



Corporation of the County of Wellington

Police Services Board

Minutes

May 10, 2023

County Administration Centre

Guthrie Room

Present:	Warden Andy Lennox Councillor Earl Campbell (Chair) Allan Alls (Vice-Chair) Ron Faulkner Walter Trachsel
Also Present:	Councillor Jeff Duncan Councillor Steve O'Neill Acting Inspector Stephen Thomas, Detachment Commander Mike Ashley, Sergeant Ron Smith, Staff Sergeant Corrie Trewartha, Acting Staff Sergeant
Staff:	Jennifer Adams, County Clerk Eleanor Ciceri, Information Management Student Ken DeHart, County Treasurer Don Kudo, County Engineer Kelly-Ann Wingate, Purchasing and Risk Analyst Scott Wilson, Board Secretary

1. Call to Order

At 9:00 am, the Chair called the meeting to order.

2. Declaration of Pecuniary Interest

There were no declarations of pecuniary interest.

3. Minutes for Approval

1/4/23

Moved by: Allan Alls

Seconded by: Ron Faulkner

That the minutes of the April 12, 2023 meeting of the Wellington County Police Services Board be adopted.

Carried

4. Delegation:

4.1 Wellington Recovery Group Association

2/4/23

Moved by: Walter Trachsel

Seconded by: Allan Alls

That the presentation by Terry Reeves, Compliance Officer, Wellington Recovery Group Association be received for information.

Carried

5. Financial Statements as of April 30, 2023

3/4/23

Moved by: Ron Faulkner

Seconded by: Warden Lennox

That the Financial Statements as of April 30, 2023 be approved.

Carried

6. Detachment Commander's Report - April 2023

4/4/23

Moved by: Allan Alls

Seconded by: Warden Lennox

That the Detachment Commander's Report for April 30, 2023 be received for information.

Carried

7. Township of Puslinch Council Resolution - Lake Road Construction

5/4/23

Moved by: Walter Trachsel

Seconded by: Allan Alls

That the correspondence from the Township of Puslinch regarding resolution 2023-123 (Lake Road Construction Project Details and Speed Limit Changes) dated April 25, 2023 be received for information.

Carried

8. Parking By-law

6/4/23

Moved by: Ron Faulkner

Seconded by: Walter Trachsel

That Parking By-law 5000-05 be repealed and replaced with By-law 6000-23; and

That the Set Fines be increased and filed with the Ministry of the Attorney General.

Carried

9. April 2023 Parking Ticket Report

7/4/23

Moved by: Allan Alls

Seconded by: Warden Lennox

That the April 2023 Parking Ticket Report be received for information.

Carried

10. April 2023 False Alarm Revenue Report

8/4/23

Moved by: Walter Trachsel

Seconded by: Ron Faulkner

That the April 2023 False Alarm Revenue Report be received for information.

Carried

11. OAPSB 2023 Conference Corporate Sponsorship Package

9/4/23

Moved by: Allan Alls

Seconded by: Warden Lennox

That the Board provide sponsorship in the amount of \$1000 for the Ontario Association of Police Services Boards 2023 Spring Conference and AGM.

Carried

12. Adjournment

At 10:34 am, the Chair adjourned the meeting until June 14, 2023 or at the call of the Chair.

Earl Campbell
Chair
Police Services Board

**Delegation to the May 11th, 2023 meeting
of the Wellington County Police Services Board**

Purpose: To reaffirm the partnership between the Wellington Recover Group Association and the County of Wellington and the County of Wellington Police Services Board

The Wellington Recovery Group Association is a locally owned and board operated corporation operating within Wellington County since 1994. The Wellington Recovery Group Association is an independent group, incorporated in 2012. It provides our singular customer, the Wellington County Police Services Board, a single source phone number and dispatch service for fair and equitable distribution of towing and recovery service county wide for Police and emergency services.

The Wellington Recovery Group Association's sole purpose is to operate a single phone number dispatch service at no cost to the county, the Police services board and the contract police service.

The entire cost of operating both the county wide single number dispatch service and operating the corporation is covered by the Wellington Recovery Group Association's membership/owners.

This very effectively creates a wellington County Tow Zone with the City of Guelph exempted. The City of Guelph has their own tow zone and associated program.

The benefits of this partnership are varied and very valuable to our community.

There are many positive outcomes for all stakeholders. Listed below are a variety of perspectives which support this:

Operating the Wellington Recovery Group Association over a long period of time has made it possible for the members to take part in professional training far beyond the normal throughout Ontario.

It has also allowed our corporation to make very sizeable donations to local hospitals; Palmerston, Mount Forest, Groves Memorial, and Guelph General hospital. We have also made donations to other local charities and are committed to continue that giving.

The citizens of the County can expect fair and honest treatment from local responders when their vehicle is towed. Through an internal review of complaints with the O.P.P. traffic sergeant present at quarterly board meetings, and with letters of charter in our articles of incorporation, together with the association's membership combined social conscience and community commitment, we have had the County's best interest in mind for almost 29 years.

The citizens can reasonably expect their crashed car to be kept housed locally while they proceed through the insurance process, post-accident; something most communities in Ontario don't share unfortunately.

Our partner in the community of the County of Wellington and the County of Wellington's Police Services board has made much of what we do purposeful; mostly through the county wide anti-solicitation by-law, meant for the protection of the interests of the community at large.

Our County's citizens are not bothered by any number of 'wreck chasers' and 'vultures' when they are most vulnerable after a dramatic crash. We are fully invested in the County's anti-solicitation by-law that protects against chasers at the scene or within 200 meters of an accident scene.

Our association operates a dispatch system that ensures a timely response 24/7 of known and fully vetted towing and recovery resources to a given scene and at an officer's request. The officer knows who to expect and when.

The Wellington County O.P.P. Contracted Police Service has one phone number to call for service. The service is entirely cost free to the County and in fact has saved the Wellington County O.P.P. Contracted Police Service 221,390 minutes of dispatching time since the 2006 inception of the current practice of a single number some 17 years and 4 months ago. Valuable time resources are also realized at the administration level and at the roadside officer level.

The Wellington Recovery Group Association is looking to be a model community partner:

- We are about fair distribution of calls to qualified professionals and firms
- We represent good community minded people with good character and tremendous self governance and audit
- Auditable specifications of operations, equipment and insurance, as well as human resources have always been available to the Wellington County O.P.P. Contract Police Service
- Quarterly meetings at the county police building in Aboyne always have a police invitation and we would gladly invite a county representative when and if the county council deems it appropriate
- The Wellington Recovery Group Association is progressive, open to adapt, and receptive to new ideas and concepts as the County grows



**County of Wellington O.P.P.
Police Services Board Report**

April 2023

Detachment Commander:
Inspector Steve Thomas

From the Detachment Commander

In last month's report I mentioned how we were all looking forward to spring. Well, April not only gave us some spring weather but also a taste of summer. Hopefully, everyone was able to get out and enjoy the sunshine and warmth that week before we went back to our regular Ontario spring weather. The warmer weather definitely serves as a reminder that summer is on its way and will be here before we know it.

As we look forward to the summer months, we are continuing to prepare for the many festivals, events, and other activities that are scheduled to take place throughout the County of Wellington. We will start to see more traffic on our roadways, more visitors to our beautiful towns and more people enjoying the waterways. Our officers will continue to use proactive patrols, enforcement, and education as we work to make our communities as safe as possible.

We are always looking for ways to engage with our community members to provide information about crime prevention and to promote safety initiatives. For example, as of the end of April our youth resiliency officer has been able to attend every parochial school in Wellington County. While we would be unable to reach this community through our typical social media channels, PC Hickey was able to speak to students and parents about bicycle safety, road safety, and many other important topics. Also, while on the topic of youth, I just wanted to provide an update on the Youth Advisory Council's initiative they presented last month. Since their presentation they have been able to meet with the mental health leads from both school boards to discuss their poster initiative. It is encouraging to see these youth moving forward with an amazing idea that could have a very positive impact on their community.

With summer on the horizon, we know there will be more traveling, more backyard campfires, and barbeques and all the fun activities that come along with summer. As always, I would like to remind everyone to please, never drive while impaired. Always make arrangements for a safe way to get home if you are planning on going out. If you are out enjoying a day on one of our lakes, make sure you are wearing a life jacket and again, never operate any type of watercraft while impaired. Let's all work together to make this summer a safe one here in the County of Wellington.



Inspector Steve Thomas
519-846-5930

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Crime

Crime Unit

Supervisor: Detective Sergeant Jennifer Foley

In April 2023 members of the Wellington County Crime Unit assisted with two separate assault investigations where charges were laid. Detectives conducted interviews with victims and witnesses, canvassed residents to locate additional witnesses, and seized video surveillance.

A 31-year-old female was charged with Assault Causing Bodily Harm, Uttering Threats and Fail to Comply with Probation in relation to an incident in Mount Forest.

A 35-year-old male was charged with Aggravated Assault and Fail to Comply with Probation and a 23-year-old male was charged with Aggravated Assault, Assault and Fail to Comply with Probation in relation to an altercation in Guelph-Eramosa Township.

In April 2023, the Wellington County Crime Unit concluded several cybercrime investigations involving non-consensual distribution of intimate images, distribution of child pornography and uttering threats, and counselling to commit suicide. In two investigations, it was revealed that the young persons reporting the incidents, had created false social media accounts to fabricate the reported crimes. Public Mischief is a criminal offence committed when there is a deliberate intent to mislead the police, such as making a false statement to police accusing someone else of a crime or reporting a crime that has not been committed.

In April 2023, Detective Constable Heidi Pautsch and Auxiliary Officer A/Insp Brad Hull gave a presentation on fraud prevention to the Police Services Board. This is a part of the OPP's continued efforts to educate the public to prevent residents of Wellington County becoming victim to scams.

Community Street Crime Unit

Supervisor: Acting Detective Sergeant Adam McGough

In April 2023, members of the Wellington County Community Street Crime Unit were busy in their efforts to disrupt and dismantle those who perpetrate drug and property crime in Wellington County.

On April 26, 2023, members executed a Criminal Code search warrant at the property in South Wellington and recovered stolen property, valued at \$3,300.

Members of CSCU also assisted Brant-Oxford CSCU with the execution of two search warrants on April 21, 2023. Stolen property including a large stolen trailer were located and seized as evidence.

On April 7, 2023, Wellington CSCU executed a Controlled Drugs and Substances Act warrant in Puslinch. Members located cocaine, psilocybin, and suspected heroin. This was the conclusion of a multiple month investigation into a prolific drug trafficker.

At the conclusion of April, DC G. KALCSICS completed his temporary secondment into the unit. KALCSICS gained valuable experience and participated fully in investigations. KALCSICS did a fantastic job, and we look forward to him competing for a CSCU position in the future.

All Wellington CSCU members attended a two-day requalification in April for Warrant Execution. All members remain qualified in this highly technical skillset.

Traffic

Traffic Management Unit

Supervisor: Sergeant Mike Ashley

Black Cat Speed Monitoring Devices

Location	Community Initiated	Study Length	Number of Vehicles	Recommended Enhanced Enforcement	Posted Speed Limit	85 th Percentile	Collision History (5 years)
Wellington 124 Erin Township	No	1 week	4,371	Yes	60	75	7
Beaty Line Fergus	No	1 week	14,413	No	50	39	7
Sligo Road Mount Forest	No	1 week	11,768	Yes	50	67	0
Queen Street Mount Forest	No	1 week	2,631	No	50	62	0

The Black Cats were deployed to four different locations throughout the County for week-long traffic studies.

A.L.P.R. Cruiser

The A.L.P.R. cruiser is currently being utilized daily in Wellington County. All OPP cruisers are being outfitted with In Car Cameras (ICCs). These ICCs are for improved transparency but also function as front mounted ALPRs.

Traffic Complaints

The previous Traffic Complaint list has been streamlined and now includes data from the above-mentioned Black Cats. TMU is conducting Traffic Blitz' in complaint areas to target specific complaints.

Community Events

The TMU is hosting a joint Wellington OPP/Guelph Police Service three-day course for Commercial Motor Vehicles from May 3rd to 5th. This will be followed by a CMV blitz on the border of Guelph and Wellington.

A CMV blitz was planned for May 25th in Erin Township but will have to be moved to a different location due to construction plans. MTO, MFO, OPP, as well as Halton, Guelph, and York police are planning to attend in a Wellington County location, TBD.

Community Response

Community Response Unit

Supervisor: Sergeant James MacKenzie

April was a busy month and CSS was engaged in several community events. Drayton Farm Show, Indigenous Gathering Circle and the 50th Anniversary of the Alma Women's Institute amongst others, it was nice to be involved with our community partners again.

CSS is always all hands-on deck assisting frontline and the traffic unit. Making progress on the outstanding Warrants and conducting compliance checks.

With the weather finally turning into spring, CSS have been on ATV and bicycle patrols. There have been lots of question especially regarding ATV's and CSS was happy to educate many people.

IMPACT (Integrated Mobile Police and Crisis Team)

March 2023

Individuals Served	Requests for Service	Live Calls with Police	Calls Diverted from Hospital
64	76	36	90.2%

Auxiliary Unit

Unit Commander: Auxiliary Staff Sergeant J. SWAN

Liaison: Provincial Constable Kyle Draves

The unit had several training sessions throughout the month of April. The unit has all completed their annual defensive tactics and firearms training. Auxiliary Sergeant Heather UNWIN arranged for PC Tracey LACARTE to come talk to the unit about her role with the West Region Provincial Liaison Team. She shared with us how the unit works and its ongoing role both within the province as well as with incidents within Wellington County. Our April training also included reviews of driving marked police vehicles and legal coverage for Auxiliary members.

The unit participated in a food drive supporting the Centre Wellington Food Bank at Freshco in Fergus. We had a number of positive interactions with the public as well as with food bank volunteers. Two van loads of food were collected along with approximately \$1,100 in cash donations. In addition, we had an auxiliary member assist at the Drayton Farm Show with the OPP display.

Auxiliary Acting Inspector Brad HULL has been busy throughout March and April doing presentations about Fraud Prevention throughout the county. In addition to the presentation with the Police Services Board, Brad has also completed (or has scheduled) presentations in Mount Forest, Erin, Guelph-Eramosa, Alma, and the Village by the Arboretum in Guelph (with permission from the City of Guelph).

In personnel news, a long time Auxiliary member announced his retirement this month. Auxiliary Constable George PRESTAYA served 19 years with the Auxiliary Program in Wellington County. He is well known both among Regular members as well as community members through his contribution both to patrol and community events. His contributions to the unit will be missed. I am pleased to welcome Auxiliary Constable Brooke DROST to the unit. She finished her training in mid-April.

Safe Communities Wellington County

The Drop the Labels Presentation Series was launched with four sessions happening across Wellington County at the Wellington County Grove Hubs and at the Puslinch Library. Twenty-two youth participated in the Healthy Boundaries and Power of Language presentation. Safe Communities Wellington County partnered with Wellington County OPP to participate in the Drayton Farm Show in the middle of April, focusing on poison prevention and other injury prevention initiatives. Over three hundred people visited the booth throughout the two days.

Crime Stoppers

Sarah Bowers-Peter, Program Coordinator CSGW

Starting this month's report with a call for volunteers. The program has lost three members in recent months due to employment shifts therefore the Board sits at 10 members. Anyone with a link to an individual who has interest in joining Crime Stoppers is encouraged to direct them to the website: www.csgw.tips

April has been a month of connection with meetings and engagement. Not only has Crime Stoppers Guelph Wellington (CSGW) resumed the annual Mulch Sales (May 6 – Guelph, May 13 – Mount Forest) but there has been ongoing support for Fraud Talk and interest in booking 5 Tips, 5 Ideas, 5 Signs for Cyber Safety and Human Trafficking awareness.

CSGW is hosting the annual Ontario Association of Crime Stoppers annual conference on June 2, 2023. This is the first in person conference since 2019. An exceptionally large endeavor that takes up considerable time and effort for staff and Board members. This coincides with the 35th anniversary of CSGW.

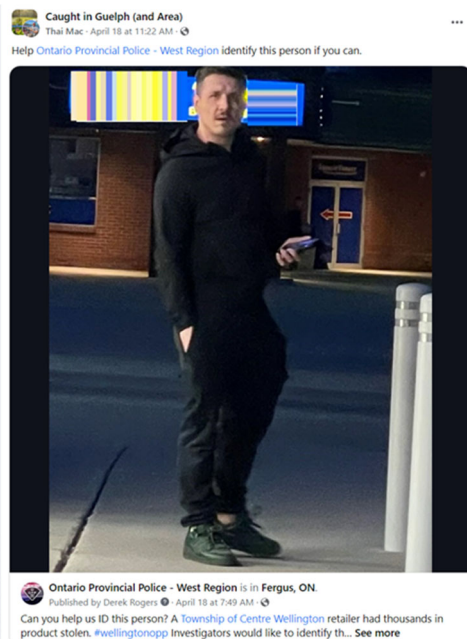
CSGW is also preparing to announce a relaunch of the highly visible road sign campaign. With signs throughout the city and county in varying stages of repair, the decision was made to swap out tired signs with a new, bold brand. This will be announced for a May delivery.

Media

Provincial Constable Josh Cunningham

Provincial Constable Jacob Unger

April was a busy month for the media office. We continued to deliver many fraud presentations. We were also able to speak to the Mapleton Chamber of Commerce and the Centre Wellington Chamber of Commerce about frauds affecting businesses and to provide some information about robbery prevention and property security measures. We were also able to use social media posts to identify three different suspects that engaged in separate incidents that had happened over the last month. The Drayton Farm Show was a wonderful way to start what will be a busy next few months. We are busy getting ready for the Fergus Home Show and Emergency Preparedness Week and many other upcoming events and we look forward to seeing everyone there.

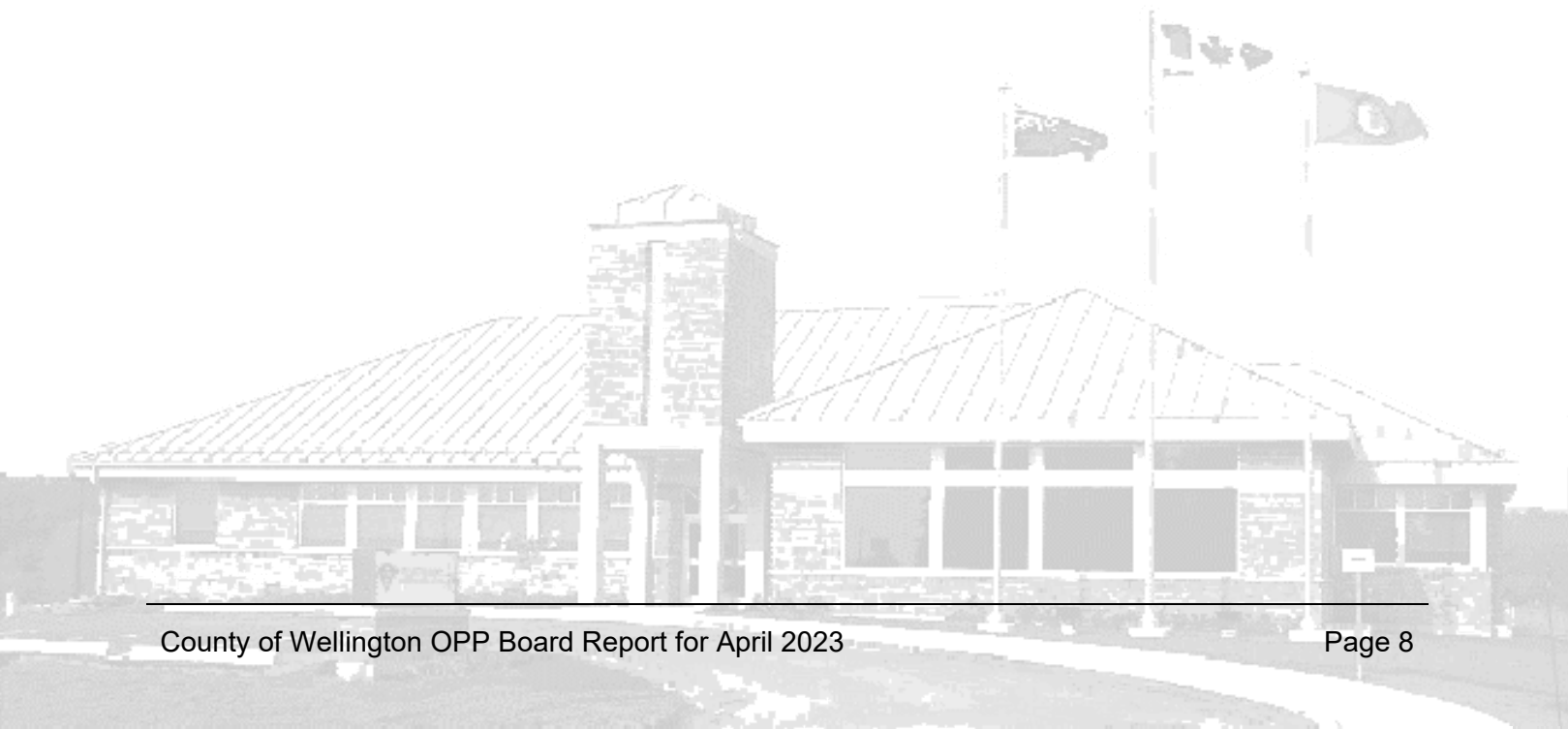


Court

Supervisor: A/Sergeant Mike DeBoer

The Court Bureau and Detachment Command have recently re-evaluated some case management workload issues and reassigned some court duties to administrative staff to assist, creating operational efficiencies within the unit.

Court staff and selected administrative personnel are currently conducting digital evidence management training for evidence handling and disclosure.



Personnel & Acknowledgements

On April 5th, 2023, Inspector Steve Thomas received his Kings Commission from the Honourable Elizabeth Dowdeswell, Lieutenant Governor of Ontario. Pictured with Her Honour and Inspector Thomas is OPP Commissioner Carrique.



Statistics Summary

Calls for Service

Year to date calls for service have increased 23% over the same period last year with March 2023 showing a 29% increase over March 2022 and April 2023 currently showing a 11% increase over April 2022.

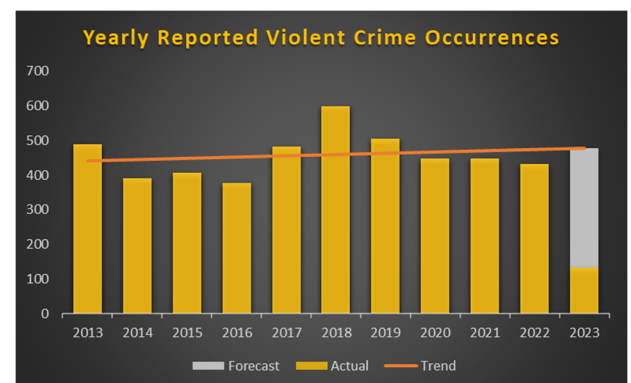
At this time, it is still projected that annual calls for service may decrease over 2022.



Violent Crime

Violent Crime appears that it may again trend lower since 2018, however a projected increase in violent crime for over last year is anticipated.

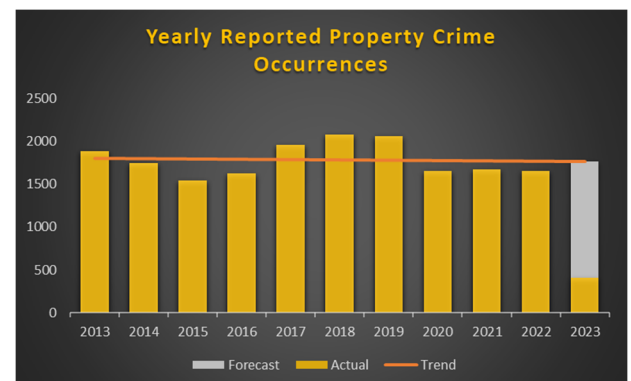
Year to date violent crime has increased 17% over the same period last year with March 2023 showing a 39% increase over March 2022 and April 2023 currently showing a 10% increase over April 2022.



Property Crime

Property Crime appears that it may again trend lower since 2018, however a projected increase is anticipated over last year.

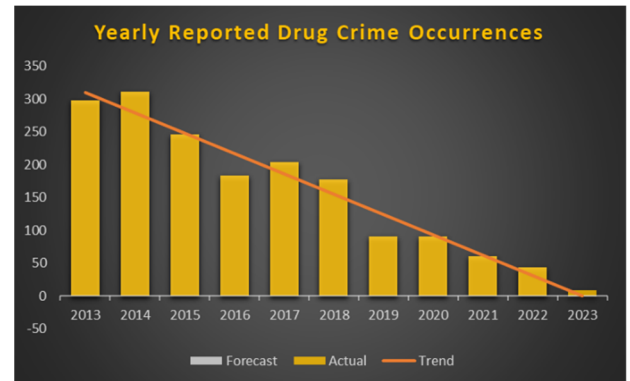
Year to date property crime has decreased 22% over the same period last year with March 2023 showing a 21% decrease over March 2022 and April 2023 currently showing a 34% decrease over April 2022.



Drug Crime *

Drug Crime continues to trend lower than previous years. The current trend continues to follow 2022 with a decrease in 2023 over 2022 anticipated.

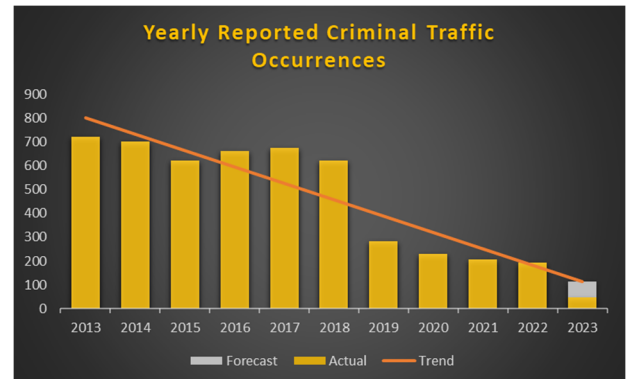
Year to date drug occurrences have decreased by 69% over the same period last year with March 2023 showing a 25% decrease over March 2022 and April 2023 currently showing a 60% decrease over April 2022.



Criminal Traffic Offences

Criminal Traffic occurrences continue to trend lower. The current trend appears to follow the 2022 results and a decrease over 2022 is anticipated.

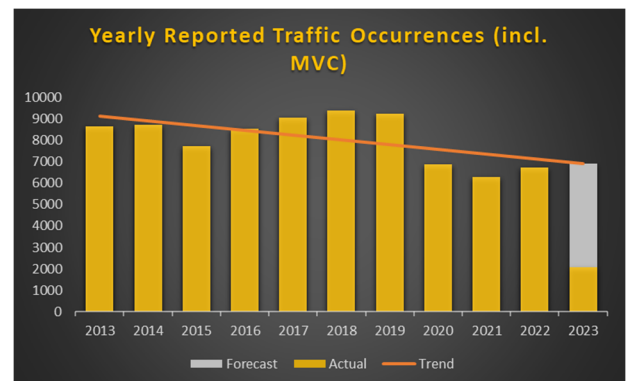
Year to date criminal traffic occurrences have decreased by 21% over the same period last year with March 2023 showing a 10% increase over March 2022 and April 2023 currently showing a 30% decrease over April 2022.



Traffic Related Occurrences

Although reductions were observed in traffic occurrences in previous years an increase in 2022 was realized. An increase is again forecast in 2023.

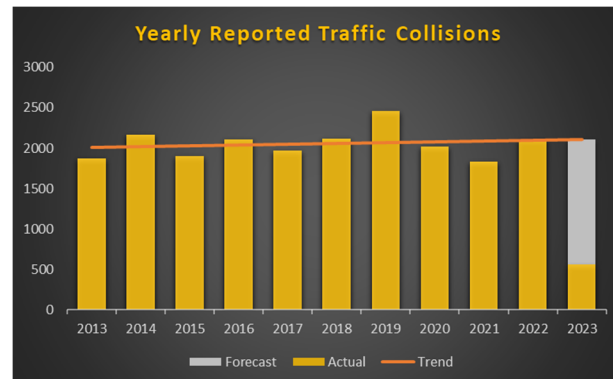
Year to date traffic occurrences have increased 5% over the same period last year with March 2023 showing a 28% increase in occurrences over March 2022 and April 2023 currently showing a 1% decrease over April 2022.



Motor Vehicle Collisions

Reductions in vehicle collisions were enjoyed during 2020 and 2021 however an increase in 2022 was observed. It is forecast that collisions will remain at 2022 levels in 2023.

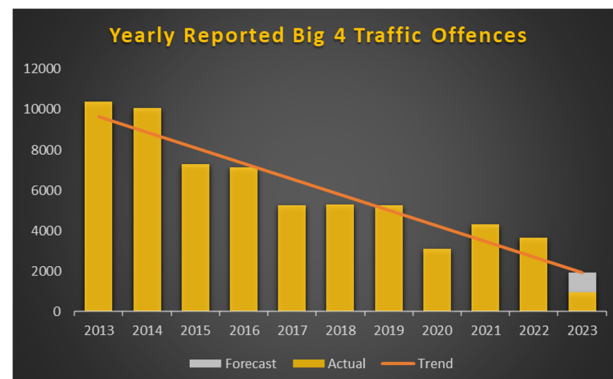
Year to date collisions have decreased 26% over the same period last year with March 2023 showing a 12% decrease in collisions over March 2022 and April 2023 currently showing a 16% decrease over April 2022.



Big 4 Traffic *(Impaired Operation – Distracted Driving – Seatbelts – Speeding)*

Statistically, a decrease in Big 4 Traffic Offences is anticipated.

Year to date Big 4 offences have increased 24% over the same period last year with March 2023 showing a 19% decrease in offences over March 2022. Data for April 2023 was unavailable at the time of this report.



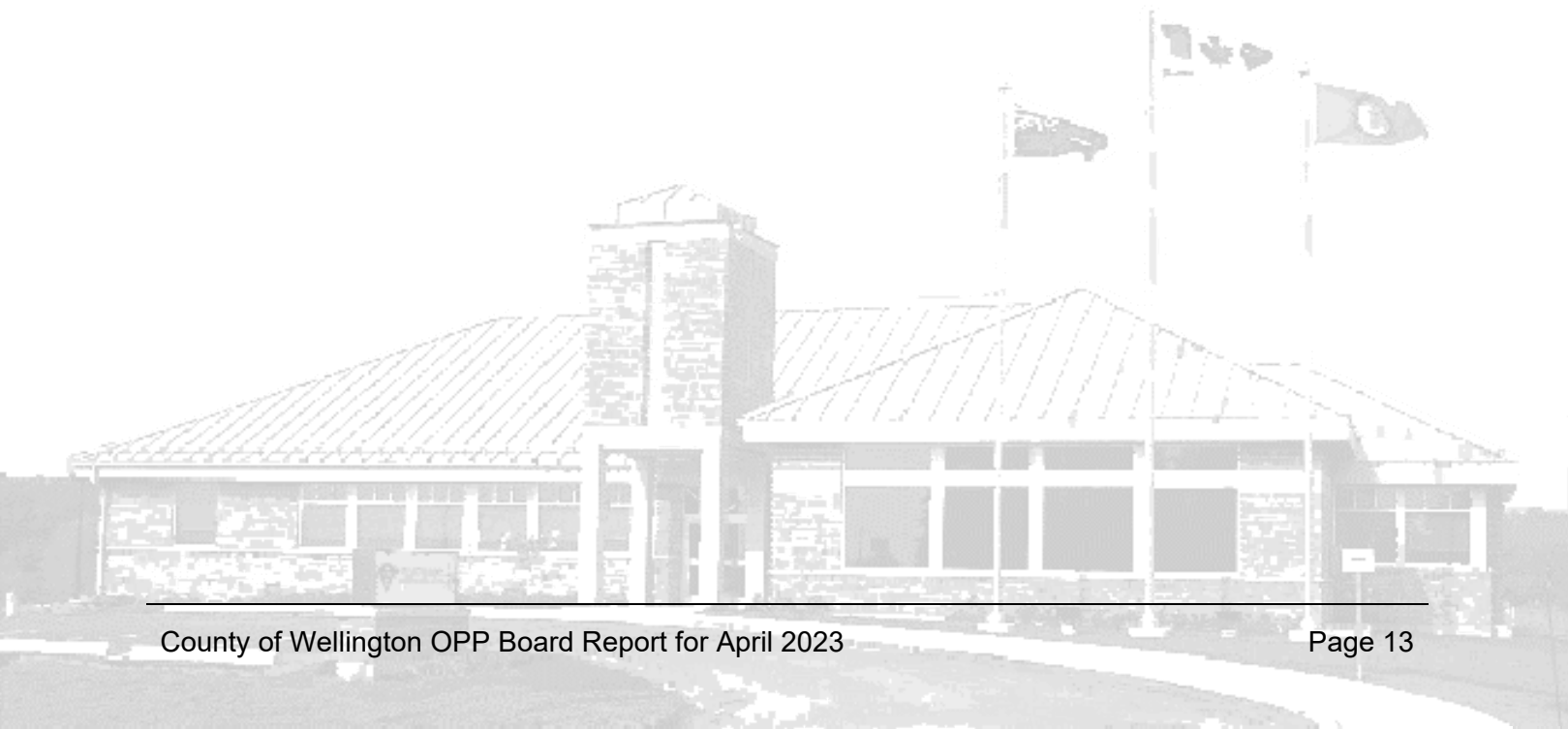
All statistics, graphs and maps are based upon preliminary information supplied by reporting parties and may not have been verified. Preliminary crime classifications may be changed at a later date based upon additional investigation and the possibility of mechanical or human error. There is no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. The data provided is unreliable for comparison purposes over time, or for any other reason. The Ontario Provincial Police explicitly disclaim any representation or warranty, including, without limitation, any merchantability or fitness for a particular purpose. Further, the Ontario Provincial Police shall assume no liability for any errors, omissions, or inaccuracies in the information provided, regardless of how caused. The Ontario Provincial Police will not be responsible for the use of, or the results obtained from the use of this information. The Ontario Provincial Police shall assume no liability for any decision, action or deferral by anyone made in reliance of any information or data provided. All data visualizations on maps are considered approximate and attempts to derive specific addresses are prohibited.

Report Summary

Spring 2023 just started, and Wellington County OPP has been flooded with event and festival notifications from multiple organizations across the County. We look forward to these opportunities to meet directly with members of the public to answer questions, provide education and to continue to develop partnerships within the community.

Wellington County OPP held fraud presentations across the County to educate and inform vulnerable members of the community about various frauds and schemes being used to extract money and personal information from victims. We focused our presentations on senior members of the community as they seem to be the primary target of these fraudsters. Through education and word of mouth hopefully we can get the message across to everyone. Hang up the phone, block the phone number when possible and report these scams to police if you have suffered monetary loss or have given out personal information such as your SIN Number or credit card number. You can also contact the Canadian Anti-Fraud Centre at 1-888-495-8501 or via their website <https://www.antifraudcentre-centreantifraude.ca/index-eng.htm>.

Let's have a fantastic and safe spring. Enjoy the sunshine between the rain.



Contacts

In an emergency DIAL 911

You can also call
1 888 310 1122
1 888 310 1133 (TTY)
Anywhere in Ontario, 24-hour toll free

Non-emergency calls

Please call
1 888 310 1122
1 888 310 1133 (TTY)
Anywhere in Ontario, 24-hour toll free

County of Wellington OPP Detachments

Centre Wellington Operations Centre

371 Charles Allan Way,
Fergus, ON N1M 2W3
Non-Emergency 519-846-5930
Fax 519-846-5460

South Wellington Operations Centre

5145 Wellington Road 27,
Rockwood, ON N0B 2K0
Non-Emergency 519-856-1506
Fax 519-846-2327

North Wellington Operations Centre

6725 Wellington Road 109,
Palmerston, ON N0G 2P0
Non-Emergency 519-343-5770
Fax 519-343-5780

OPP General Headquarters

Ontario Provincial Police

General Headquarters
Lincoln M. Alexander Building
777 Memorial Avenue
Orillia, ON
L3V 7V3

General inquiries: 705 329-6111
8:00 am to 4:00 pm, Monday to Friday



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Jennifer Adams
County Clerk
74 Woolwich St,
Guelph, ON N1H 3T9
VIA EMAIL:
jennifera@wellington.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

April 25, 2023

RE: 10.1 County of Wellington Response to Township Council Resolution regarding Lake Road Reconstruction and Project Details and Speed Limit Changes

Please be advised that Township of Puslinch Council, at its meeting held on April 12, 2023 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2023-123: Moved by Councillor Sepulis and
Seconded by Councillor Goyda

That Council receives the correspondence item 10.1 regarding the County of Wellington Response to Township Council Resolution regarding Lake Road Reconstruction and Project Details and Speed Limit Changes; and

That Council direct staff to resubmit the Council resolution from the March 1, 2023 meeting to the County Roads Committee for consideration at the September 2023 Committee meeting; and

That Council direct staff to request clarification from the Police Service Board regarding how speed changes and enforcement will take place.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Municipal Clerk



COUNTY OF WELLINGTON

OFFICE OF THE COUNTY ENGINEER
ADMINISTRATION CENTRE
T 519.837.2601 x 2280
F 519.837.8138
E donk@wellington.ca

74 WOOLWICH STREET
GUELPH, ONTARIO
N1H 3T9

DON KUDO, P.Eng.
COUNTY ENGINEER

Township of Puslinch
7404 Wellington Road 34
Puslinch ON N0B 2J0

March 22, 2023

To Mayor James Seeley and Township Council

I have received a copy of the correspondence from the Township of Puslinch Council meeting of March 1, 2023 with respect to the County of Wellington - Roads Committee Report - Lake Road Reconstruction (Wellington Road 32, Puslinch) - Project Details and Speed Limit Changes. The following Council resolutions were directed to me for a response:

That Council receives the correspondence item 10.2 County of Wellington - Roads Committee Report - Lake Road Reconstruction (Wellington Road 32, Puslinch, - Project Details and Speed Limit Changes for information; and

That Council direct staff to request that the County be requested to report to Council prior to approving the speed by-law and comment on the proposal for the addition of a threeway-stop at Travelled Road and Sandy Shore Blvd. and comment on the proposal for a graduated speed option from Townline Road to the residential area; and

That the County consider implementing a pilot program prior to adopting the speed by-law.

In addition to the Council resolutions, questions were forwarded to me from Puslinch staff by email on February 28, 2023:

10.2 Lake Road Reconstruction

- It is noted there will be post construction monitoring regarding the new concrete material, Cematrix. Will there also be post construction monitoring regarding the reptile and amphibian mortality rate? Is there baseline data (perhaps from community experts) to use? Or has the County collected its own data?

- When the project is under construction, what is the plan to ensure trucks are discouraged from using Ellis Road? This was an issue in the past and hopefully we can mitigate issues from happening again.

The Lake Road Reconstruction (Wellington Road 32, Puslinch) - Project Details and Speed Limit Changes report was approved by the Roads Committee and County Council in February, 2023. The report refers to the County's Road Master Action Plan (Road MAP), and the Lake Road assessment and recommendations along with providing project details, public open house comments, project schedule and posted speed limit bylaw changes.

In response to the above noted Council resolutions, the following are my comments:

Proposal for a three way-stop at Travelled Road and Sandy Shore Blvd

All way stop control is not warranted at these locations. The County implements stop control based Ontario Traffic Manual warrants.

Proposal for a graduated speed option from Townline Road to the residential area

A graduated speed option was not recommended in the Road MAP Speed Corridor Review study. The County has adopted the Transportation Association of Canada guidelines to establish posted speed limits throughout the County.

Implementing a pilot program prior to adopting the speed by-law

The implementation of a pilot program was not recommended in the Road MAP Speed Corridor Review study. A bylaw change is required for enforcement of the posted speed limit.

From the questions forwarded from Puslinch staff, the following are my responses:

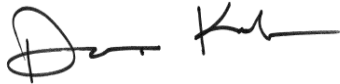
Will there also be post construction monitoring regarding the reptile and amphibian mortality rate? Is there baseline data (perhaps from community experts) to use? Or has the County collected its own data?

The County's ecological consultant completed a turtle habitat assessment for the project. The assessment provided data and observations on habitat and wildlife in the project area. The report recommends post construction monitoring and the County will have the consultant provide a follow up report.

What is the plan to ensure trucks are discouraged from using Ellis Road?

For the upcoming construction project, information and detour signs will be posted for traffic control purposes. Traffic including truck traffic will be maintained on Lake Road for the majority of the project duration with only one planned short term full road closure. The full road closure is planned for duration of one month and is expected to have a reduced impact on detoured traffic.

Sincerely,

A handwritten signature in black ink, appearing to read 'Don Kudo', with a stylized, cursive script.

Don Kudo, P. Eng.
County Engineer

Cc: Gregg Davidson - Wellington County Roads Committee Chair

Andy Lennox – Wellington County Warden

Scott Wilson – Wellington County CAO

Joe de Koning – Wellington County Manager of Roads



Don Kudo
County Engineer
County of Wellington
74 Woolwich St,
Guelph, ON
N1H 3T9
VIA EMAIL:
donk@wellington.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

March 10, 2023

RE: 10.2 County of Welling - Roads Committee Report - Lake Road Reconstruction (Wellington Road 32, Puslinch, - Project Details and Speed Limit Changes

Please be advised that Township of Puslinch Council, at its meeting held on March 1, 2023 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2023-071: Moved by Councillor Goyda and
Seconded by Councillor Sepulis

That Council receives the correspondence item 10.2 County of Wellington - Roads Committee Report - Lake Road Reconstruction (Wellington Road 32, Puslinch, - Project Details and Speed Limit Changes for information; and

That Council direct staff to request that the County be requested to report to Council prior to approving the speed by-law and comment on the proposal for the addition of a three-way-stop at Travelled Road and Sandy Shore Blvd. and comment on the proposal for a graduated speed option from Townline Road to the residential area; and

That the County consider implementing a pilot program prior to adopting the speed by-law.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Municipal Clerk



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Don Kudo, P. Eng., County Engineer
Date: Tuesday, February 14, 2023
Subject: **Lake Road Reconstruction (Wellington Road 32, Puslinch) – Project Details and Speed Limit Changes**

Background:

Lake Road (Wellington Road 32) has been a focus of speeding and safety concerns within the local Puslinch community for a number of years. The County's Road Master Action Plan (RMAP) included a review of Lake Road as one of the 27 County road segments assessed in the RMAP's Speed Management Corridor review process. For Lake Road, the study recommended changes to the posted speed limits on this road segment along with recommending a number of road improvements as speed management measures.

Project Details

With the reconstruction of Lake Road scheduled to be completed this construction season, the County has the opportunity to make roadway safety improvements that were recommended in the RMAP and other design changes as follows:

- Improving the current residential area by enhancing the concrete curb and gutter cross section with a narrower road lane width of 3.25 metres
- Eliminating the right turn slip-a-round lane with a reconfigured all way stop tee intersection at the intersection of WR 32 and Concession 2
- Providing a 3.0 metre-wide paved shoulder along the north side of the residential area curbed section to the Puslinch Tract Conservation area north of the intersection of WR 32 and Concession 2
- Installing two pedestrian crossovers (PXO) along this section of road with one located in the residential area and the other located adjacent to the Puslinch Tract Conservation area

Other proposed roadway improvements based on consultant studies and recommendations include:

- Installing eco-passages and exclusion fencing to help reduce reptile and amphibian mortality rates at the wetland sections, resulting in safer and greater movement for wildlife. Road mortality has a direct impact on population size and restricts species movement, which reduces opportunities for feeding and reproduction.
- Introducing an innovative product, Cematrix, that is a lightweight cellular concrete to be used as sub base road material with the intent to extend the life cycle of the road structure. The use of the Cematrix product will be a first for a County road and will be used along the two wetland sections of Lake Road where prominent rutting and pavement fatigue have previously been experienced. The improved road base may allow for the removal of the year round reduced load restriction on Lake Road. Staff will undertake post construction monitoring to determine if a change to the reduced load restriction bylaw for Lake Road is warranted.

Road Master Action Plan

The Road Master Action plan was approved in January, 2022. As part of the RMAP, Speed Management Guidelines were developed for the County. These guidelines provide context for managing speed on County roads including some factors with respect to establishing appropriate posted speed limits as follows:

- uniformity of vehicle speeds increases safety and reduces the risks for vehicle collision
- collision potential is lowest when the difference in operating speed between vehicles in the traffic stream is the smallest
- effectiveness and credibility of the posted speed limit is enhanced by setting speed limits that are safe and reasonable for the roadway environment
- posted speed limits that are set too low result in a significant number of “reasonable” drivers operating illegally, place unnecessary burdens on law enforcement personnel, and lead to a lack of credibility of the posted speed limit

The RMAP Speed Management Guidelines are consistent with the Transportation Association of Canada (TAC) “Canadian Guidelines for Establishing Posted Speed Limits”. The TAC guidelines were adopted by the County in 2012 for setting or adjusting posted speed limits and the RMAP reconfirmed the use of these guidelines. The guidelines consider factors such as road classification, road geometry, conflict points, and pedestrian/cyclist use to establish appropriate posted speed limits.

As previously noted, 27 County road segments including Lake Road, were studied as part of the RMAP Speed Management Corridor review. The corridor review study recommended to adjust the current Lake Road posted speed limit by implementing appropriate speed limit changes to align driver behaviour with the design of the road. The following are the RMAP recommendations for the posted speed limits along this section of Lake Road as detailed in the attached Wellington RMAP – Speed Management Review memo:

- For the westerly portion, increase the posted speed limit from **50 km/h to 70 km/h**
- For the easterly portion that fronts the residential properties, increase the posted speed limit from **50 km/h to 60km/h.**

The RMAP Speed Management Corridor review for Lake Road recommended to change the current 50 km/h posted limit in the easterly residential area to 60 km/h, however, staff is not recommending this change. This would be consistent with the Roads Committee RMAP report of September 14, 2021 where staff did not recommend changing the posted speed limits when the corridor review results were +/- 10km/h of the existing posted speed limit. For the Lake Road Reconstruction project, staff have taken the extra measure of proposing to extend the 50km/h posted speed limit to across the frontage of the Puslinch Tract Conservation area, extending the 3.0 metre-wide paved shoulder and proposing to install an additional PXO at this location.

Proposed Speed Limit Bylaw Changes

Based on the above, in order to implement the posted speed limit changes, revisions to the current Consolidated Speed Limit Bylaw (Bylaw 5536-17) would be required to coincide with the completion of the road reconstruction project.

The proposed bylaw “Schedule C” would be revised for the 50 km/h limit for Wellington Road 32 (Lake Road) as follows:

- **From:** “from a point 610 metres west of the intersection with Concession 2 (Township of Puslinch)”
- **To:** “a point 150 metres north from the intersection with Concession 2 (Township of Puslinch)”

The proposed bylaw “Schedule A” would be revised to add a 70km/h limit for Wellington Road 32 (Lake Road) as follows:

- **From:** “from a point 610 metres west of the intersection with Concession 2 (Township of Puslinch)”
- **To:** “the intersection of Wellington Road 33 (Townline Road)”

Public Open House

Staff held a public open house on November 24th, 2022 as part of the consultation and communication process for the speed management plan and road reconstruction project. Proposed changes to the roadway and the posted speed limits were presented. The open house was well attended with approximately 60 attendees. Comments from the public were supportive of the improvements to the east end of the project where the 50km/h speed limit is proposed to remain and be extended but most comments were not in favour to increase the speed limit to 70km/h proposed west of the residential area. Attached to the report are the comment sheets received. Comments were also received directly on the Open House presentation map. Images of the map and comments provided are also attached.

Project Schedule

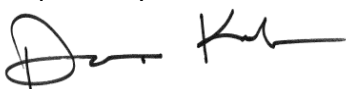
The Lake Road reconstruction project is proposed to be tendered in March, 2023 with award of the construction tender in April, 2023. The project construction is planned to commence in May, 2023 with the estimated completion of the work in September, 2023. Traffic will be maintained during construction with a full road closure needed for approximately one month this summer to complete a portion of the project work. Changes to the Consolidated Speed Limit Bylaw would be proposed to the Roads Committee for approval to coincide with the completion of the project.

Recommendation:

That the Lake Road Reconstruction (Wellington Road 32, Puslinch) – Project Details and Speed Limit Changes report be received for information;

And that staff be directed to take appropriate action, as outlined in the staff report, to revise the Consolidated Speed Limit Bylaw and signage on Wellington Road 32 to coincide with the completion of the Lake Road Reconstruction project.

Respectfully submitted,



Don Kudo, P. Eng.
County Engineer

Attachments: Memo - Wellington RMAP – Speed Management Reviews - August 10, 2021 Lake Rd
WR32 Open House Comments
WR32 Open House Notes Maps (1 to 4)

3.13 Wellington Road 32 (Lake Road) from Wellington Road 33 (Townline Road) to Concession 2

3.13.1 Corridor Context

- Rural cross-section, with paved/gravel shoulders, no streetlights or sidewalks
- Rural land uses, with limited properties taking access to or fronting the corridor, except for approximately a dozen properties on the north side of the corridor closer to the east limits of the corridor
- There is an MTO Park and Ride towards the west end of the corridor.

3.13.2 Public Feedback

Through the Social Pinpoint exercise, we received the following feedback from the public:

- *"Lake Road is frequently used by fully loaded transport trucks as an alternative to 401. They do not adhere to the 50 speed limit."*
- *"Not many who drive thru this area adhere to the speed limits. When I'm going slightly over the limit, people are often right on my bumper."*
- *"Speed is an issue and law enforcement have continuously attempted to conduct traffic initiatives. shoulders are too narrow and steep."*
- *"A 3 way stop sign would really help with traffic issues at where this road intersects with Lake Road allowing for safe exit from Old Marina to Lake Road. It will also greatly help slow down speeders who constantly go well over the 50km speed limit if they actually are forced to come to a complete stop here."*

3.13.3 Traffic Data

The following traffic data was collected and used as part of the speed management analysis:

Wellington Road 32 between Seifert Driver and Butler Avenue

- Data Collection Dates: 2019-07-02
- Collected By: Wellington County
- 6,907 vehicles per day.
- Posted Speed Limit = 50 km/h
- Average Speed = 62 km/h
- 85th Percentile = 70 km/h
- 95th Percentile = 77 km/h.

Wellington Road 32 at Wellington Road 33

- Data Collection Dates: 2020-11-02 to 2020-11-04
- Collected By: OPP
- 11,849 vehicles recorded over two days (average 5,925 vehicles per day)
- Posted Speed Limit = 50 km/h
- Average Speed = 63 km/h
- 85th Percentile = 72 km/h
- 95th Percentile = 80 km/h
- Six collisions in the last 10 years, two collisions in the last three years.

3.13.4 Problem Statements

- Average and 85th Percentile speeds are measured to be much higher than the posted speed limit of 50 km/h
- No amenities for pedestrians.

3.13.5 Posted Speed Limit Review

The TAC Canadian Guidelines for Establishing Posted Speed Limits was used to conduct a speed management review on each corridor segment. The following were the results.

Wellington Road 32 from Wellington Road 33 to Concession 2

- Consider as a Major Rural Arterial Road with one lane per direction
 - Horizontal Geometry = Medium Risk
 - Vertical Geometry = Lower Risk
 - Average Lane Width = Medium Risk
 - Roadside Hazards = Medium Risk
 - Pedestrian Exposure = Higher Risk
 - Cyclist Exposure = Higher Risk
 - Pavement Surface = Lower Risk
 - One signalized intersections
 - Four side-street STOP controlled intersections
 - 24 driveway accesses
 - On-Street Parking = Lower Risk.

Current Posted Speed Limit = 50 km/h

TAC Recommended Posted Speed Limit = 70 km/h

- If considered as a Major Urban Arterial Road with 1 lane per direction.

TAC Recommended Posted Speed Limit = 60 km/h

Described options and their specific relevance or context in this segment:

- **Regulatory Modifications** – Implementing segment-appropriate speed limit changes align the driver behaviour with the design of the road. Consistent design results in less variation in driver behaviour which makes the expectations of all users more homogenous. Less variation in behaviour makes for greater predictability and makes the environment safer for all users. Viable option.
- **Geometric Modifications** – Controlling the speed of vehicles can be achieved by aligning the design of the road with the desired posted speed. This can be an expensive undertaking over long corridors with varied environments. Viable but expensive option, and should be targeted along some portions of the road rather than the entire corridor.
- **Education / Enforcement** – Consistent enforcement/police presence over this length of roadway a cost and resource issue. Over long sections of road, intense enforcement is typically not viable, infrequent enforcement not effective.
- **Do Nothing** – Two segments, notable speeding issues. Doing nothing is not an option.

The posted speed limit recommendations take into account the TAC recommended posted speed limit but do consider other factors such as changes to the surrounding land uses and changes to the road cross-section. As a result, the actual posted speed limit recommendation may not fully align with the TAC recommended speed limit. The following recommendations with regard to the posted speed limits for this corridor:

- For the more-westerly portion, increase the posted speed limit from **50 km/h to 70 km/h**
- For the easterly portion that is fronting the single-family properties, increase the posted speed limit from **50 km/h to 60 km/h**.

Figure 26 and **Figure 27** shows the existing and recommended posted speed limits on Wellington Road 32 between Wellington Road 33 and Concession 2, respectively.

Regardless of whether the recommendations related to the posted speed limit are endorsed, the speed management action plan along the corridor should also include the following improvements:

- In the short-term, consider the need for a **pedestrian crossover (PXO)** on Wellington Road 32 near McClintock Drive/Butler Avenue
- In the long-term, reconstruct the easterly portion of the corridor to an **urban cross-section**, which would include curbs and gutter, a multi-use pathway on the south side of the corridor as well as street lighting.

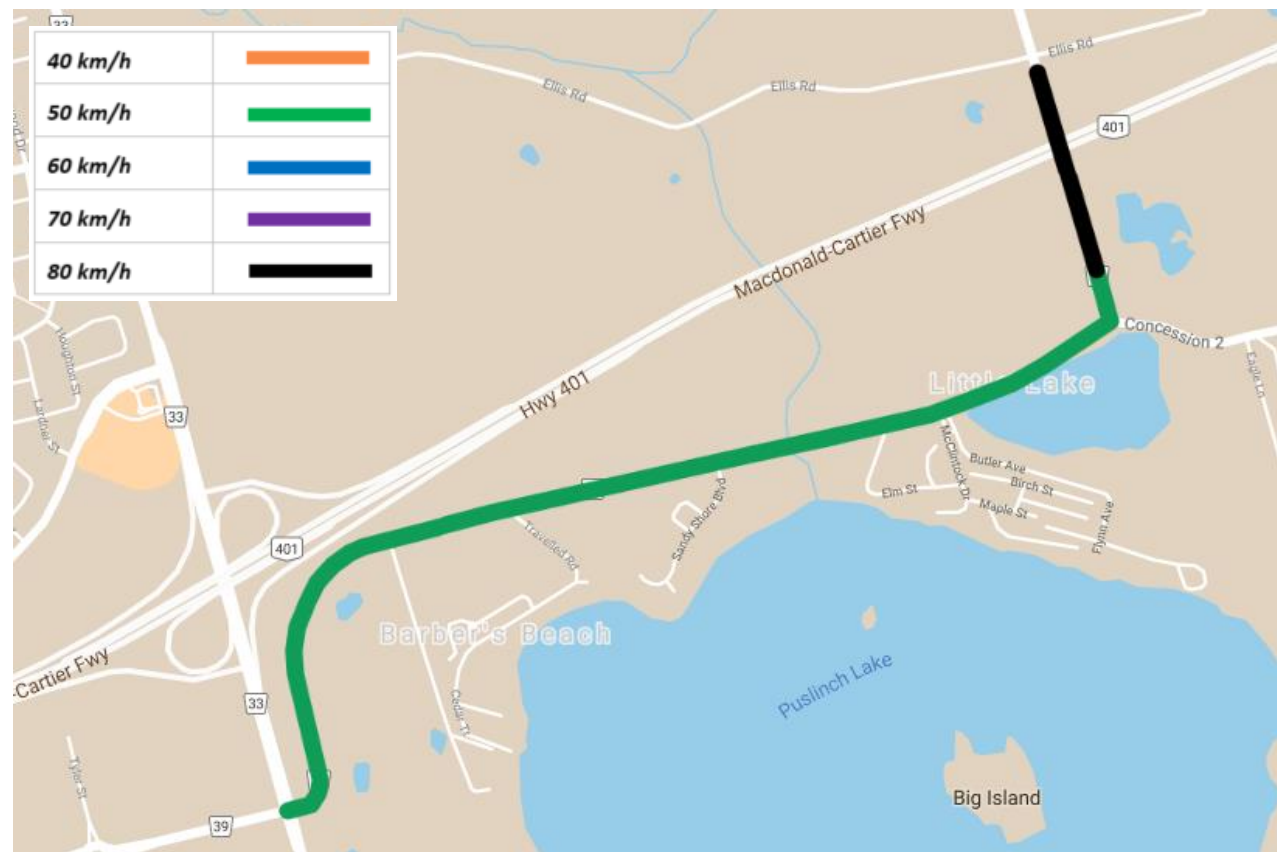


Figure 26: Existing Posted Speed Limits, Wellington Road 32 (Lake Road), Barber's Beach, Little Lake

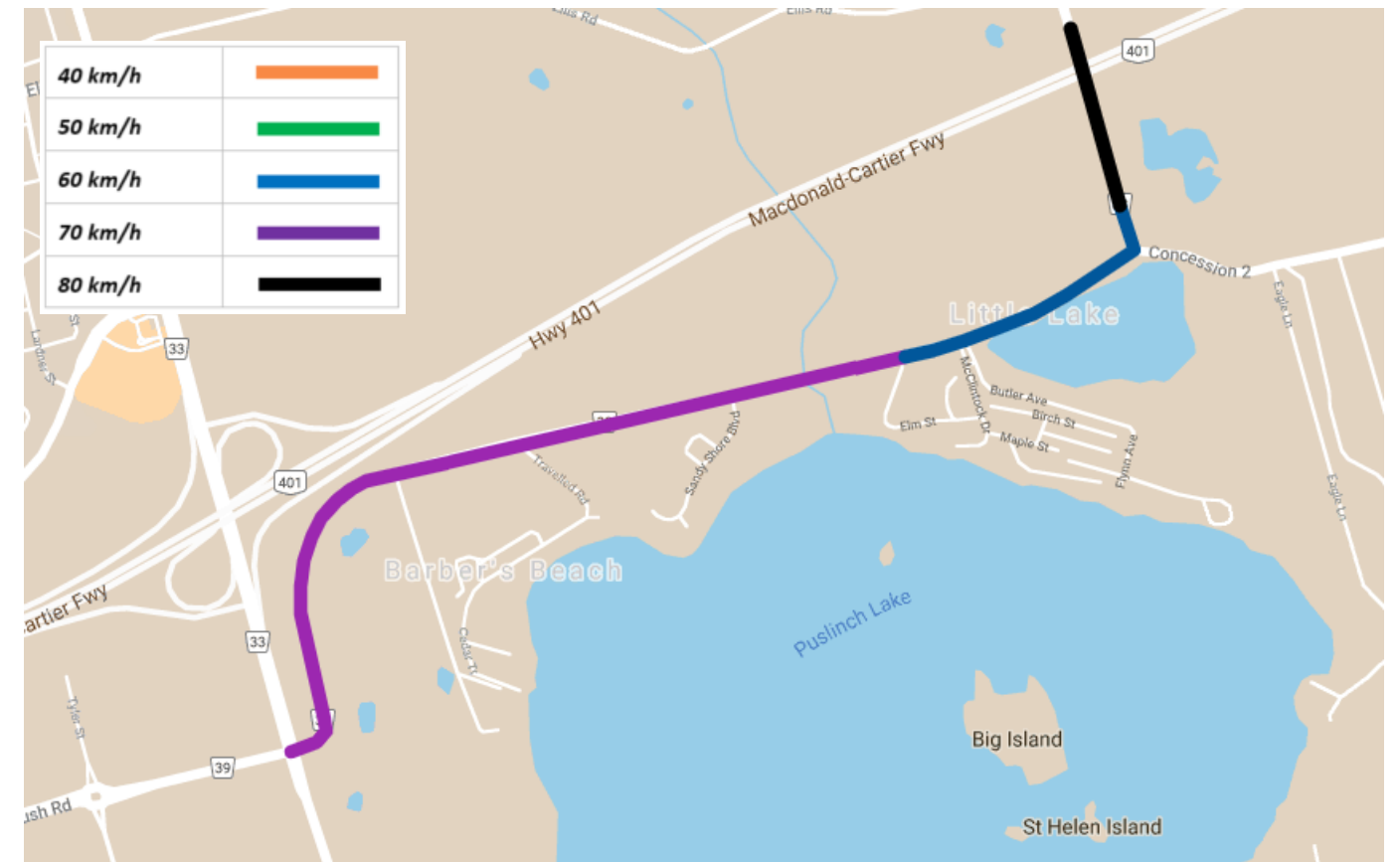


Figure 27: Recommended Posted Speed Limits, Wellington Road 32 (Lake Road), Barber's Beach, Little Lake



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
to Concession 2
Township of Puslinch, Ontario

Project Open House

Comment Sheet

The purpose of this Comment Sheet is to gather input from the community on the material presented in the Project Open House display boards that were made available on the County's website. Your input is greatly appreciated.

Please provide your comments below

Please consider fixing the safety concern at the intersections of McClintock Drive, Butler Ave. and RD32. The side-by-side roads off of Rd32 are confusing for people who do not realize they exist or that they are two separate roads (i.e. not an entrance and exit for the trailer park), this causes cross over confusion between entering and exiting vehicles and routinely creates close calls and dangerous interactions. It is my opinion that the Butler entrance from Rd32 should be removed, directing traffic from Butler onto McClintock Drive, then onto Rd32. Thanks



**County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Please provide your comments below

Please do not increase the speed limit on Lake road. It is bad enough that people do 80-90km on our road in a 50km zone. I have seen it on the speed meter that was there during construction earlier in 2022. I have also been driven off our road and been harassed by drivers speeding and it is dangerous. There are children, families and new drivers on our road. If anything we should be lowering the speed limit to 40km. If you increase it to 70km, people will be doing 100km+. I do not feel safe or comfortable with the suggestion of 70km. I highly suggest that you reconsider increasing the speed limit, and look into lowering it. Thank you.



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Project Open House

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Please provide your comments below

Hello,

I am against the proposal to increase the speed limit on the section of the lake road. I think that there is significant risk to the significant volume of mountain bikers that are taking that road to and from the Puslinch Tract. Some of the cyclists are minors as well.

Secondly, I was early at the scene where a motor accident fatality occurred on the selfsame road in May of 2007 where a motorcyclist has veered off into the oncoming lane and was hit by a car in another lane. To this day there is a little memorial near the top of the hill.

Keep the speed limit. You are potentially saving lives and causing drivers to exercise more caution at this area of the road that has narrow road and residential areas close by.

Regards,

[Redacted Signature]



County of Wellington
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Project Open House

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Please provide your comments below

Hello

My name is [REDACTED] i live at [REDACTED] Lake road with my husband [REDACTED]. We were both unable to attend the meetings on November 24. We have heard from other that the speed limit might be raised from 50 km to 70 km. I hope that this isnt true.

With the speed limit at 50 km vehicles are already flying pass our home at over 100 km. Its unsafe as it is now for me just to pull in or out of our drive way without someone almost hitting my vehicle. I get yelled at and sworn at on a regular basis just for pulling in my drive way. Its unsafe to make a left hand turn into my drive way because there is a passing lane right in front of my house and people feel like they dont have to wait for me to turn in they try and pass me when im tring to pull in. For one im not sure why there is a passing lane in a 50 km zone?

Its very dangerous in the winter as well we have had vehicle drive up on our front lawn due to driving to fast for road conditions. Lake road is more like the 401 no one obeys the speed limit and they act like this isnt a residential are. All day every day all i hear is horns honking at residents who are turning on travelled road trying to get to their homes and people think there going to slow to make the turn.

Somedays my home sakes due to large vehicles passing at an alarming speed. Even the plow in the winter is speeding pass our home throwing large rocks towards out vehicles so we have to make sure we park far up the drive way as possible so they dont get hit. I hope something gets done about the speeding soon so i can start to enjoy where i live like by going on walks down lake road with my dog as of now we have live here for almost 4 years and we will not walk down lake road due to the road rage and speeding. I dont understand why there isnt a speed camera or more police presence on this road. Thank you for your time. [REDACTED]



County of Wellington
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Please provide your comments below

I am opposed to Increasing the speed limit on Lake road to 70km/hr. We live at [REDACTED] Lake road and I cannot count the number of times people drive by doing 80 or more now. Increasing to 70 will make people drive to 90. It is a daily pain to have people drive close behind me and many pass angry that I'm not driving 80. Turning into my driveway is dangerous and my teenage driver is likewise always worried someone will rear end her. In the winter the ice fishing people park in front of our fence and it becomes impossible to clearly see if there is oncoming traffic from east. I need to ask someone to spot me to get out safely.

A better idea than increasing the speed limit would be to add a stop at either Holly trail or Irish Creek estates entrance. This would force people to slow down once they come down the hill from the carpool. Has any consideration been given to reducing the traffic coming down Lake road? The intersection of Townline and 34 has a stop sign but it should be a set of lights. That is the emergency alternate road and many people avoid using it because it is difficult to turn left.

The new three way stop in front of Old Marina is a welcome addition.



**County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Township of Puslinch, Ontario**

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Please provide your comments below

Great overall progress. Would like to see flashing light crosswalks to alert drivers that pedestrians crossing the road.

With proposed speed limit increasing, would recommend as much space as possible between where the houses start and the transition from 70 to 50 as I'm sure studies will show an increased speed entering those zones. In this case children would be present due to school bus stops.



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Please provide your comments below

I live in the Irish Creek Estates community on Lake Road. I do not support the proposed change of the speed limit from 50km/h to 70km/h for many reasons:

1. The road is especially dangerous and slippery in the winter.
2. Many people will see a 70 km/h speed limit as an invitation to go 80 km/h to 90 km/h as an enforced speed limit. With the speed limit at 50km/h now, there are many cars travelling at 70km/h already.
3. The bend just before the car park has had a number of fatalities already because of speed and people losing control of their cars. Increasing the speed will increase the fatalities.
4. Many people who live in the neighbourhoods on Lake Road walk and bike along it for exercise. Increasing the speed puts them in more danger.
5. During rush hour in the morning and evening Lake Road is extremely utilized and it is difficult as the speed is now to leave our neighbourhood and enter the traffic. Increasing the speed will make it more difficult.

Please do not increase the speed on Lake Road. Thank you.

[Redacted signature]



County of Wellington

Wellington Road 32 (Lake Road), Wellington Road 33 to Concession 2

Township of Puslinch, Ontario

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Please provide your comments below

Every change you've made is going to create a worsening situation for our community. Taking away the medium at 32/concession 2, allows for greater ease of turning for transport and gravel trucks. Nobody's policing our roads to ensure that the weight restriction is enforced, so making it easier for them to use illegally is creating a more dangerous situation on our narrow road is an unsafe choice and leads to the degradation of our environment, and road stability. The speed increase will be fought by the community. We do not want to speed increased at all. Not 60 not 70. Policing is a major issue in our community, and their lack there of, we need to ensure that we're creating roadways that are safe for humans to self police. The majority of drivers are not doing that on their own already and I don't believe they should dictate the speed of which they drive on our narrow road that's bordered by waterways.

My house is on a bend where there are often multiple cars parked blocking my view as I back out. Giving my neighbours more space to park their cars is not going to help me feel safe as I back out of my driveway and walk.

In the line of houses as you approach the stop sign for Wellington Road 32 and concession 2 there is an average 1.5 children in every house. Every house has children if you were to take the amount of children on that road And divide it up in the houses. This means that you need to create a safe environment for them to get on their buses, ride their bikes and walk to the local amenities. I don't believe this plan has done anything to deter the traffic flow and speed that we're already dealing with . This road was once a side road and has been increasingly abused over the past 20 years since the road was reconstructed.



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Please provide your comments below

Good day!

I was not able to attend the meeting last evening but followed up with a few of our neighbours. They mentioned that township is looking at increasing the speed limited on lake Rd. I find this to be something i strongly disagree with. Lake rd has become a very busy street over the last several years with high volumes of traffic each day.. i want to enusre you that when i use this rd everyday i see things that would certainly make you rethink that decision/conversation.

People speed every day and most times never follow the speed limit if 50km for example you will go 10 over 20 over .. putting it to 70 km now they are going 10 over or 20 over that .. now you have people driving the same speed as the 401 down this country rd where there are homes/driveways, side st, and CHILDREN GETTING ON AND OFF SCHOOL BUSES. How on earth do you consider this a good idea or even a discussion?!

You already have to take you life in your own hands driving, walking or even cycling on Lake rd. Trucks over the weight limit using this road. Cars passing other cars ... peoples fences, mail boxes being taken out by speeders .. (which has happened many times by the way) lucky no one has been seriously hurt . I have witnesses people coming off pinebush rd crossing onto Lake and take that bend way to fast and either hitting the gravel and or knocking down that sign which indicates bend in road. Im sure you must have reciepts on how many times you have replaced it .. have you looked into the number of tickets that have been issued to speeder? I strongly hope you will reconsider this idea...

Thank you for your time

██████████



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
to Concession 2
Township of Puslinch, Ontario

Project Open House

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Please provide your comments below

There is no way we can accept 70 km as the speed limit on our street. We need a three-way stop at Butler and Lake Road to prevent future accidents of speeders coming westbound, as well as the highly hazardous intersection of Butler and Lake Road.

We appreciate the shoulder and the crosswalks, as well as the new three-way stop at concession 2 and Lake Road. Best improvement that can be made is reducing the speed limit overall between the stretch of butler and concession 2 to 40 km.



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Please provide your comments below

Since vehicles already travel at 70km hour down this road now, by increasing the limit, people will start traveling at above new posted rate. What benefit is it to increase the speed limit on such a shot distance of roadway? Plus there will be added noise due to speed increase, not to mention the safety issue to people trying to turn on to this road from their subdivisions.

This is not a good idea.



**County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Please provide your comments below

Re: raising speed limit on lake road. Vehicles are already going too fast on this road. How would we pull out of our community into traffic going a speed of 70 km/hour, which is more like 80-90/hour?
I oppose this proposed change.

██████████



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Project Open House

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Please provide your comments below

We have very significant concerns about lake road going to 70kph.

I have young children and soon to be drivers. From my understanding the turn in the road by the car pooling is already the unfortunate site of fatalities and certainly represents a risk area.

This road is currently sped on very badly. I see people everyday going well over 80kph..some worse. Residents usually go much slower and are tailgated or passed....it is brutal.

I hate slow areas when I drive through other people's neighbourhoods and I even find 50kph slow for our own area but given the children in the area it seems the responsible speed and it would be excellent if police would be able to do a bit of patrolling to ensure people slow down and are not passing....i see a lot of dangerous driving along with road.

If you have any questions or would like to contact me, my name is [REDACTED]
[REDACTED]



County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
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Project Open House

Comment Sheet

The purpose of this Comment Sheet is to gather input from the community on the material presented in the Project Open House display boards that were made available on the County's website. Your input is greatly appreciated.

Please provide your comments below

These are my comments as a seven year resident of the Irish Creek Community, who is using Lake Road year round, including at night time.

It may be discussable what speed should be the maximum on the straight part of Lake Road, east of the big curve from after the parking lot to the beginning of Concession 2.

The posted speed is 50 KM, the speed mostly driven is between 60 and 70KM, if not higher. Please consider: Whatever the posted speed is, unless OPP controlled, it will always be much higher. So going to an even higher limit, say to a 70KM limit, will lead to a 90KM race track.

However, the part of Lake Road, which is truly dangerous, is its most western part, from - and including - the sharp curve at the parking lot to - and including - the sharp curve before reaching Town Line. Both turns give the illusion that they are just regular 45 degree turns, because they lack visibility, and most drivers only find out in the middle of the turn that it continues into almost 90 degrees and that they are too fast.

Worse, the curve near the parking lot is tilting down towards the outside of the curve (something that should never happen) making staying in the lane at high speed more difficult, so many drivers cross over the median. That part of Lake Road needs a 20KM limit (leading to actual 40 and not 70) to keep accidents from happening or at least mitigating the consequences.

I have almost become a victim myself over the years and accidents are bound to happen, if speed at that part of Lake Road is not better contained.



**County of Wellington
Wellington Road 32 (Lake Road), Wellington Road 33
to Concession 2
Township of Puslinch, Ontario**

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I am commenting on the speed limit change to 70km per hour.

I would like the speed limit to remain at 50km / hr.

Occasionally there are small or large animals that are crossing the road. If someone slows for this, a speeding vehicle may hit them from behind.

In the winter it is difficult to say where the edge of the road is. No need to increase your stress level as cars go whizzing by to overtake a careful driver. Also the corner near Townline and Lake Road has had a few cars in the ditch in years past. Slower vehicles reduce this risk.



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To Whom It May Concern:

With respect to increasing the speed limit to 70 km/h on Lake Road, I do not support the decision for the following reasons:

In the winter, Lake Road is extremely slippery. Both the corner near the car park and the corner near Townline Road are locations of numerous car accidents each year. Increasing the speed would make the road even more dangerous than it already is all winter season.

Due to the numerous homes and communities along Lake Road, the road is often used by pedestrians and cyclists. There are no sidewalks, and there is very little space for vehicles and cyclists and pedestrians to occupy the same lanes, safely. Increasing the speeds of vehicles would make it even more dangerous.

Also, due to the popularity of the 'Twin Ponds' dog walking park just around the corner for hikers and mountain bikers especially, Lake Road is travelled often by cyclists and dog walkers. Increasing the speed along Lake Road to 70 km/h increases the risk for everyone. Even now, some motorists travel the road at 70 km/h. Increasing the legal speed limit to 70 km/h will mean that many will drive at 90 km/h.

The vegetation that grows along Lake Road in the ditches, is already making it dangerous for cars turning from Sandy Shore Blvd onto Lake Road due to the diminished visibility. Increasing the speed to 70 km/h will make it even more risky for residents and visitors exiting Sandy Shore Blvd.

Lake Road is just not wide enough to safely accommodate vehicular traffic, foot traffic and bicycles and strollers, even at 50 km/h as it is now. I have personally nearly been hit by vehicles on a number of occasions due to drivers not paying attention and their vehicles drifting onto the small shoulder of the road. At 70 km/h, the risk will be increased dramatically.

Increasing the speed limit is just not worth it in the long run. To save what, 30 seconds in time by increasing the speed limit an extra 20 km/h, when people are already speeding almost all the time anyway, is just not worth the risk to everyone's lives that live or visit the area.

Kindest regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



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Increasing the speed would be ill advised. I fear the consequences our neighborhood would suffer. As is slowing down to turn into our gate becomes tricky at times. Increasing the speed would likely make driving in and out of our gate far more treacherous and dangerous than it already is.



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Hello, we are deeply concerned to learn about the proposal to increase the speed limit to 70k for most of Lake Rd. As residents of Irish Creek, we drive this road many times daily and know the risk created by speeders who already drive 70k +. We have seen numerous accidents on this road where speeders end up upside down in the swamp beside the road in both sides. Slippery conditions and the turn near the parking lot only make this worse. More concerning, there are no shoulders or sidewalks on this section of road, which already puts pedestrians and cyclists at risk. Increasing the speed limit here will only increase that risk with likely fatal consequences. We are already at risk of being rear ended each time we slow down for our road by speeders who don't wish to slow down for us to make the turn. Increasing the speed limit will only increase this risk. For the health and safety of the many members of this community who live on the west end of Lake Rd in Irish Creek, and on Travelled Rd/Swastika Trail, we plead with you to reconsider raising the speed limit and certainly not to 70k.

Thank you for your careful consideration.



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Trucks do not belong in Lake Rd. Our homes are too close to the road. They speed and have almost hit us in the corner. They are loud and cause pollution. Let them use 34.

Please do not raise the speed. I can't understand how a solution to a speeding problem would be to increase speed??

Proposed stop sign at Corner of concession 2 is a great idea.



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Lake road should be 50kms or less. Preferably 40 Kms with speed bumps. An electronic sign to alert speeders of their speed. There are children whose houses front this road and their driveways are short and abut street. There are 3 school bus stops on this road. Children walk on this road. We walk our dogs on this road. Many joggers!!! We have seen so many vehicles end up in ditch year round as it is a dark unlit road. This is a serious safety issue . We cannot have 70 kms an hour!!!!!! This is ludicrous!



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We would like speed limit reduced below 50 km an hour on Lake Road. There have been numerous accidents and fatalities, especially around bend at car park. There remains the monument from the motorcyclist death at this bend. There is limited visibility due to forest and we cannot remove the trees..... it is a dark unlit road. There are 2 school bus stops where you propose increase to 70kms an hour. People bike and jog and walk on this road. It is a safety issue to increase to 70kms an hour!!!! This cannot happen. We were expecting speed enforcement like speed bumps!!!!!! Please call me at [REDACTED]. Thanks, [REDACTED]



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I was shocked to read that there is serious consideration, and a proposal to increase the speed on Lake Road. It is already dangerous. There is no shoulder on the roads, and no traffic lights. I am very opposed to increasing the speed limit beyond 50 km/h and would have recommended reducing the speed limit. With traffic turning in and out of the park and go parking lot, the multiple residential streets, and the campground which is very busy in the summer it is insane to increase the speed beyond 50 km/h. Who is proposing this???



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I think the proposed change to a 70 km an hour speed limit on Lake Road is very ill advised. The road is already dangerous for walkers and cyclists and given there is no shoulder, there is very little margin for error. I'm not sure which best practises of traffic management this suggested change violates but this does not seem to fall into the category of roads that would be 70 km/h. There are multiple entry points into residential areas. The cars will be slowing down to enter, or required to rapidly accelerate to exit. I'm not sure what problem you're trying to solve but the risks here seem to significantly outweigh any benefits



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Thank you for the open house. We live at [REDACTED] Lake Rd with two very young children and I can't express how thankful I am for this walking area / trail. The fact that I can walk safely and my kids can actually ride their bikes at their home is a bigger deal than you can imagine.

I would suggest putting some of those white reflective posts intermittently along the walking area to avoid people driving up on it to pass. If you recall the median speed signs were hit daily until the township gave up on them as people were illegally passing.



PROJECT OPEN HOUSE

Thursday November 24, 2022 from 5:00 to 7:00 pm, Puslinch Community Centre

Wellington Road 32 (Lake Road) Rehabilitation
Wellington Road 33 to Concession 2

COMMENT SHEET

IF YOU BUILD IT - THEY WILL COME

A BETTER ROAD WILL RESULT IN
HIGHER TRAFFIC VOLUMES

INCREASE IN EXHAUST, SALT USE & LITTER

INCREASE TRUCK TRAFFIC

LACK OF ENFORCEMENT MEANS SAFETY
CONCERNS

CONCERN OVER ^{DETOUR} USE WHEN 401 CLOSED

NEED FOR SOUND BARRIERS

Combine McLin & Butler & three way stop.



PROJECT OPEN HOUSE

Thursday November 24, 2022 from 5:00 to 7:00 pm, Puslinch Community Centre

Wellington Road 32 (Lake Road) Rehabilitation
Wellington Road 33 to Concession 2

COMMENT SHEET

2022 Nov 24 - Section of road (Little Lake to stop sign) should have pedestrian shared space (e.g. sidewalk) to reduce conflicts between people accessing Lake (summer & winter). That should be on south side of road.



PROJECT OPEN HOUSE

Thursday November 24, 2022 from 5:00 to 7:00 pm, Puslinch Community Centre

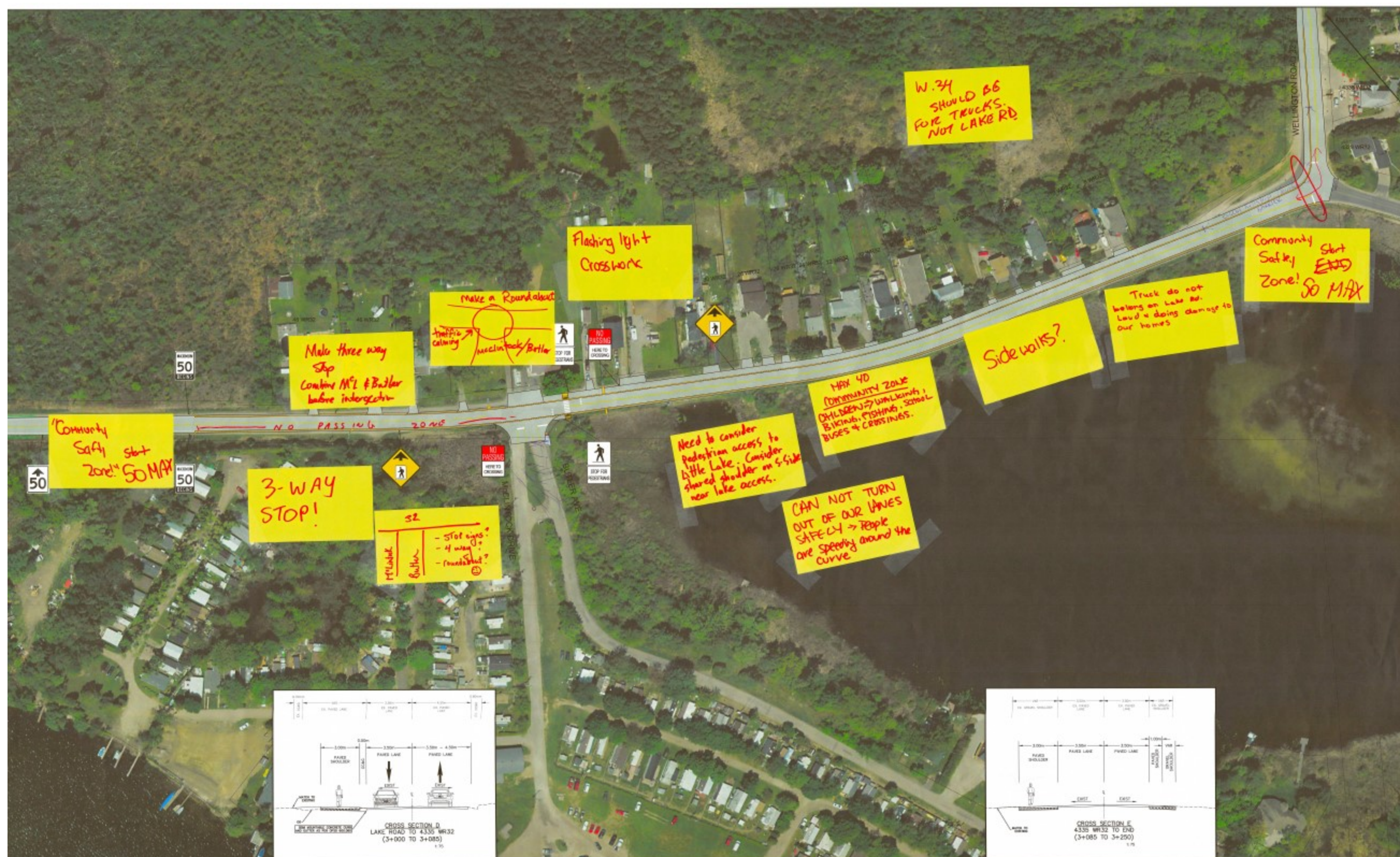
Wellington Road 32 (Lake Road) Rehabilitation
Wellington Road 33 to Concession 2

COMMENT SHEET

- LEFT TURN LANE @ CAR PARK
- Turn lanes & 3-way stop at McClintock/Butler - good
- "Brutal" curve near parking lot has a negative slope.
- STOP at ICE - unnecessary.











COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Police Services Board
From: Kelly-Ann Wingate, Purchasing and Risk Analyst
Date: Wednesday, May 10, 2023
Subject: **Parking By-law**

Background:

The County of Wellington and its member municipalities developed the Parking By-law in the year 2000. From time to time maintenance needs to be completed in the by-law to meet legislative or municipal requirements.

The following changes have been updated in the by-law:

- Authorized sign definition was added.
- Electric Vehicle definition was added.
- Electric Vehicle charging station was added.
- Occupant definition was added.
- Owner definition was added.
- Private Property definition was added.
- Section 4.2 Private Property Enforcement was added.
- Section 9.41 No person shall park a vehicle in an electric vehicle charging station that is identified by an authorized sign that satisfies the prescribed requirements unless the vehicle is an electric vehicle and the vehicle is attached to the station charging equipment.
- Section 9.42 No person shall park a vehicle on a highway in such position as will prevent the removal of any other vehicle previously parked.
- Section 9.43 No person shall park a vehicle on a highway on the inside or outside curve portion of an angle bend from the beginning of curve to the end of curve.
- Section 9.44 No person shall park or leave a vehicle on private property without the consent of the owner or occupant of the property.
- Section 10.7 No person shall stop a vehicle on or over a sidewalk.
- Fines have increased to \$35.00 early payment and Set fine of \$45.00 for all infractions excluding Section 9.32 No person shall park a vehicle upon a highway or on a municipal parking lot or on private property in an accessible parking space unless that vehicle is transporting persons with disabilities and also displays a valid accessible person parking permit issued by the Ontario Ministry of Transportation, which remains at the Set Fine amount of \$300.00.

Recommendation:

That Parking By-law 5000-05 be repealed and replaced with By-law 6000-23; and

That the Set Fines be increased and filed with the Ministry of the Attorney General.

Respectfully submitted,

A handwritten signature in black ink, reading "K. Wingate". The signature is written in a cursive, flowing style with a large, stylized "K" and "W".

Kelly-Ann Wingate
Purchasing and Risk Analyst

Processing Activity Report

Data Type: **Parking**

Creation Date/Time: **01/05/2023 09:24 AM**

Transaction dates of **01/04/2023** through **30/04/2023**

The County of Wellington

Agency: **All**

Ticket Activity		Number	Value			
Tickets - Entered						
ALPHADIGITAL Ticket		2	\$50.00			
Manually Entered Ticket		18	\$400.00			
Skeletal Ticket		0	\$0.00			
Subtotal Tickets Entered		20	\$450.00			
Tickets - Reactivations						
Voids - Reinstated		0	\$0.00			
Dismissals - Reversed		0	\$0.00			
Waived - Reversed		0	\$0.00			
Subtotal Ticket Reactivated		0	\$0.00			
Tickets - Removed						
Voided		0	\$0.00			
Dismissed		0	\$0.00			
Waived		0	\$0.00			
Skeletal Ticket Matches		0	\$0.00			
Subtotal Ticket Removed		0	\$0.00			
Total Ticket Activity		20	\$450.00			
Fines and Fees Added						
Fines Added		0	\$0.00			
Late Fees Added		0	\$0.00			
NSF Fees Added		0	\$0.00			
Other Fees Added		0	\$0.00			
Total Fines and Fees Added		0	\$0.00			
Fines and Fees Removed						
Fines Removed		0	\$0.00			
Late Fees Removed		0	\$0.00			
NSF Fees Removed		0	\$0.00			
Other Fees Removed		0	\$0.00			
Total Fines and Fees Removed		0	\$0.00			
Total Change from		Ticket Activity and Added Fees		\$450.00		
Payment Activity	Number	Fine	Late Fee	NSF Fee	Service Fee	Total \$
Ticket - Payments						
Fully Paid	8	\$160.00	\$0.00	\$0.00	\$0.00	\$160.00
Partially Paid	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Over Payments	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Payments	8	\$160.00	\$0.00	\$0.00	\$0.00	\$160.00
Outside Payments	8	\$160.00	\$0.00	\$0.00	\$0.00	\$160.00
Ticket Payments Rescinded						
Payment Reversals	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NSF Reversals	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal Rescinded Payments	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Refunded Overpayments	0	\$0.00				\$0.00
Payments	8	\$160.00	\$0.00	\$0.00	\$0.00	\$160.00
Total Fees Paid				\$0		\$0.00
Gross Revenue(Total Payments - Total Fees Paid)						\$160.00
Adjustments	Uncollectable Fines and Fees			0		\$0.00
Net Database Change(Total Change from Activity and Added Fees - Total Payments - Adjustments)						\$290.00



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Police Services Board
From: Kelly-Ann Wingate, Purchasing and Risk Analyst
Date: Wednesday, May 10, 2023
Subject: False Alarm Revenue Report

Background:

False Alarm revenue collected for 2023.

Month	False Alarms sent to the County for invoicing	Amount invoiced to customers	Amount collected to date
January	30	\$11,165	\$9,625
February	8	\$3,080	\$6,980
March	16	\$6,160	\$11,550
April	23	\$8,855	\$6,545
May			
June			
July			
August			
September			
October			
November			
December			
2023 YTD	77	\$29,260	\$34,700
2022 Totals	302	\$108,190	\$78,360

Recommendation:

That the April False Alarm Revenue Report be received for information.

Respectfully submitted,

Kelly-Ann Wingate
Purchasing and Risk Analyst



OAPSB Members - Seeking Your Support!

The Ontario Association of Police Service Boards' 2023 Spring Conference and AGM is being held in person in Niagara Falls Canada on May 30 – June 1, 2023.

Each year we rely on participation and sponsorship. We ask that your board or zone to consider sponsoring the conference.

Added benefits: Funding received for OAPSB events is used to:

- Minimize costs to members to attend the seminar
- Offset the expenses related to delivering the virtual event and training
- Purchase of virtual technology
- Support the marketing and outreach required to inform and communicate with members
- Provide your organization recognition on our website, eblasts and at the virtual event.
- Deliver upgrades to our education & training to membership

Please contact Holly Doty at oapsb@oapsb.ca or 1-800-831-7727 to take advantage of one or more of these unique sponsorship opportunities listed below.

Respectfully,

Patrick Weaver
OAPSB Chair



2023 Spring Conference & Annual General Meeting Member Sponsorship Opportunities

Platinum - \$5,000 +

- Premium Exposure on as Platinum Sponsor
- Recognition on the OAPSB website
- Logo recognition on digital presentations at conference
- Logo recognition on one feature event (i.e. Welcome / reception)

Gold - \$3,000 +

- Recognition as Gold Sponsor
- Recognition on the OAPSB website
- Logo recognition on digital presentations at conference
- Logo recognition on one feature event (i.e., virtual breaks)

Silver - \$1,000 +

- Recognition as Silver Sponsor
- Recognition on the OAPSB website

Bronze – Up to \$999

- Recognition as Bronze Sponsor
- Recognition on the OAPSB website