

Town of Erin Transportation Master Plan

Report | October 2026





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We would like to thank all the contributors and stakeholders who collaborated in the development and realization of this Transportation Master Plan. This project has been completed by 30 Forensic Engineering in concert with RC Spencer Associates Inc. and in consultation with the Town of Erin. The following is a list of key contributors to the success of this project:

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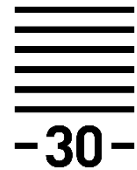
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1.0

Introduction



1 Introduction

The Town of Erin (the “Town”) is planning for its rapid growth by creating a detailed Transportation Master Plan (TMP). This plan provides strategies and policies that align with the Town’s growth and supports its vision for the future transportation system over the next 30 years. It will assess current systems, update policies, and ensure future projects align with these plans. The TMP will also include best practices for traffic management, enhance walking and biking facilities, work with stakeholders, and create a parking strategy to meet both current and future needs.

The TMP is designed to assist long-term transportation policy and investment decisions, aligning with the strategic goals set forth in the Town’s Official Plan (OP) and its ongoing review. This initiative ensures that the implementation aligns with the vision outlined in the Strategic Plan.

The Town’s TMP evaluates different transportation options, such as active transportation (AT), on-demand services, and other non-motorized methods, particularly focusing on Town centres. The aim is to create a more positive and sustainable transportation network that positions the Town of Erin as a leader in fostering livable communities. This effort will be supported by economic growth, tourism, sustainable practices, and the emerging shared economy.

1.1 Geographical Context

The Town of Erin is a lower-tier municipality in Wellington County, located northwest of Peel Region and north of Halton Region covering an area of 297.76 square kilometers.

Erin is primarily a rural community, known for its scenic rolling countryside, high-quality farmland, significant river, wetland, and forest systems, as well as small settlement areas.

Table 1 lists major County roads within the Town of Erin. These County Roads, owned and maintained by the County of Wellington, along with the Town Roads under the jurisdiction of the Town of Erin, traverse the Town as illustrated in **Map 1**.

Table 1: County Roads within Town of Erin

County Road	Associated Name
County Road 22	Wellington Road 22
County Road 23	Wellington Road 23
County Road 24	Wellington Road 24 (Trafalgar Road)
County Road 25	Winston Churchill Boulevard
County Road 26	Wellington Road 26
County Road 42	Wellington Road 42
County Road 50	Wellington Road 50
County Road 52	Wellington Road 52
County Road 124	Wellington Road 124
County Road 125	Wellington Road 125/Highway 25



Township of East Garafraxa

Town of Caledon

Township of Centre Wellington

Town of Halton Hills

Township of Guelph-Eramosa

Map 1

Legend

- | | |
|----------------------|-----------------------|
| Watercourse | County Roads |
| Trail | Town Roads (Rural) |
| Wetlands | Town Roads (Urban) |
| Municipal Boundaries | Town of Erin Boundary |

Scale

0 0.75 1.5 3 4.5 6 Kilometers

TOWN OF
ERIN

Town of Erin

TRANSPORTATION MASTER PLAN

Existing Study Area and Municipal Boundaries

1.2 Purpose of the Plan

The Town of Erin TMP is designed to function as a strategic policy document. It will guide short, medium, and long-term transportation infrastructure investments and support integrated multi-modal transportation planning to meet demands through the year 2051.

The TMP aims to enhance the transportation network by minimizing traffic congestion, identifying areas needing improvement, and providing safe, accessible streets for all modes of transportation. It also seeks to create a vibrant, pedestrian-friendly urban village, integrate active transportation into the Town's policies and infrastructure, suggest suitable road design cross-sections for specific segments, and shape policies using context-sensitive design to address both current and future transportation needs.

The Town TMP offers guidance for planning and executing a municipal road network, including active transportation (AT) facilities, in the short term (0-5 years), mid term (5-15 years) and long term (15-30 years).

1.3 Project Objectives

This TMP study aims to enhance the Town's transportation network. The objectives for this study were tailored specifically to the needs of the Town of Erin and have been listed below.

1. Identify the multi-modal transportation facilities, services, and policies required to ensure enhanced mobility, accessibility, and connectivity.
2. Facilitate the efficient management of the Town's resources to support sustainable, safe, and forward-thinking growth, while preserving its small-town charm.
3. Develop a comprehensive multi-modal transportation network that aligns with the Town's strategic goals, respects community context, and includes suitable infrastructure.

4. Assess the Town's current active transportation facilities and propose recommendations to improve them.
5. Provide guidance for designing and building active transportation facilities in new development areas,
6. Develop a parking strategy that examines current/future parking demand trends, best practices and recommended approaches for parking requirements.
7. Update transportation policies and schedules in the Town's Official Plan.
8. Coordinate and establish partnerships with community and agency stakeholders including conservation authorities, the County, and surrounding municipalities.

1.4 Opportunities and Challenges

The first Town of Erin TMP is associated with different opportunities and challenges. 30 Forensic Engineering ("30FE") has visited the Town of Erin's key areas to gain deep understanding about the Town's key issues in different land-use contexts. Effectively addressing opportunities, challenges, and associated risks, shown in **Figure 1**, is vital for refining the methodological approach, ensuring the successful implementation of this TMP.



Figure 1: Opportunities and Challenges

1.5 The Municipal Class Environmental Assessment Process

The TMP was developed in accordance with the Provincial Environmental Assessment (EA) Act, specifically following the 2023 Municipal Class EA Master Planning (MCEA) process.

Based on the Municipal Class Environmental Assessment Document (Municipal Engineers Association, March 2023), the MCEA planning process consists of five phases:

- **Phase 1:** Problem and Opportunity,
- **Phase 2:** Alternative Solutions,
- **Phase 3:** Alternative Design Concepts for the Preferred Solution,
- **Phase 4:** Environmental Study Report, and
- **Phase 5:** Implementation

Details of these phases are shown in **Figure 2**.

NOTE: This flow chart is to be read in conjunction with Part A of the MCEA



Figure 2: Municipal Class EA Planning and Design process (Retrieved from Municipal Class Environmental Assessment (Municipal Engineers Association, March 2023):

At a minimum, Master Plans incorporate the requirements of the first two phases of the MCEA process as below.

- **Phase 1:** Identify the problem (deficiency) or opportunity.
- **Phase 2:** Identify alternative solutions to address the problem or opportunity, taking into account the existing environment, and then establish a preferred solution based on input from the public, Indigenous communities, and review agencies.

Hence, as illustrated in **Figure 3**, the TMP will address Phase 1 and Phase 2 of the MCEA process. This approach will facilitate streamlining and implementing recommended capital works.

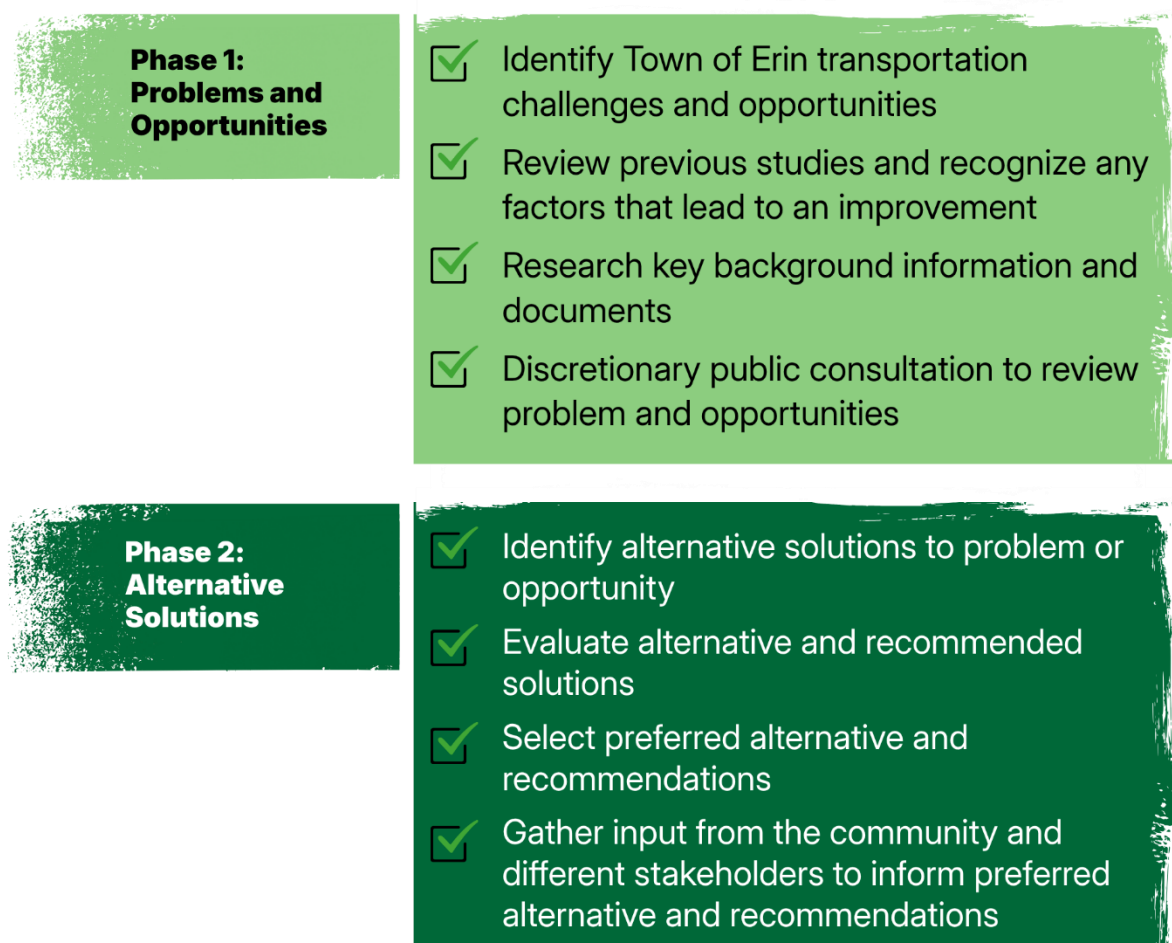


Figure 3: MCEA Process

1.6 Project Methodology

The project methodology adopted to draft the Town's TMP is presented in **Figure 4**.

4. The methodology comprises three phases aligned with the MCEA process:

1. Evaluate existing conditions to identify challenges (Problems and Opportunities).
2. Analyze traffic operations and road safety including:
 - Assess the Town's transportation needs
 - Develop preferred solutions to meet them
 - Update and implement policies to create a comprehensive TMP
3. Refine the preferred solutions and produce a detailed TMP document.

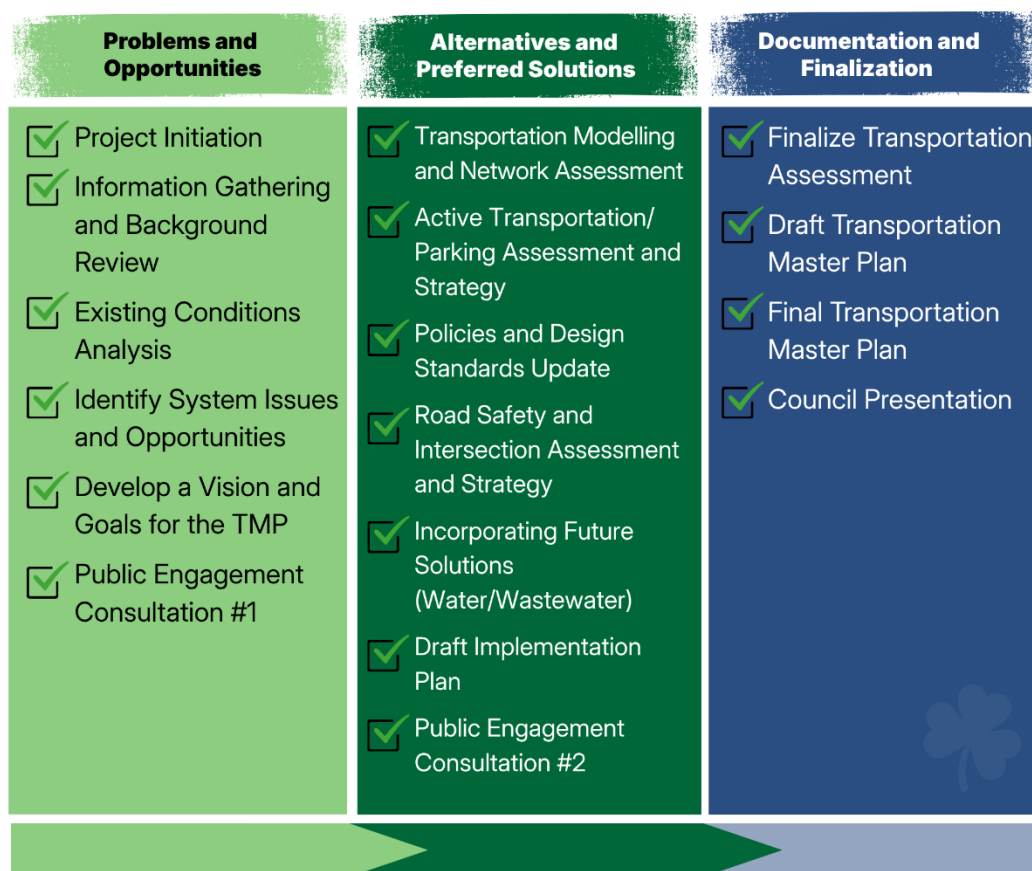


Figure 4: Project Methodology

The philosophy behind the proposed methodology includes the following items:

- Maintain and preserve the small-town charm and character that makes the Town of Erin a desirable place for residents as well as tourists.
- Minimize traffic congestion ensuring the Town road network accommodates future growth and travel demands.
- Provide safe and accessible streets for different modes of transportation ensuring all are promoted as an effective and safe means of transportation regardless of age or ability.
- Ensure a vibrant and attractive pedestrian-friendly urban village area to enhance tourism and economic development.
- Incorporate AT into the Town's policies and infrastructure and improve connectivity to promote active lifestyles for individuals of all ages and abilities.
- Conduct effective consultation with all stakeholders including the Town's staff and the public.

1.7 Project Scope

This project aims to develop the Town's first TMP. The details of the scope of this work are listed below.

1. Assess the current state of the Town's entire transportation network and provide recommendations for network optimization and improvements to address future growth and travel demand for the 2051 horizon year.
2. Review and evaluate existing roadways and intersections, identify gaps and potential operational efficiency and opportunities.
3. Develop a future vision and model to provide mobility across all transportation modes that is safe, connected, sustainable, affordable, and accessible for residents of all ages and abilities.
4. Conduct a comprehensive transportation review and offer recommendations aligned with broader guidelines.

5. Enhance AT, access to nearby transit or on-demand options, review network for potential gaps, and promote seamless multi-modal network integration.
6. Review, develop, and update policies and plans uniquely tailored to the Town including road (re)classification, traffic operations, streets and urban design, intersection and roundabout strategies, truck routes, public parking policies, and road safety objectives.
7. Align and integrate one of the Town's strategic priorities for wastewater and water allocation plans with future transportation network proposals.
8. Develop a sustainable transportation network implementation plan that reflects future development scenarios for the short, medium, and long term.
9. Implement a meaningful consultation and engagement process for the Town staff, neighbouring municipalities, County, local and business communities, the public, and external stakeholders.
10. Develop an implementable action plan with recommended capital projects and/or initiatives for transportation infrastructure (roads, AT facilities, etc.) based on priority, costs, funding allocation, and timelines for completion.

1.8 Planning Policy Compliance

The TMP study has been developed within the framework of provincial, regional, and municipal plans and policies, necessitating a coordinated approach to harmonize land use and transportation planning.

To develop the Town of Erin's first TMP, review and consideration of key documents from these various levels of government is essential. This section provides an overview of different policy frameworks and their impact on the development of the TMP.

1.8.1 Provincial Policies

The provincial government offers a strong and detailed framework for the development of transportation systems. The policy below is among the most applicable and important document, serving as a reference point for TMP development in Ontario.

Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), 2024, is a unified province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (GGH), 2019, while incorporating housing-supportive policies from both documents.

Effective as of October 20, 2024, the PPS sets the policy direction for land use planning and development in Ontario, aiming to accommodate the province's rapid growth. Ontario aims to build at least 1.5 million homes by 2031 to meet the needs of its diverse and fast-growing urban, rural, and northern communities.

The PPS is a critical component of Ontario's policy-led planning system, providing the framework for regulating land development and use across the province. It also recognizes the complex relationships between environmental, economic, health, and social factors in land use planning and encourages a long-term, integrated approach to planning.

Some details from the Provincial Policy Statement, 2020, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, are also included herein to provide context for the evolution of provincial policies.

- **The Provincial Policy Statement (2020)** provides key principles and policy directions for land use planning in Ontario, emphasizing sustainable development practices and multi-modal transportation.

- **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)** focuses on managing growth in the Greater Golden Horseshoe (GGH) region – where the Town of Erin is located – aiming to balance economic development, environmental protection, and improved quality of life through comprehensive planning frameworks.

1.8.2 Regional policies

Wellington County is located in Southwestern Ontario, within the GGH area. The County is surrounded by several notable regions: Halton to the southeast, Peel to the east, Dufferin to the northeast, and Waterloo to the west. The county seat is the City of Guelph, which is geographically within Wellington County but administered independently.

Wellington County operates as an upper-tier municipality, providing services to its lower-tier municipalities. The following policies pertinent to the regional level (County) have been thoroughly reviewed and utilized in drafting the Town's TMP.

County of Wellington Official Plan (2024)

The County Official Plan serves as a legal framework guiding the physical development of the County and its local municipalities over a span of 20 years, ensuring the long-term protection of County resources.

This Plan articulates a comprehensive vision for the future of Wellington County's communities and resources, as determined by the County Council. It will also be regularly updated to maintain relevance and address emerging needs, opportunities, and constraints.

Projections indicate that Wellington County's population will increase from approximately 100,800 in 2021 to around 160,000 by 2051. This growth necessitates strategic planning for housing, commerce, employment, and services to accommodate about 59,000 new residents. Wellington County has planned to adopt development strategies that are cost-effective, environmentally sustainable, and harmonized with existing land uses and resource areas.

County of Wellington Road Master Action Plan Project (RMAP) (2021)

The County of Wellington's RMAP offers strategic long-term guidance for the County's transportation system by outlining future policy directions and infrastructure requirements. It focuses on accommodating projected population and employment growth by 2041, addressing evolving travel behaviours, and tackling immediate traffic concerns related to safety, speeding, and efficiency. The RMAP undergoes a review every five years and is updated as needed to ensure relevance. It specifically addresses Phases 1 and 2 of the MCEA planning.

County of Wellington Active Transportation Plan (2012)

The Wellington County Active Transportation Plan was created to help the County and local municipalities achieve their transportation and community planning goals.

The plan focuses on building infrastructure for walking and cycling to support both daily travel and recreational activities. In collaboration with the seven local municipalities and Wellington-Dufferin-Guelph (WDG) in motion, Wellington County is committed to creating a county-wide Active Transportation Plan. This long-term strategy aims to promote walking and cycling, supporting active lifestyles for both residents and visitors.

The Wellington County Official Plan and Five-Year Trails Plan are key documents in development of the County Active Transportation Plan. The most important objectives of this document are to:

1. Assess the current state of active transportation and trails in the County;
and
2. Recommend a network of active transportation routes throughout the County.

Ensuring these guidelines are followed during the drafting of the TMP will ensure alignment with County objectives and multi-jurisdictional needs.

1.8.3 Municipal Policies

The Town of Erin is characterized by its scenic countryside, farmland, and small settlement areas. It is a primarily rural community with important river, wetland, and forest systems, contributing to its natural beauty and ecological significance. Erin is a lower-tier municipality within Wellington County, which provides its upper-tier government services.

Town of Erin Official Plan (2025)

The Official Plan of the Town of Erin, approved by Wellington County Council on December 14, 2004, and Official Plan Amendments to March 1, 2025, outlines the Town's strategy for managing growth and development up to 2041. It establishes land use patterns and includes goals, objectives, and policies to guide the Council, committees, public, and managing authorities in decision-making. The plan aims to preserve the Town's rural character, protect natural and cultural resources, and ensure sustainable development.

Key elements of the Official Plan include:

1. **Purpose and Relationship:** It defines the Official Plan's purpose, its connection to the County of Wellington Official Plan, and the planning horizon through 2041.
2. **Review and Amendments:** The plan outlines the process for periodic reviews, public consultation, zoning by-laws, site plan control, development charges, and other regulatory matters.
3. **Public Engagement:** A public meeting is required every five years to review and update the plan, as mandated by The Planning Act, ensuring it remains relevant and responsive to community needs.

The Official Plan provides clear guidance on land use, infrastructure, environmental protection, and community improvement, with built-in provisions for regular updates and public involvement to adapt to evolving conditions.

Growth Management Strategy (GMS) (2019)

The Town's ability to accommodate growth has been limited for some time, largely due to infrastructure capacity constraints as identified at the time of this study. The Town's current supply of designated residential land in Erin and Hillsburgh exceeds demand to 2041; therefore, the GMS must provide guidance on where to direct growth within the 2041 planning horizon. This document takes into consideration land use planning, infrastructure planning, and market demand factors to deliver a solid and well-supported plan for the Town's growth. It also identifies available lands for expansion, establishes a framework to assess these areas, and recommends the best approach for future.

Town of Erin Parks, Recreation and Culture Master Plan (2019)

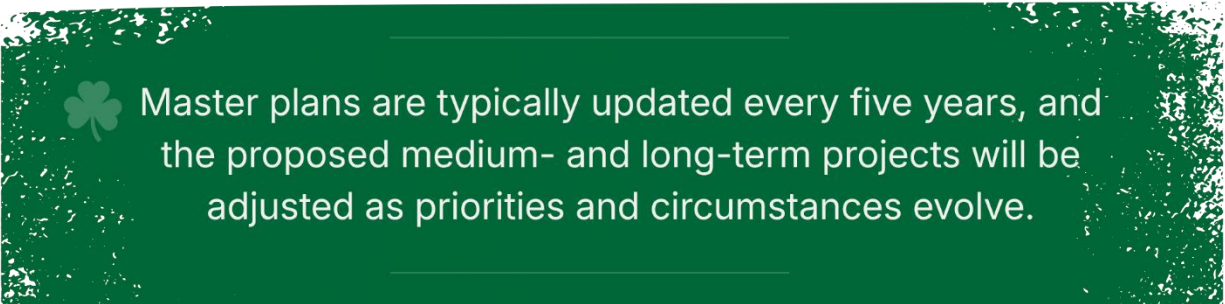
The Parks, Recreation and Culture Master Plan for the Town of Erin serves as a strategic guide for municipal planning and decision-making regarding parks, recreation, and cultural resources for the following decade (until 2029).

This document supports the Town Council and staff in effectively managing the development and enhancement of parks, trails, recreational and cultural facilities, as well as associated services, programs, and events. The Master Plan is comprehensive, addressing the assessment of needs and formulation of strategies for Indoor Recreation Facilities, Parks and Trails, Outdoor Recreation Facilities, and Programming and Events, ensuring an integrated approach to future developments.

Township of Centre Wellington Transportation Master Plan (2019)

The Township of Centre Wellington TMP presents a clear vision for a sustainable transportation system that enhances residents' quality of life while addressing current transportation needs and planning for future growth. Developed under the MCEA process, the TMP covers Phase 1 (opportunity statement) and Phase 2 (alternatives assessment), incorporating extensive public consultation.

With a preferred transportation alternative selected, the plan outlines recommended road improvements categorized into short-term (next five years), medium-term (by 2031), and long-term (by 2041 or beyond) projects. The TMP also summarizes strategic actions across key areas such as future transportation network, truck bypass, active transportation, transit and parking, traffic calming policy, and complete streets policy.



1.9 Consultation, Public and Stakeholder Engagement

Public consultation is a crucial component of the MCEA process, requiring consultations with the public, agencies, and stakeholders at key stages. Engagement is also critical to building consensus for the way forward, as the Town will need to partner with Council and internal departments, external interest groups, and the public to achieve the TMP goals.

The engagement plan summarized in **Figure 5** has been developed following best practices from the International Association for Public Participation.

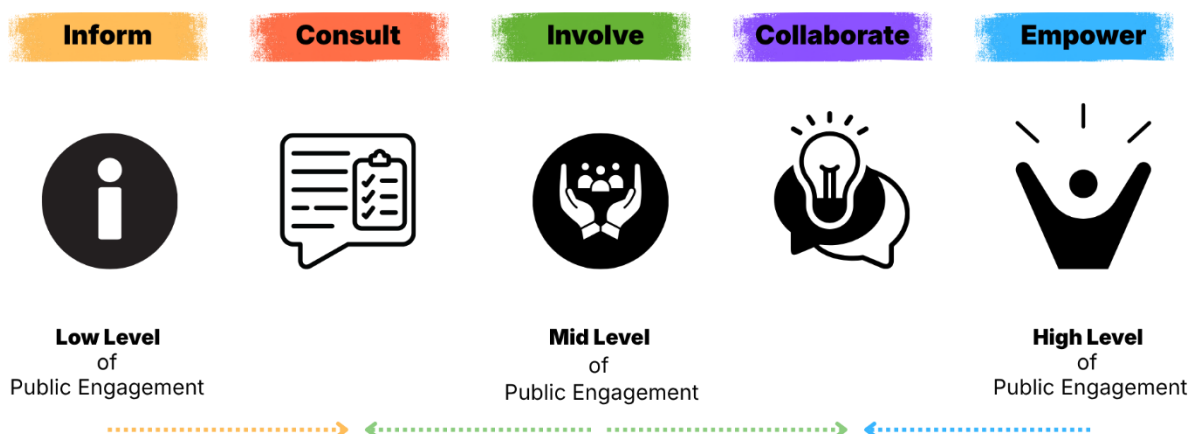


Figure 5: Engagement Plan Procedure

The Public Information Centre (PIC) serves as a platform to present details about the TMP, allowing public and agencies to participate, engage with the project team, and gain insights into transportation system.

This study involves two (2) PIC events to present the results obtained from different phases of the project. As discussed, this study follows Phases 1 and 2 of the MCEA process.

The first round of consultation (i.e., PIC 1) introduced the project, outlined the study process, and presented existing conditions and background information. It also gathered input on transportation challenges and opportunities, helping to validate community perspectives and shape the initial directions and vision of the TMP.

The second round of consultation presented the findings from traffic operations and safety analyses, along with opportunities for active transportation and network improvements, as well as high-level implementation planning and associated costs. Recommendations addressed roadway upgrades, intersection enhancements, truck detour study, and expansion of active transportation facilities. Feedback from this session informed the refinement of the preferred solutions and preparation of the final TMP report.

The following key stakeholders and community members were informed and engaged as part of the study:

- Wellington County
- Neighbouring municipalities
- Ontario Ministry of the Environment, Conservation and Parks (MECP)
- Indigenous Communities
- Grand River Conservation Authority (GRCA)
- Credit Valley Conservation (CVC)
- Elora Cataract Trailway Association (ECTA) and Hillsburgh Snow Roamers (HSR)
- Wellington-Dufferin-Guelph Public Health, and
- Local residents

Comments received from stakeholders, agencies, Indigenous Communities, and members of the public were instrumental in shaping a TMP that is relevant, well understood, and broadly supported. [Section 3](#) of this document summarizes the outcomes of the first and second PICs, as well as engagement activities undertaken with stakeholders and the public throughout the study.