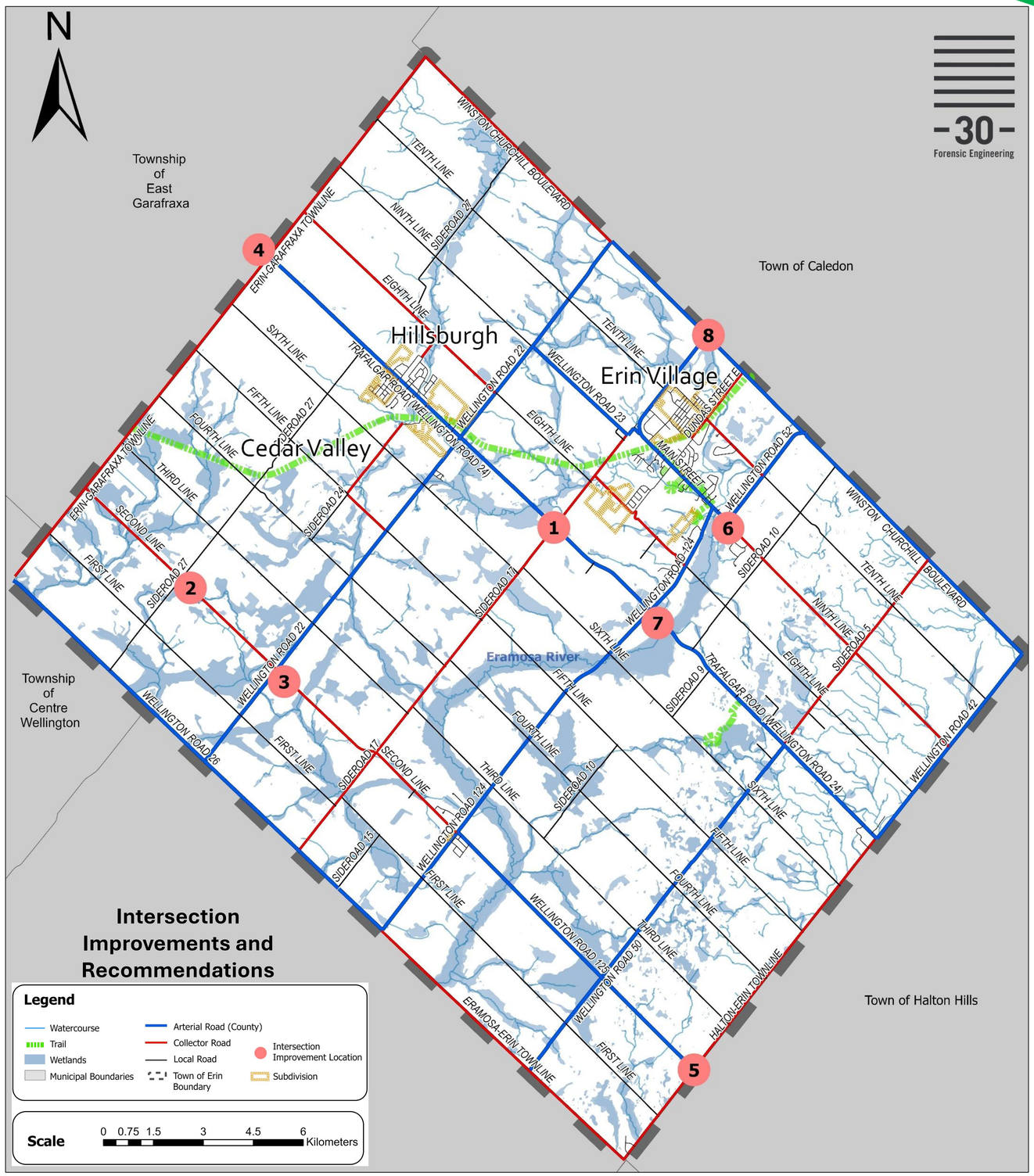
Areas for Improvement	Recommendations
Data Collection	Include horseback riders in traffic counts
Trail Network	Connect Elora Cataract Trailway to equestrian facilities
New Developments	Ensure subdivisions link to existing trail network
Road Design	Provide adequate shoulders/lane widths
Crossings and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

Recommended Improvements

Future Intersection Operations and Suggested Improvements

Critical Intersections and Recommended Improvements

No.	Intersection	Recommendation
1	**Wellington Road 24 (Trafalgar Road) and Sideroad 17**	Traffic signals, or roundabout are recommended
2	**Sideroad 27 and Second Line**	Stop-control should be implemented on the Sideroad 27
3	**Wellington Road 22 and Second Line**	Stop-control should be implemented on the Second Line
4 and 5	**Wellington Road 24 (Trafalgar Road) and Erin Garafraxa Townline / Halton-Erin Townline and Wellington Road 125**	To be monitored for future re-evaluation
6	**Wellington Road 52/9th Line and Wellington Road 52**	County is planning to convert intersection to 3-way stop control in 2026. Right-turn channelization and painted island will be removed.
7	**Wellington Road 24 (Trafalgar Road) and Wellington Road 124**	Adjust traffic signal timing
8	**Wellington Road 25 (Winston Churchill Boulevard) and Wellington Road 124**	• Install traffic signals • Add left turn lanes along Wellington Road 124



Recommended Improvements

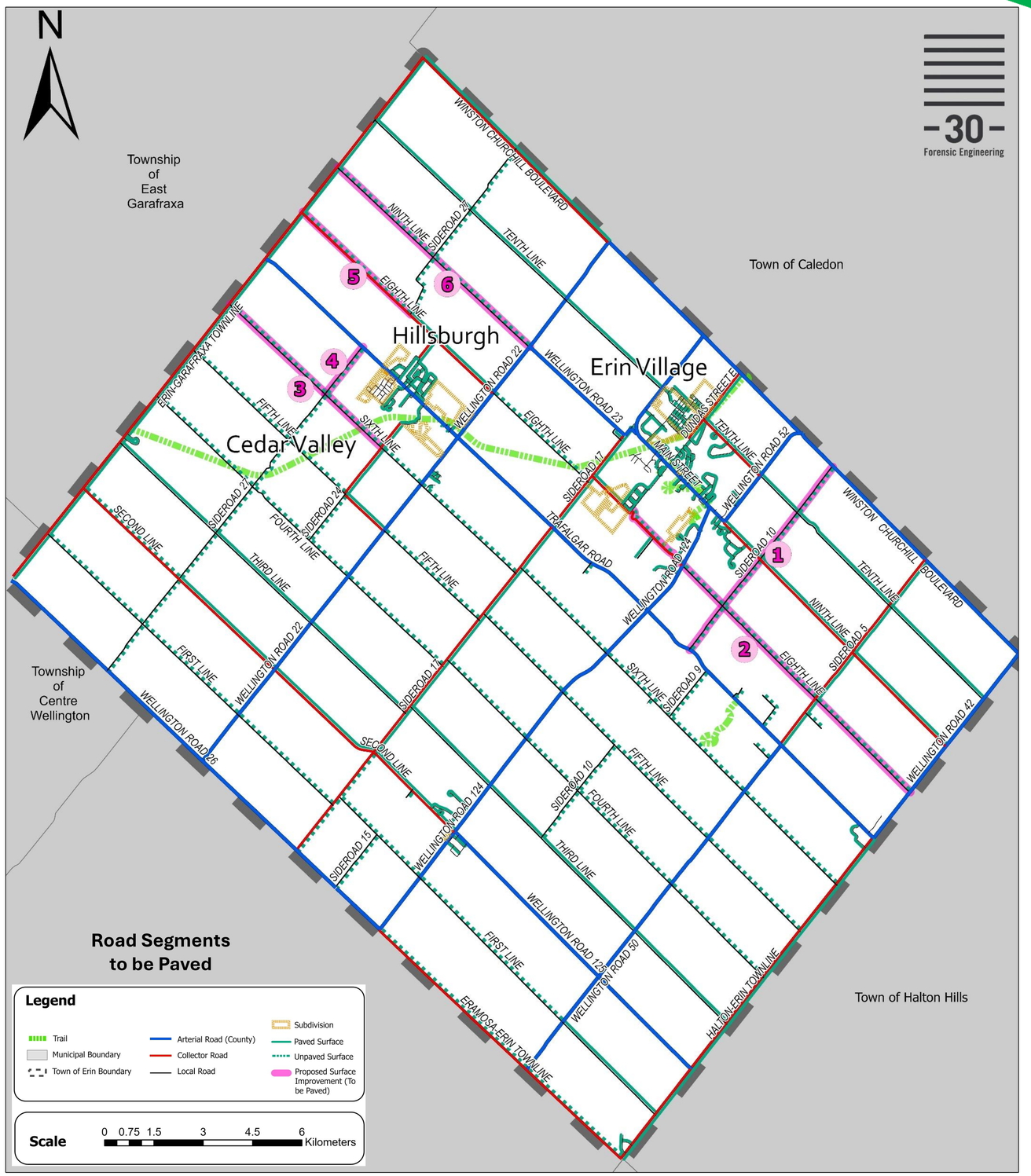
Road Surface Upgrade (to be Paved)

Supporting Factors:

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

Recommended Roadways for Paving

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



Recommended Improvements

Proposed Active Transportation Network Improvements

Active Transportation Improvements Objectives

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

