



## **Corporation of the County of Wellington**

### **Police Services Board**

### **Minutes**

November 8, 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 David Anderson  
Councillor Diane Ballantyne  
Councillor Matthew Bulmer  
Councillor Gregg Davidson  
Councillor Jeff Duncan  
Inspector Stephen Thomas, Detachment Commander  
Jacob Unger, Media Relations Officer, Wellington County OPP  
Karen Medeiros, Staff Sergeant  
Dean Korn, Staff Sergeant  
Ron Smith, Staff Sergeant

**Staff:**

Jennifer Adams, County Clerk  
Ken DeHart, County Treasurer  
Jackie Lee Macchiusi, Capital Budget and Accounting Manager  
Andrea Ravensdale, Communications Manager  
Kelly-Ann Wingate, Purchasing and Risk Analyst  
Scott Wilson, Board Secretary

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#### **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. Delegation:**

**3.1 Crime Stoppers Guelph Wellington (CSGW) 2023 Update**

1/8/23

**Moved by:** Ron Faulkner

**Seconded by:** Allan Alls

That the Crime Stoppers Guelph Wellington (CSGW) 2023 Update provided by Sarah Bowers-Peter, Programme Coordinator be received for information.

**Carried**

**4. Minutes for Approval**

2/8/23

**Moved by:** Walter Trachsel

**Seconded by:** Allan Alls

That the minutes of the October 11, 2023 meeting of the Wellington County Police Services Board be adopted.

**Carried**

**5. OPP Contract - Responses to County Council Inquiries**

3/8/23

**Moved by:** Allan Alls

**Seconded by:** Ron Faulkner

That the OPP Contract Responses to County Council Inquiries dated November 2, 2023 and prepared by Inspector Stephen Thomas, Detachment Commander be received for information.

**Carried**

**6. Financial Statements as of October 31, 2023**

4/8/23

**Moved by:** Walter Trachsel

**Seconded by:** Ron Faulkner

That the Financial Statements as of October 31, 2023 for Police Services be approved.

**Carried**

**7. At Fault False Alarm Reduction Policy Report**

5/8/23

**Moved by:** Allan Alls

**Seconded by:** Warden Lennox

That the False Alarm Policy be updated to reflect the full cost recovery of \$405.00 per false alarm for the year 2024 and the fees be recalculated every year to reflect inflation costs; and

That the User Fees By-law be updated; and

That staff be directed to amend Appendix A in By-Law # 1-22; and

That the amended At Fault False Alarm Policy will commence on January 1, 2024.

**Carried**

**8. Police Services 2024 User Fees and Charges**

6/8/23

**Moved by:** Walter Trachsel

**Seconded by:** Allan Alls

That the 2024 User Fees and Charges for Police Services be approved.

**Carried**

**9. Preliminary 2024-2033 Ten-Year Plan: Police Services**

7/8/23

**Moved by:** Ron Faulkner

**Seconded by:** Walter Trachsel

That the preliminary 2024-2033 Police Services capital budget forecast and major operating budget impacts as set out in the report be endorsed and forwarded to the Administration, Finance and Human Resources Committee for inclusion in the County of Wellington's Preliminary Ten-Year Plan.

**Carried**

**10. Detachment Commander's Report - October 2023**

8/8/23

**Moved by:** Allan Alls

**Seconded by:** Warden Lennox

That the Detachment Commander's Report for October 2023 be received for information.

**Carried**

**11. Public Communications and Awareness Discussion**

The Board discussed how to improve the awareness of the OPP and identify opportunities for engagement with the community.

9/8/23

**Moved by:** Allan Alls

**Seconded by:** Walter Trachsel

That the Public Communications and Awareness Discussion be received for information; and

That the Board direct Wellington County Communications and Wellington County OPP to work together to bring back a public communications work plan for January 2024.

**Carried**



**12. OPP Response to Township of Puslinch Correspondence dated September 18, 2023**

10/8/23

**Moved by:** Allan Alls

**Seconded by:** Walter Trachsel

That the OPP Response to the Township of Puslinch Correspondence dated September 18, 2023 be received for information; and

That the Board approve a delegation to Township of Puslinch Council.

**Carried**

**13. October 2023 Parking Ticket Report**

11/8/23

**Moved by:** Ron Faulkner

**Seconded by:** Warden Lennox

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

**Carried**

**14. October 2023 False Alarm Revenue Report**

12/8/23

**Moved by:** Walter Trachsel

**Seconded by:** Allan Alls

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

**Carried**

**15. Closed Meeting**

13/8/23

**Moved by:** Ron Faulkner

**Seconded by:** Warden Lennox

That the Police Services Board go into a closed meeting for the purposes of considering intimate financial or personal matters or other matters may be disclosed of such a nature, having regard to the circumstances, that the desirability of avoiding their disclosure in the interest of any person affected or in the public interest outweighs the desirability of adhering to the principle that proceedings be open to the public.

**Carried**

**16. Adjournment**

At 11:29 am, the Chair adjourned the meeting until January 10, 2024 or at the call of the Chair.

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Earl Campbell  
Chair  
Police Services Board

2023  
Update

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**CRIME **  
**STOPPERS**  
**GUELPH WELLINGTON**  
**1-800-222-TIPS (8477)**

# Statistics

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# Statistics 1988 – September 2023

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- Tips – 23,613
- Arrests – 1,610
- Cases Cleared – 2,319
- Charges Laid – 4,602
- Rewards - \$187,480
- Rewards YTD - **\$4,315**
- **2021 Rewards - \$4,935**
- **2022 Rewards - \$4,775**



# Tips

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- OPP Tips (January – July 2017) – 157
- OPP Tips (January – July 2018) – 134
- OPP Tips (January – July 2019) – 156
- OPP Tips (January – July 2020) – 145
- OPP Tips (January – July 2021) – 101
- OPP Tips (January – July 2022) – 86
- OPP Tips (January – July 2023) - 141



# CSGW Board of Directors

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# Board Members

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- Currently at 12 members
- Centre Wellington – 2
- Mapleton – 1
- Minto – 1
- Wellington North – 1
- Puslinch – 1
- Guelph – 5
- University of Guelph CIPP - 1





# Board Activity

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- Zoom meetings – in person August & January
- Anti Racism Policy
  - Statement
  - Outreach
  - Training
- Board member recruitment
- Mentoring

## MEET A CRIME STOPPER

*Why did you join the CSGW Board of Directors?*

"I joined CSGW in an attempt to give back to the community where I live and raise my family, as well as run my business. We need to make our local communities a safe place for people for all walks of life to live and work. By joining CSGW I feel we are doing that by giving people an anonymous way to report a crime, in case they are hesitant to talk to the police directly or are not comfortable giving their name, but still want to supply information to try and get criminal off the streets."



**Deryck West**  
Insurance Agent

**CRIME  STOPPERS**  
GUELPH WELLINGTON  
1-800-222-TIPS (8477)

Apply to join the CSGW Board of Directors - go to [www.csgw.tips](http://www.csgw.tips) for an application form.

# Fundraising

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# Fundraising

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- Lights & Sirens - \$975 – hopefully an annual event
- Mulch Sales: Guelph \$636, Mount Forest - \$4,115 – full donation by Young's Home Hardware
- Shredding Events: Mount Forest \$3,170, Guelph \$9,950
- Online Property Auction - TBA
- Always looking for new fundraising initiatives and partnerships
- Must ensure rewards can be paid to Tipsters & operate the program



# Community Outreach

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## Road Signs 2.0

- 20 signs throughout City/County
- New look, new features
- Working with City of Guelph Public Works





# Awareness

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- 40 (32) presentations
- In person presentations in high demand
  - Crime Stoppers 101
  - Municipal updates – CSGW 35th
  - Fraud Talk
  - Human Trafficking
  - 5-5-5



# 5 Tips, 5 Ideas, 5 Signs

## 5 TIPS:

### How to Talk To Kids about Cyber Safety & Human Trafficking

1. Prevention - Know what social media platforms your child uses.
2. Ask your child to teach you about their favourite social media platforms and show you their privacy settings.
3. Talk about who follows them and if they know them in real life.
4. Let them know they can tell you anything.
5. Tell them what you've learned at our in person/online presentation.

To book a presentation go to [www.csgw.tips](http://www.csgw.tips)

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[www.csgw.tips](http://www.csgw.tips)



## 5 IDEAS:

### How to Keep your Child Cyber Safe & Human Trafficking Aware

1. Have a Device Contract - download one at [www.csgw.tips](http://www.csgw.tips).
2. Lead by example - limit your online time and have your privacy settings high.
3. Talk about followers and what to do if you child is asked for a photo or to meet up with a stranger.
4. Talk to them about Human Trafficking in age appropriate language.
5. Ask them to share with you who is sending them "DMs" direct messages.

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To book a presentation go to [www.csgw.tips](http://www.csgw.tips)



## 5 SIGNS:

### Your Child is Being Groomed

1. Change of behavior - doesn't interact with others the same way.
2. Change in health and hygiene - sudden shift to not caring for themselves OR suddenly wearing makeup or a more sophisticated look.
3. Change in social circle - long-term friends are replaced with new or older friends.
4. Change in personality - sullen, moody, secretive, sad.
5. Change in schedule - give up extra-curricular activities, later nights, sleepovers with friends.

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## 5 TIPS, 5 IDEAS, 5 SIGNS

### About Cyber Safety & Human Trafficking

is coming to:

Aberfoyle Public School  
Nov. 16, 2023 6:30-8 p.m.

A free in-person presentation to parents, guardians and other adults who want to know how to keep children Cybersafe and Human Trafficking aware. Get your questions answered. Presented in partnership with Wellington County OPP.

SCAN TO LEARN  
MORE &  
REGISTER



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1-800-222-TIPS (8477)  
[www.csgw.tips](http://www.csgw.tips)

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# Ministry of the Solicitor General Grant

## FRAUD TALK

is coming to

**St. John's United Church -  
Belwood**

**Oct. 4, 2023 - 7 p.m.**

All are welcome.

No pre-registration required.

Ontario Ministry of the Solicitor General Funded &  
Presented in partnership with



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www.csgw.tips



Are you a Victim of  
Hate Crime?

**Get Support.**

Contact Victim Services Wellington to get the support you  
need following a Hate Crime. Contact VSW at  
**vswguelph.on.ca or call 519-546-5631 .**

Ontario Ministry of the Solicitor General Funded & presented in partnership with



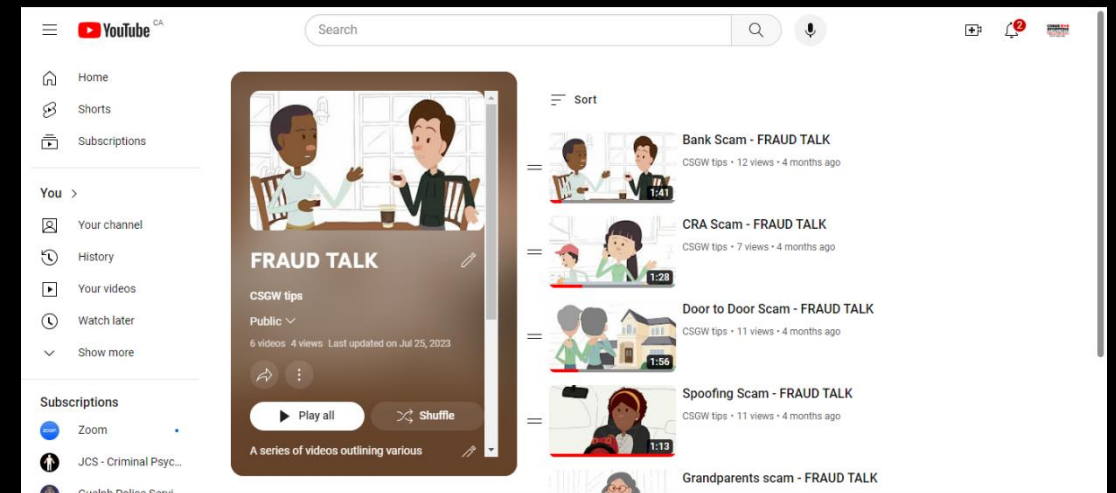
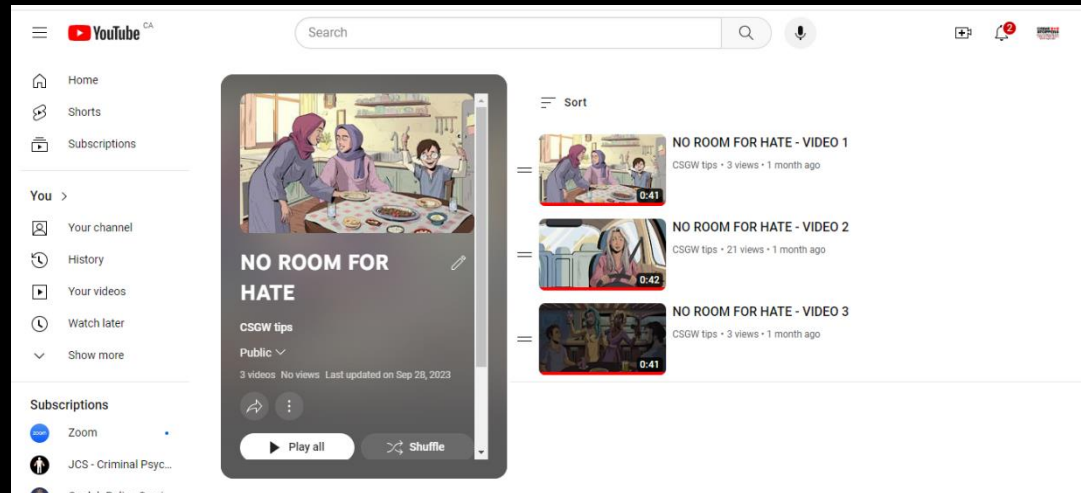
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www.csgw.tips





# Videos

- CSGW tips – YouTube
- Ads in local print media



# Digital Engagement

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# Social Media



**the csgw  
doughnut**

LIMITED TIME - ENDS JAN 15 2023

**\$3 each with proceeds  
going to Crime Stoppers  
Guelph Wellington  
(Guelph Lady Glaze location only)**

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[www.csgw.tips](http://www.csgw.tips)

Facebook

Twitter

Instagram

YouTube

LinkedIn

Watch what you share online



Not all followers are Friends...

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**Red Dress Day**

Remembering Missing and  
Murdered Indigenous Women,  
Children & 2-Spirit people.  
You can stop these crimes  
anonymously & confidentially.

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www.csgw.tips

**SAY it  
HERE**



An idling vehicle is a  
gift to a criminal.  
Turn it off & lock it!  
Know who is stealing  
vehicles? #SayItHere

**CRIME  STOPPERS**  
GUELPH WELLINGTON  
1-800-222-TIPS (8477)  
www.csgw.tips

**Who are your  
children talking to?**

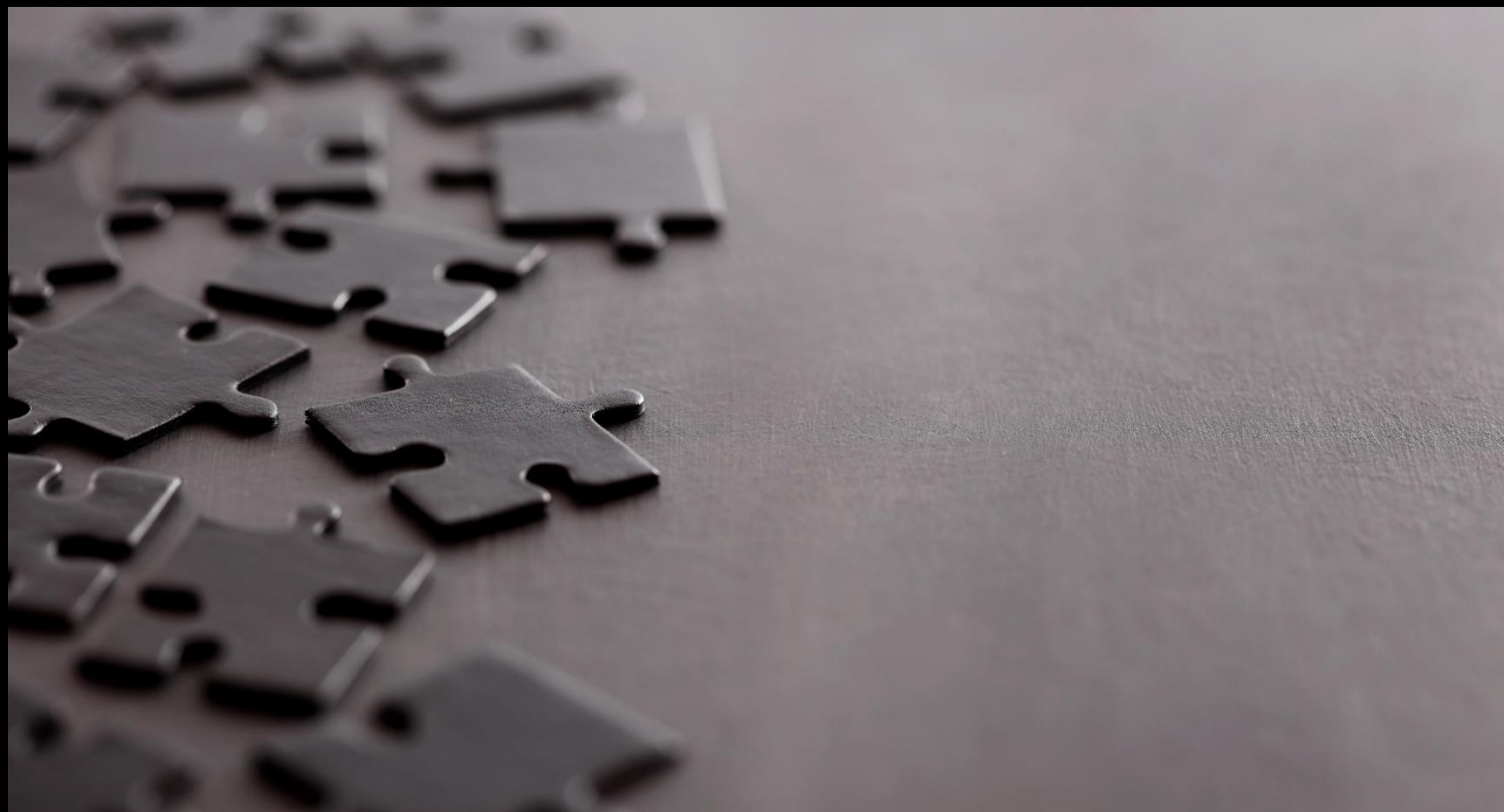
With a lot of time of their hands,  
our children could be engaging  
with online predators.

**CHECK THEIR PHONES**

**CRIME  STOPPERS**  
GUELPH WELLINGTON  
1-800-222-TIPS (8477)  
csgw.tips

OACS 2023

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## CSGW hosts OACS

- First in person conference since 2019
- 1-day event "Back to Basics"
- Overwhelmingly positive feedback from delegates
- Showcasing City of Guelph and County of Wellington
- Local representation from GPS and West Region OPP

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ASSOCIATION ONTARIENNE d'  
**ÉCHEC AU CRIME** 



# Awards

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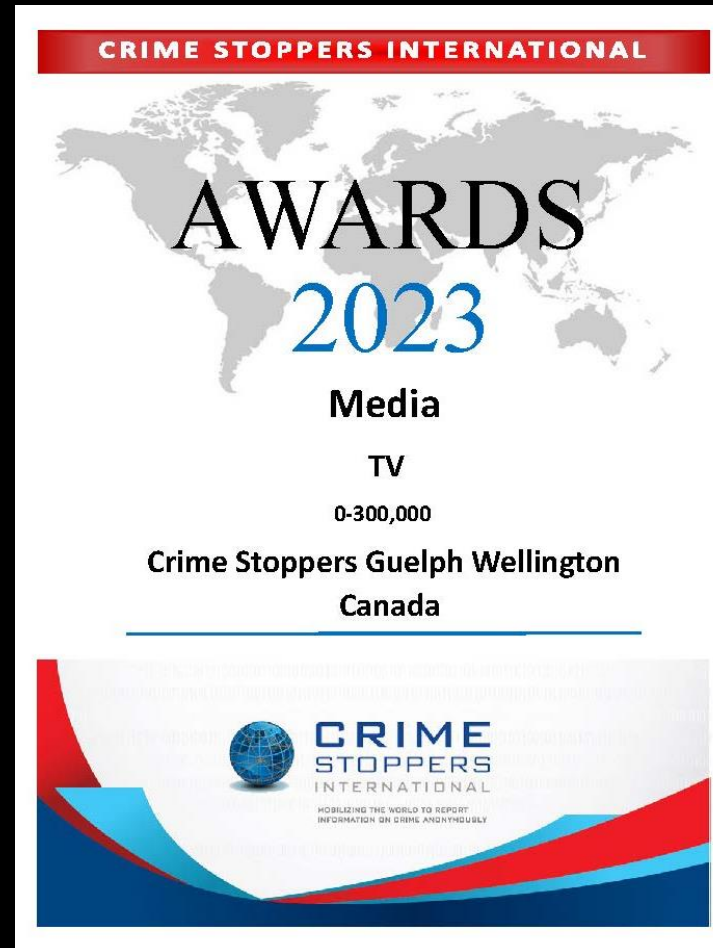
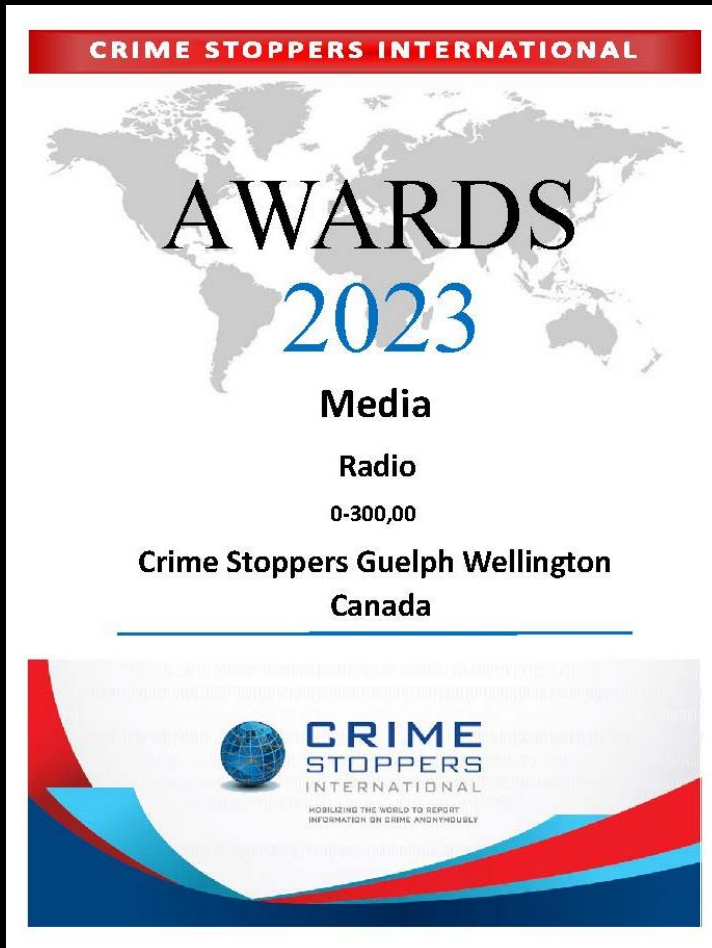
# OACS Awards



*For work in 2022*

- Best Video – Tivoli Films “Her Story” (pop)
- Best Radio – The Grand at 101 (pop)
- Best Print – HTinWC Billboard (pop)
- Special Project – HTinWC “Her Story” (pop)
- Online Excellence (open class)
- Marla Moon Memorial Award of Excellence (8<sup>th</sup> year)

# CSI Awards



*For work in 2022*

- Best Radio – The Grand at 101 (pop)
- Best Video – Tivoli Films “Her Story” (pop)
- Announced online – CSI YouTube/Facebook



# 2022 Awards

*For work in 2021*

OACS –

**Best Radio – The Grand At 101 – Swap Talk**

**Best Digital**

**Online Excellence (open class)**

**Best Special Project – Communications Training/Policy**

**Marla Moon Memorial Award of Excellence**

CSI –

**Media – Radio, Television & Digital**

**Specialized Training –**

**Productivity – Total Seizures, Property Recovered and Total Arrests**

**November 2022 – online presentation**



# Affiliations

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# Provincial

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- OACS
  - Monthly meetings via Zoom
  - OACS Technology & Communications Chair (website, social media, communications)
  - Ensuring Guelph Wellington has a voice at provincial level
    - Crime Stoppers Month
  - CSGW is in the minority of programs with solid support and outstanding results

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ASSOCIATION ONTARIENNE d'  
**ECHEC AU CRIME** 



*Thank you*





November 2, 2023

To: Police Board Chair, Wellington County Police Services Board

Chair Campbell,

This letter is in response to questions received at the October 11, 2023 Police Services Board meeting.

**Set One Questions:**

- 1. Why should we continue to pay for the enhanced portion of the contract with respect to traffic control when one of the major measurables (speeding tickets issued) in 2022 is less than 1/3 of the amount from 10 years ago? It is less than half from other years that had a 6500-8000 issued tickets, less than 2021. The County population has increased this last decade from 88,000 to 103,000 with the surrounding municipalities even at a higher rate to the east, west and south.**

There are many benefits to an enhancement or having a dedicated resource for your municipality. The enhancement positions are based on contractual hours of 1,381 hours per year per uniform officer. Anything short of this will be reconciled the following calendar year.

**Note:** 1381 is the new contractual hours for 2024, 1417 was the previous hours, due to the decrease the billing cost for the enhancement has also gone down to reflect the change



**Ref: Pg 22 Billing Statement 2024 Wellington**

- 10) The municipality receives an under hours credit in the amount of \$794,292. This credit is calculated using the number of hours below as follows: minimum hours required in contract, 29,970 contractual hours less 23,953 hours provided = shortfall of 6016 hours, divided by the total contractual hours multiplied by the total uniform policing costs exclusive of overtime: \$3,956,787.

**Contractual Hours Calculation**

Billable Uniform Contract Enhancement Hours Worked			25,441
Calls For Service Hours Removed			(1,488)
<b>Total Uniform Enhancement Hours Worked In Contract</b>			<b>23,953</b>
Minimum Hours Required in Contract	21.15	FTEs x 1417	29,970
<b>Total Hours Below Minimum Hours Required</b>			<b>(6,016)</b>
Total Percentage Reduction (6016 / 29969.55)			20.07%
X (Uniform Salaries + Uniform related ODOE)		X	3,956,787
<b>Reduction Applied:</b>			<b>\$ (794,292)</b>

OPP 2022 Reconciled Contract Enhancement Cost Summary

22 of 22

Having an enhancement position in traffic is very beneficial not only for tickets issued, but also for public awareness and education. Increased efforts to educate the public about safe driving practices and consequences of traffic violations can influence behavior and enforcement strategies.

Enhancement officers are often a resource used for detachment-level campaigns like the “Back to School Road Safety Campaigns” or conducting commercial motor vehicle safety blitzes. They can also be used for monitoring traffic in a specific complaint zone brought forward from a member of the community. In some of these cases, having an officer maintain a highly-visible presence slows down traffic and prevents violations before they occur.

An Enhancement officer, coupled with the proactive data-driven approaches by the Municipality and Detachment have also been key. Implementation of the Black Cat Program helps our members understand where the problem areas are in the county and assists us in the appropriate and effective deployment of our resources. A successful traffic strategy is not judged solely on the number of tickets laid. Success is determined by a reduction in collisions, and a change in driver behaviour.

The proactive and modernized approach to traffic enforcement has been incorporated into our planning to complement our traffic related provincial and specialized responsibilities. For example, use of technology with automated speed cameras/red light cameras, participation in





the Legislative Committee, Reconstruction Committee and as well as the Breath and DRE (Drug Recognition Evaluator) Committees which all focus on the prevention of offences.

OPP also continues to work provincially on the Provincial Traffic Safety Program, to focus on the BIG "4" offences (speeding/Aggressive Driving, Distracted Driving, Impaired Driving and Seatbelt usage) which are the leading causes of death/serious injury/property damage on our roadways.

[39 charges laid in 'Big 4' traffic initiative in Rockwood: OPP - Guelph News \(guelphtoday.com\)](#)

## 2. What are the numbers of hours spent on traffic control now as compared to years past?

The following chart shows the number of hours Wellington County OPP officers spent in traffic related duties that includes but not limited to motor vehicle collision investigations, RIDE, impaired driving investigations, suspended drivers, traffic complaints and assist motorist. (2023 as of October 23)

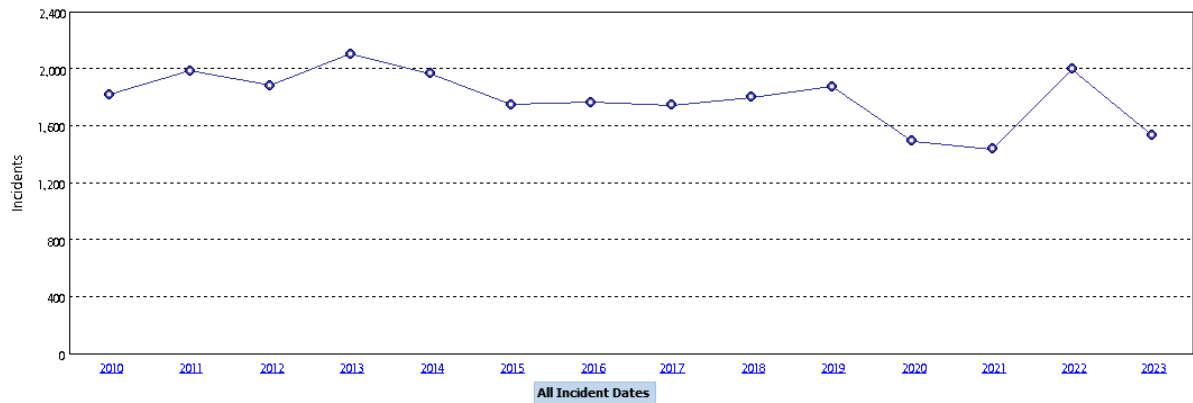
<u>Year 2015</u>	19,461.00
<u>Year 2016</u>	20,332.75
<u>Year 2017</u>	18,970.75
<u>Year 2018</u>	22,608.75
<u>Year 2019</u>	22,365.75
<u>Year 2020</u>	16,132.50
<u>Year 2021</u>	17,487.25
<u>Year 2022</u>	19,556.50
<u>Year 2023</u>	14,964.75

YTD October 23.

In addition to detachment hours, the OPP has dedicated regional traffic teams that are focused on traffic safety working on highways including those within Wellington County. Their mandate includes, RIDE Programs, Aircraft Enforcement, and the Provincial Traffic Safety Program, *(The Provincial Traffic Safety Program is a proactive, statistically based approach to traffic safety directed at high-risk behaviours namely the BIG 4)* Snowmobile All-Terrain Vessel Enforcement, Waterways and King's Highway.



The following chart refers to the number of collisions in Wellington County.



The decline in traffic related hours and an overall decline in collisions since 2013 may indicate that our traffic enhancements are having the intended results despite a decline in speeding tickets.

3. **What are comparable numbers from surrounding areas for a benchmark of speeding tickets issued were they do not have an enhanced service cost?**

Generally, ticket numbers across the province have decreased and Wellington County is no exception. However, the OPP does not measure a successful traffic strategy solely on the number of tickets laid. Tickets alone do not make roads safer. Enforcement action must accompany driver education initiatives in an effort to reduce the dangerous driving behaviours that lead to death, injury and property damage on Wellington County roads. In short, decreasing the unsafe behaviour decreases the number of tickets.

The enhancement helps the OPP reduce unsafe driving behaviours in the county because it allows our officers to implement proactive approaches to ticketing, such as improved technology, driver education and deterrence through highly-visible traffic patrols.

The evidence of the enhancement's success lies in the numbers. In 2022, provincial offences for speeding in Wellington County were 34% of what they were in 2013. This dramatic reduction in charges is indicative of a change in unsafe driver behaviour through deterrence and enforcement action. High numbers of impaired driving charges remain a threat to public safety. Next week, the Wellington County OPP will launch the annual Festive RIDE (Reduce Impaired Driving Everywhere) campaign in partnership with area municipal police services. Festive RIDE is





the feature event in year-round efforts to combat impaired driving. Members of West Region OPP have conducted over 7100 RIDE check events across southwestern Ontario so far this year, in comparison to over 3500 RIDE events last year. Wellington OPP take the issue of impaired driving very seriously and will continue to combine enforcement action with education in an effort to get impaired drivers off our roads.

Surrounding areas during a similar timeframe have seen speeding offences decline to 27%-47% of their peak.

An analysis of 2022 collisions in Wellington County indicate the following:

Total Collisions: 1995

**Collision Contributing Factor:**

- Excessive Speed: 23
- Speed too fast for conditions: 246
- Speed too slow: 1
- Following too closely: 222
- Ability Impaired – Alcohol 47
- Ability Impaired – Drugs 6
- Pedestrian – 8
- Animal – 322
- Driver fatigue – 21
- Inattentive driver – 158
- Medical/Physical Disability for driver – 12
- Disobeyed traffic control – 58
- Failed to yield right of way – 231
- Improper turn – 79
- Improper passing – 39
- Improper lane change – 44
- Fail to share – 20
- Lost control – 172
- Debris on roadway – 17
- Mechanical failure – 15
- Unknown – 99
- Other - 154



#### **4. Over 2200 official complaints about speeding in 2022**

Wellington County OPP received 2277 traffic complaints in 2022. Traffic complaints include a variety of different types, for example but not limited to, suspected impaired driving, insecure loads, drivers with no lights, speeding, vehicles swerving, and distracted drivers.

For example, a review of the specific traffic complaints in Puslinch for 2023 year to date indicated that 23.4% were related to speeding.

Traffic complaints are sometimes difficult to enforce. If an officer does not see the violation, it is difficult to lay a charge. In addition, traffic complaints (impaired, insecure load, no lights, aggressive driving etc.) are often called in after the fact or while travelling through a Municipality. By the time this call is made, the driver and the subject of the complaint may be in a different jurisdiction. To deal with these complaints OPP has a BOLO (Be On The Lookout) broadcast they do for officers in the area to locate the vehicles as soon as possible. If they are not located, a program has been developed to send letters to the registered owners of the vehicles involved advising their vehicle was subject to a complaint. (when a plate is obtained)

Further to this, members of the public have the ability to report traffic complaints to the OPP online. These include any report of poor driving behavior that is neither an emergency nor is creating an immediate or imminently hazardous situation. The online complaint cannot include the passing of a school bus while the lights are flashing, a suspected impaired driver, a motor vehicle collision, an off road vehicle or waterway incident, or a circumstance where the identity of the suspect is known. We ask that citizens only report a driving complaint when it is safe to do so. Appropriate Online Reporting examples are poor driving behaviors including speeding, following too closely, unsafe passing or lane change, distracted driving or failing to follow road signs or signals. Any urgent or imminently hazardous behavior should be reported to police by calling 1-888-310-1122, or 9-1-1 if the situation is of an urgent nature.

In addition, we are fortunate to be working with Wellington County, where we have the added benefit of community support in addressing these complaints. Through community mobilization efforts such as the Black Cat technology, the OPP have been able to legitimize or close a complaint in a timely manner.



5. I have heard no urgency that this is an issue at the PSB meetings. The only comment about the one recent Black Cat area coming in at 40km over the posted limited was "that jumped off the page". That is stunt/racing level speeding at the 85th percentile and no plan being communicated on what are we going to do about it. A discussion on what is enhanced enforcement backed up by tickets issued, followed up by a Black Cat review at the same location to see if the original action was effective and then more enforcement if needed should perhaps be spelled out in a protocol that Council and the public can follow

The Black Cat program will be expanded. Once an area is identified as requiring enhanced enforcement, Wellington County OPP will work to capture analytics relating to enforcement efforts in the specific area. The results will be reported to the PSB.

Data from Black Cat traffic surveillance equipment can be used in several ways by both the police and municipalities to enhance traffic management and safety. However, this equipment is not a ticket-generating enforcement tool such as photo radar or a red-light camera.

#### Set 2 Questions:

1. How much do we spend on "enhancements" each year?

This is included in the billing statement. To expand, enhancement positions provided by the OPP are billed based on a Contractual Hours Calculation, meaning if the OPP does not meet the hour requirements the bill will be reduced to reflect hours worked. (so municipalities are not billed when their enhancement is not doing their designated function, the enhancement activity is tracked using DAR) Below is page 22 of the 2024 Billing Statement to reference.



10) The municipality receives an under hours credit in the amount of \$794,292. This credit is calculated using the number of hours below as follows: minimum hours required in contract, 29,970 contractual hours less 23,953 hours provided = shortfall of 6016 hours, divided by the total contractual hours multiplied by the total uniform policing costs exclusive of overtime: \$3,956,787.

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<b>Total Uniform Enhancement Hours Worked In Contract</b>		<b>23,953</b>
Minimum Hours Required in Contract	21.15 FTEs x 1417	29,970
<b>Total Hours Below Minimum Hours Required</b>		<b>(6,016)</b>
Total Percentage Reduction (6016 / 29969.55)		20.07%
X (Uniform Salaries + Uniform related ODOE)	X	3,956,787
<b>Reduction Applied:</b>		<b>\$ (794,292)</b>

OPP 2022 Reconciled Contract Enhancement Cost Summary

22 of 22

- How do we compare, provincially, with the amount of enhancements we pay for? I think you previously said we paid the most in Ontario resulting in 10% of the enhancements.

Provincially, Wellington has the 2<sup>nd</sup> most uniform enhancements at 22. This is very close to Caledon at 23 uniform enhancements. Comparisons can be drawn between the two municipalities; however, the Wellington County population is statistically larger.

- Further to that comparison, how does that calculate per capita compared to other regions (meaning direct comparisons are not likely easy or helpful so how do our OPP contract costs per resident compare to other regions?)

Ref. Question #2 best comparator (Caledon) Municipalities can use the tool below to do comparison to any OPP policed Municipality in Ontario

Ref: OPP.ca Cost Comparison Calculator

[Ontario Provincial Police - 2015-2023 Cost by Municipality \(opp.ca\)](#)

OPP MUNICIPAL POLICING COSTS OPP Billing Model Cost-Recovery <sup>8</sup>				2023 Total Property Count - 1,202,724 2023 Estimated Total Municipal Recoveries - \$416,871,949 2023 Estimated Average per Property Cost - \$347			2022 Total Property Count - 1,182,353 2022 Estimated Total Municipal Recoveries - \$419,431,754 2022 Estimated Average per Property Cost - \$355			2021 Total Property Count - 1,160,856 2021 Reconciled Total Municipal Recoveries - \$415,097,275 2021 Reconciled Average per Property Cost - \$358		
To view costs for a municipality in a chart format please refer to the "Cost Comparison Chart" tab.				2023			2022			2021		
				Estimated <sup>9</sup> (No Phase-in Cap for 2023)			Estimated <sup>9</sup> (No Phase-in Cap for 2022)			Reconciled Cost (No Phase-in Cap for 2021)		
Municipality <sup>8</sup>	Detachment	Status as of September 30, 2022		Property Count <sup>9</sup>	Total Cost	Per Property Cost	Property Count <sup>9</sup>	Total Cost	Per Property Cost	Property Count <sup>9</sup>	Total Cost	Per Property Cost
Wellington Co	Wellington	Section 10 - County		41,100	17,626,811	429	40,639	\$17,630,364	\$429	40,306	\$16,643,519	\$413



OPP MUNICIPAL POLICING COSTS OPP Billing Model Cost-Recovery <sup>8</sup>			2023 Total Property Count - 1,202,724 2023 Estimated Total Municipal Recoveries - \$416,871,949 2023 Estimated Average per Property Cost - \$347			2022 Total Property Count - 1,182,353 2022 Estimated Total Municipal Recoveries - \$419,431,754 2022 Estimated Average per Property Cost - \$355			2021 Total Property Count - 1,160,856 2021 Reconciled Total Municipal Recoveries - \$415,097,275 2021 Reconciled Average per Property Cost - \$358		
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			Estimated* (No Phase-in Cap for 2023)			Estimated* (No Phase-in Cap for 2022)			Reconciled Cost (No Phase-in Cap for 2021)		
Municipality <sup>8</sup>	Detachment	Status as of September 30, 2022	Property Count <sup>8</sup>	Total Cost	Per Property Cost	Property Count <sup>8</sup>	Total Cost	Per Property Cost	Property Count <sup>8</sup>	Total Cost	Per Property Cost
Caledon T	Caledon	Section 10	25,585	13,398,105	524	25,245	\$13,256,979	\$525	25,058	\$13,236,173	\$529
Wellington Co	Wellington	Section 10 - County	41,100	17,626,811	429	40,639	\$17,630,364	\$428	40,306	\$16,643,519	\$413

#### 4. What services do these enhancements pay for?

As outlined in Billing Statement Pg 21 there is a detailed breakdown of enhancement costs.

#### 5. If we wanted to scale back on these "nice to haves", are we able to "unpick" those enhancements from the regular contract?

It is possible to cancel an enhancement or re-assign an enhancement to another position. This can be done by notifying the OPP through the Detachment Commander. There is a formal process for cancelation or reassignment which can be explained by the Municipal Policing Bureau representative.

#### Set 3 Questions:

#### Breakdown of what percentage of the enhancement is traffic related

The below chart outlines the enhancements for Wellington County OPP



FTE* Enhancements	Classification	Position Description
2.00	Staff Sergeant	Community Staff Sergeant
1.00	Sergeant	Street Crime Sergeant
1.00	Sergeant	Community Sergeant
6.00	Constable	Street Crime Constable
4.00	Constable	School Resource Officer
7.00	Constable	Traffic Unit Constable
1.00	Constable	Canine Officer
1.00	Court Officer	Court Officer - Administration
2.00	Detachment Administrative Clerk	Administration Support
1.00	Crime Stoppers Co-ordinator	Crime Stoppers Co-ordinator
1.00	Administration Clerk	Collision Reporting Clerk
1.10	Part-Time Administration Clerk	Collision Reporting Clerk

Please note: The 4 school resource officers have been reassigned and now form our community response unit (CRU).

### Accountability for hours paid for traffic enforcement vs what we are receiving

The enhancement positions are based on contractual hours of 1,381 hours per year per uniform officer. Anything short of this will be reconciled the following calendar year.

- 10) The municipality receives an under hours credit in the amount of \$794,292. This credit is calculated using the number of hours below as follows: minimum hours required in contract, 29,970 contractual hours less 23,953 hours provided = shortfall of 6016 hours, divided by the total contractual hours multiplied by the total uniform policing costs exclusive of overtime: \$3,956,787.

#### Contractual Hours Calculation

Billable Uniform Contract Enhancement Hours Worked		25,441
Calls For Service Hours Removed		(1,488)
<b>Total Uniform Enhancement Hours Worked In Contract</b>		<b>23,953</b>
Minimum Hours Required in Contract	21.15 FTEs x 1417	29,970
<b>Total Hours Below Minimum Hours Required</b>		<b>(6,016)</b>
Total Percentage Reduction (6016 / 29969.55)		20.07%
X (Uniform Salaries + Uniform related ODOE)	X	3,956,787
<b>Reduction Applied:</b>		<b>\$ (794,292)</b>

**Ontario  
Provincial  
Police**

**Police  
provinciale  
de l'Ontario**



**County of Wellington**

Rockwood Operation Centre  
5145 County Road 27  
Rockwood, Ontario  
N0B 2K0  
Tel (519) 856-1506  
Fax (519) 856-2372

Respectfully submitted,

*Steve Thomas*

Steve Thomas  
Inspector  
Detachment Commander  
Wellington County OPP



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Police Services Board  
**From:** Kelly-Ann Wingate, Purchasing and Risk Analyst  
**Date:** Wednesday, November 08, 2023  
**Subject:** At Fault False Alarm Reduction Policy Report

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### Background:

During 2022 Budget deliberations, staff were asked to conduct a full cost analysis of how much one At Fault False Alarm occurrence costs. The calculation involves the costing of two Wellington County OPP Officers time, OPP administration staff time, as well as County of Wellington staff time and supplies. The result of the calculation was that the full cost recovery for one At Fault False Alarm was \$385.00 per occurrence. At the January 10, 2022, Wellington County Police Services Board meeting, the Board passed the revised At Fault False Alarm policy reflecting the full cost recovery model.

At the last Wellington County Police Services Board meeting, staff were asked to update the At Fault False Alarm Policy to include inflation costs when calculating the full cost recovery for Police Services fees. For the year 2024 the Police Services fee will be \$405.00. The At Fault False Alarm fee will be recalculated on an annual basis to include inflation costs.

Attached is the amended Appendix A for the Board by-law 1-22, Wellington County Police Services Board At Fault False Alarm Reduction Policy.

### Recommendation:

That the False Alarm Policy be updated to reflect the full cost recovery of \$405.00 per false alarm for the year 2024 and the fees be recalculated every year to reflect inflation costs; and

That the User Fees By-law be updated; and

That staff be directed to amend Appendix A in By-Law # 1-22; and

That the amended At Fault False Alarm Policy will commence on January 1, 2024.

Respectfully submitted,

A handwritten signature in black ink that reads 'K. Wingate'.

Kelly-Ann Wingate  
Purchasing and Risk Analyst



## **APPENDIX A**

### **WELLINGTON COUNTY POLICE SERVICES BOARD**

#### **AT FAULT FALSE ALARM REDUCTION POLICY**

##### **POLICY STATEMENT**

The Wellington County OPP responds to false intrusion alarms every year. It is found that most of the At Fault False Alarms are activated by faulty equipment or human error. The Wellington County Police Services Board and the Wellington County OPP will work toward reducing the number of At Fault False Alarms requiring police response by monitoring alarm locations and issuing fee invoices to the owners of premises having At Fault False Alarms.

##### **APPLICATION**

This policy applies to the Wellington County OPP and the County of Wellington Alarm Coordinator and OPP Communications Operators for the County of Wellington, commencing January 1, 2024.

##### **AUTHORITY**

Police Services Act, R.S.O. 1990, c. P15, Section 10 and Municipal Act, 2001, S.O. 2001, c.25, Section 391

##### **PROCEDURE**

###### **1. Definitions**

- 1.1** Valid Alarm is an alarm signal which has been activated for the purpose for which it was installed such as: warning of an attempted or completed criminal offence, or an emergency in relation to the premise in which the alarm device or system is installed.
- 1.2** At Fault False Alarm is any alarm signal activated unnecessarily, carelessly, improperly, or for a purpose other than that for which the alarm device or system is installed and includes:
  - 1.2.1** testing of an alarm without prior notification and approval of the officer-in-charge of the Wellington County OPP;
  - 1.2.2** an alarm reporting an attempted or completed criminal offence or an emergency situation occurring on or in relation to the premise in which the alarm device or system is installed where no evidence exists that any such event took place;
  - 1.2.3** an alarm actually or apparently activated by mechanical failure, malfunction or faulty equipment; or,
  - 1.2.4** an alarm activated by subscriber or owner negligence or carelessness.

- 1.3** No Fault False Alarm is an alarm that prompts a police response to a premise where an emergency does not exist and the alarm was triggered by natural causes or conditions beyond the control of the alarm user including, but not limited to, an alarm actually or apparently activated by atmospheric conditions, excessive vibrations or extended power failure.
- 1.4** Normal Business Hours is the period during which any premise is open for business and includes one hour prior to opening and one hour after closing.
- 1.5** Verification occurs when an alarm company or monitoring agency establishes whether a police response is required by first contacting their subscriber to confirm, when possible, if the alarm is genuine.
- 1.6** Approved alarm monitoring station(s) or alarm company(ies) is one which meets the satisfaction of the Wellington County OPP Alarm Coordinator as being *bona fide*.
- 1.7** Alarm holder is the person or persons who is recorded with the alarm company or monitoring agency as being the owner or operator of an alarm system.

## **2.0 Alarm Verification**

- 2.1** Verification is required for all intrusion alarms or alarms to automatic banking machines which occur during the normal business hours of the premise involved. The alarm monitoring station is responsible for verifying these types of alarms.

Verification may also be requested by the officer dispatched to an alarm or the Officer-In-Charge of the Wellington County OPP when;

- 2.1.1** an intrusion alarm is activated in a building during normal business hours or when it is reasonably expected that authorized persons are or should be in the building in question;
- 2.1.2** when the same alarm is activated more than once during the officer's tour of duty and the alarm is obviously malfunctioning, or;
- 2.1.3** when several alarms are activated within a short period of time during an electrical storm or a power failure.

## **3.0 Registration**

- 3.1** The Alarm Coordinator shall compile an alarm list of the alarm holders and the property owners of alarm systems which cause or have caused At Fault False Alarms, for statistical, policy and billing purposes.
- 3.2** Upon request, alarm companies or monitoring agencies shall provide to the Alarm Coordinator the name and address and other reasonable information relating to alarm holders and property owners as may be required for the purposes of this policy.

#### **4.0 Automatic Dialing Alarms**

- 4.1** Automatic Dialing Alarms causing At Fault False Alarms requiring response by the Wellington County OPP shall be subject to the fees set out in Section 5.0 Fees for False Alarms.

#### **5.0 Fees for False Alarms**

- 5.1** The alarm holder and the registered title owner of a property containing an alarm system which causes an At Fault False Alarm and a response or responses by the Wellington County OPP shall be jointly and severally liable to pay to the Corporation of the County of Wellington as set in the User fee By-law:

**5.1.1** the fee for the first, second and third alarm within twelve months of the first as set in the County of Wellington User Fee By-law.

- 5.2** Fourth and subsequent at fault false alarms within a twelve-month period of the first shall require a notice, including a written report from the OPP concerning the incident, to be mailed by regular mail to the alarm holder and the registered title owner of the property at least 15 days before the Board meets to determine the issue. The alarm holder or the registered title owner, or a duly appointed agent, shall be entitled to address the Board in writing or in person at the meeting. If the alarm holder or the registered title owner is unable to satisfy the Board that an at fault false alarm did not occur, the Board shall proceed to impose a fee as set in the County of Wellington User Fee By-law for the fourth at fault false alarm within twelve months. If the alarm holder or the registered owner does not appear at the meeting, the Board may proceed in their absence.

- 5.3** Twelve months from the time of an alarm system's first At Fault False Alarm, the Alarm Coordinator shall revise the alarm list created under subsection 3.1, so that the fee schedule of subsection 5.1 applies as though there had been no previous At Fault False Alarms.

- 5.4** In the case of chronic At Fault False Alarm system owners, ie. those incurring four or more responses within a twelve-month period, the Board may direct the Alarm Coordinator not to apply the terms of subsection 5.3, and to continue to record the number of At Fault False Alarm responses in the alarm list.

- 5.5** When chronic At Fault False Alarm system owners have a period of twelve consecutive months without requiring police response, the Alarm Coordinator will advise the Board, and apply the terms of subsection 5.3.

#### **6.0 Appeal Procedure**

- 6.1** Alarm holders may appeal in writing only to the Alarm Coordinator for a written decision waiving a fee if:

- 6.1.1** the alarm holder can satisfy the attending OPP officers that the system was malfunctioning during the false alarm attended by them;
- 6.1.2** the alarm holder can satisfy the Alarm Coordinator that the system was malfunctioning during one or more of the false alarms attended by the police, and;
- 6.1.3** the alarm holder can demonstrate in writing signed by an approved alarm monitoring station or alarm company that significant corrective action was taken to repair or replace a faulty or inadequate alarm system.

**6.2** An appeal by an alarm holder or the registered title owner of a property containing an alarm system, or the Wellington County OPP from a decision of the Alarm Coordinator lies to the Wellington County Police Services Board (the Board). The appeal may be in writing or in person at a regularly scheduled Board meeting, provided the appeal is commenced by notice, in writing, within 30 days of the decision of the Alarm Coordinator. The decision of the Board shall be final.

## **7.0 Collection as Taxes**

**7.1** Fees not paid from which no appeal has been commenced within the applicable time shall be added to the tax roll in accordance with the terms of Section 398 of the Municipal Act, 2001, S.O. 2001, c.25.

## **8.0 Public Notice**

**8.1** Annually, and more frequently if required by the Board, the Alarm Coordinator will ensure a public notice of Board By-law 1-22 and the terms of the At Fault False Alarm Reduction Policy. The public notice may take the form of newspaper advertising, or website posting, or tax bill inserts, or any combination of the three.





# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Police Services Board  
**From:** Ken DeHart, County Treasurer  
**Date:** Wednesday, November 8, 2023  
**Subject:** **Preliminary 2024-2033 Ten-Year Plan: Police Services**

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### Background:

This forecast provides a high-level view of major budget issues and planned capital investments and serves as a guide for departments in preparing their detailed current year operating and capital budgets. The preliminary corporate ten-year plan will be considered by the Administration, Finance and Human Resources Committee on November 21, 2023, and the forecast will be updated at the time the budget is approved early in the new year.

### Major Operating Budget Impacts

Staff are in the process of compiling the detailed 2024 operating budgets for each department. Major items reflected in the 2024 Police Operating Budget include the following:

#### Revenues

- The Community Safety and Policing grant (CSP) for the suicide prevention/postvention programme is maintained in 2024 with funding ending in the 3<sup>rd</sup> quarter of 2025
- The County received correspondence indicating the O.P.P. has centralized the police record check process from detachment staff to an Online Police Record Check Unit (OPRCU) resulting in a gradual removal of the credit back to municipalities. Staff have phased down this revenue by \$30,000 each year over the 2025-2028 period

#### Expenses

- The province has submitted an OPP policing contract cost estimate for 2024 of \$17,895,529. The cost per property has increased slightly from \$428.88 in 2022 to \$429.29 in the 2024 estimated billing. Overall, contract costs have increased by \$269,000 or 1.5% from 2023.
- Due to the moratorium on uniform officer hiring while the OPP is working on a new service delivery model – it is recommended that the funds earmarked for one uniformed officer in 2024 be redirected to a new civilian media position with an April 2024 start date. The new Media Relations Coordinator is expected to cost just under \$107,000 in the 2024 budget.
- There is an allowance for one new uniformed officer beginning in 2025 and throughout Ten-Year Plan that will be added to the contract to keep pace with growth in the County and to address service level requirements. Each additional officer is expected to cost approximately \$191,000 annually (in 2025 dollars).
- The provision to account for the annual OPP contract reconciliation remains at \$450,000 in 2024. This amount is included as an offsetting reduction to the transfer payment line. The 2022 reconciliation amount received in October 2023 was just over \$679,500.
- The transfer payment to Safe Communities for \$30,000 and the transfer to Project Lifesaver for \$10,000 have been maintained throughout the 2024-2033 ten-year plan.

- Debt charges for the Teviotdale OPP detachment mature in 2023 resulting in a reduction to this line of \$141,000 in 2024.

### **Capital Budget Forecast**

In accordance with the Budget Management Policy, the list of capital works includes those initiatives that have a long-term benefit to the corporation and whose capital cost is at least \$25,000. Where applicable, capital budgets are presented as inflated by 10% for 2024, 5% for 2025 and 3.5% for 2026-2033. The inflation factor for 2024 represents the current non-residential construction price index. It is anticipated that inflation will return to historical levels and the future forecast reflects this expectation. Highlights of the capital forecast are as follows:

- Equipment related capital expenses include the replacement of the radar detection devices in 2027 and the replacement of the Rockwood detachment generator in 2031. Equipment capital purchases are funded from the General Capital reserve
- Lifecycle replacements at the Rockwood detachment continue with \$1,010,000 budgeted over the ten years. Staff will evaluate timing and budgets as projects identified in the later years of the forecast move closer to present time.
- Teviotdale detachment has a budget of \$225,000 for interior upgrades (flooring and paint) and security camera replacement (2029).
- Aboyne detachment includes \$630,000 for interior upgrades (flooring and paint) in 2025, a rehabilitation of the air-handling units in 2026, furniture replacements in 2027, plumbing replacements and HVAC control system in 2029 and elevator modernization in 2030.
- Facility-related projects total \$1.9 million over the forecast and are funded through the Property reserve.

The detailed 2024 operating budget and revised ten-year plan will be presented to the Board in January. Attached to the report is the current proposed ten-year operating budget and ten-year capital budget for Police Services.

### **Recommendation:**

That the preliminary 2024-2033 Police Services capital budget forecast and major operating budget impacts as set out in this report be endorsed and forwarded to the Administration, Finance and Human Resources Committee for inclusion in the County of Wellington's Preliminary Ten-Year Plan.

Respectfully submitted,



Ken DeHart, CPA, CGA  
County Treasurer



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

**October 2023**

Detachment Commander  
Inspector Steve Thomas



# From the Detachment Commander

Remembrance Day is approaching, and it is a time to remind everyone of the ultimate sacrifice past and current generations have made to secure our freedom and uphold our Democratic values. I encourage everyone to attend a local cenotaph or Remembrance Day event to pay their respects for those who gave everything for the benefit of future generations.

As the weather gets colder and winter draws near, I want to take the opportunity to remind everyone to install those winter tires, keep an eye on the forecast and slow down when the snow arrives. Many winter collisions can be prevented if we ease up on the pedal.

Along with snow, winter brings the Holiday Season, which in turn brings about the yearly Festive Ride Campaign. Wellington County OPP officers will fan out across the County conducting RIDE campaigns to remove drunk drivers from the roadways. Please, if you are attending events and consuming alcohol, have a designated driver, call a cab, or use a ride sharing service. There are so many options available. There is never an excuse for driving while impaired!

As this is the last Police Service Board Report prior to the new year, I want to wish everyone a very safe and happy Holiday Season and a Happy New Year.

Be safe, stay safe and arrive alive!



Inspector Steve Thomas  
519-846-5930

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## **Crime**

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### **Crime Unit**

Supervisor: Detective Sergeant Jennifer Foley

In October 2023, the Crime Unit investigated a member of the public in illegal possession of a firearm. A Criminal Code search warrant was executed at residence where a firearm and ammunition were located. As a result, an adult male was charged with unauthorized possession of a firearm and careless storage of a firearm.

On October 19, 2023, a Judge and Jury murder trial in Guelph Superior court concluded after 24 days. Kyle GEMIN was found guilty of second-degree murder for the killing of his 74-year-old grandfather in Belwood in 2020. Several members of the OPP testified in the trial contributing to a strong prosecution. Crime Unit investigators who held the roles of Lead Investigator and File Coordinator were in court to support the Crown Attorney for the duration of the trial. Officers assisted with witness preparation, reviewing evidentiary material, and prosecution planning.

The Crime Unit conducts investigations of child abuse in cooperation with Guelph-Wellington Family & Children's Service and other child protection agencies as required. Ensuring the safety of other children in care of accused's persons is always a priority. In October 2023, the Crime Unit charged an adult male for assault against a 5-year-old child.

### **Community Street Crime Unit**

Supervisor: Detective Sergeant Jeff Dudley

CSCU welcomed a new member to the team in October. This member previously completed a temporary assignment with CSCU and conducted several drug and property crime investigations during that time. This member has been a police officer for six years and brings with them a wealth of policing experience from their frontline investigations.

CSCU and CU began an investigation in September for a theft of a large spool of copper wire from a business in North Wellington. Suspects entered the business and stole over \$200,000.00 worth of copper wire. CSCU liaised with other policing partners and were able to identify one of the suspects responsible for the theft. CSCU has charged the suspect and are still attempting to identify the second person responsible for the theft.

CSCU assisted frontline with a methamphetamine trafficking case in South Wellington. Investigators authored a search warrant to obtain further evidence that will assist in the laying of charges. A female was located with a quantity of methamphetamine valued at \$1200 and drug trafficking paraphernalia. The accused has been charged with several offences including possession for the purpose of trafficking methamphetamine.

CSCU assisted London Police Service with the recovery of four custom stolen trucks from a business in North Wellington. The value of the trucks was estimated to be over \$400,000.00. CSCU continues to work with London Police Service identifying the suspects and laying applicable charges. The vehicles have been returned to the respective owner.

CSCU assisted MCU with a warrant in South Wellington related to weapon offences. A firearm, several hundred rounds of ammunition, a small quantity of cocaine and a bow with arrows were seized as a result. The accused was charged with several offences. Great teamwork by CSCU and CU.

## Traffic

### Traffic Management Unit

Supervisor: Sergeant Adam McGough

#### Black Cat Speed Monitoring Devices

	Study Length	Number of Vehicles	Recommended Enhanced Enforcement	Posted Speed Limit	85 <sup>th</sup> Percentile	Collision History (5 years)
Location	Concession 1, Puslinch <i>Between Townline Rd and Highway 6</i>					
	8 days	24,971	Yes	60	83	84
Location	Wellington Road 19, Centre Wellington <i>At Second Line</i>					
	9 days	10,256	No	80	96	2

Traffic Management Unit members continues to conduct RIDE checks throughout the County. The 2023 Festive RIDE will begin on November 16<sup>th</sup>, 2023.

During the beginning October, Wellington Traffic Management Unit members participated diligently in Operation Impact, a provincial traffic campaign over the Thanksgiving holiday weekend. 100 charges were laid, including speeding, impaired driving, distracted driving, and others.

Submissions for the 2024 Provincial Tow Program were due October 15<sup>th</sup>, 2023. Submissions are being screened for the OPP towing program, beginning January 1<sup>st</sup>, 2024. Further inspections of fleets and impounds will take place in November.

A competition will be held at the beginning of November for a Traffic Management Unit vacancy.

## Community Response

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### Community Response Unit

Supervisor: Sergeant James Mackenzie

The Fair season ended this month with the Erin fall fair on Thanksgiving weekend. This event can bring 10,000 people into the town of Erin. CRU engaged with the planning team and provided foot patrol at the event. Despite the challenges this year with construction zones surrounding the fairgrounds, the weekend went smooth with limited incident. Congratulations to the Erin Agricultural Society for a successful and entertaining event.

The CRU response unit continued support to front line policing while taking part in community events. The Centre Wellington Fire Department put on an open house for our community to attend. This brought Fire, OPP, RCMP, MNR and EMS services together to greet and have conversations of many topics of the services provide by our first responders.

Our School Resiliency Officer is back in full swing since School is back and students are settled in. PC Hickey has partnered with Upper Grand District School Board, John Howard Society and Guelph Police to attend our County's High Schools to educate students on the definition of what a weapon is and what should not be brought to school that could be viewed as a weapon. This conversation with our youth opens many discussions on resolving conflict without violence and keeping our schools safe. This presentation has been provided to Wellington Heights in Mount Forest with positive feedback. PC Hickey will continue to visit our remaining High schools over the next few months.

CSS is looking forward to the up-and-coming parade season and continued community engagement.

### IMPACT (Integrated Mobile Police and Crisis Team)

#### September 2023

Individuals Served	Requests for Service	Live Calls with Police	Calls Diverted from Hospital
50	54	26	92.3%

### Auxiliary Unit

Unit Commander: Auxiliary Staff Sergeant J. SWAN

Liaison: Provincial Constable Kyle Draves

The Auxiliary unit participated in a food drive in conjunction with the Centre Wellington Food Bank. The Food Bank reported that 766 donation bags were collected along with a few needed items totaling two van loads; \$1,173.10 worth of cash donations was also collected. This was the 16<sup>th</sup> Thanksgiving Food Drive the unit has been a part of. Our October training was focused on updating member information for the Auxiliary Program Office and reviewing the training record that all Auxiliary members are expected to maintain. Members participated in numerous patrol shifts throughout the county.

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## Crime Stoppers

Sarah Bowers-Peter, Program Coordinator CSGW

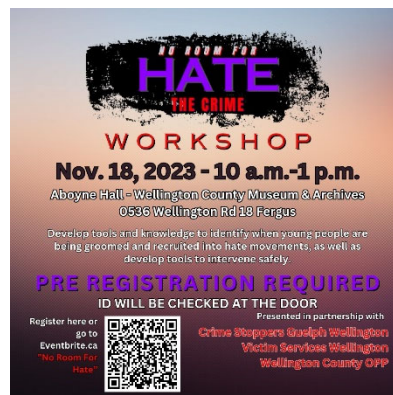
To start the month off, CSGW was awarded two Crime Stoppers International Awards: one for Best Media – Radio with The Grand at 101 and one for Best Media – Digital with Tivoli Films out of Centre Wellington. The radio award was for a segment of Swap Talk and the digital award was for #HerStory, the animated video we developed for the #HTinWC grant from the Ministry of the Solicitor General last year. We will be announcing these awards soon and sharing our thanks to our partners.

Board members have been engaged with increased requests for CSGW presence at community events. The Board attended the Centre Wellington Fire and Rescue Service Open House in Elora as well as the Seniors Fair in Drayton.

The Wellington County OPP/County of Wellington Online Property Auction started October 19<sup>th</sup> and concluded October 25<sup>th</sup>. We can't wait to see how successful this event was.

The Southwest Zone meeting was held in Ingersoll for Crime Stoppers programs from Owen Sound down to Haldimand Norfolk and over to Windsor Essex. At the fall update most programs in the area shows that fundraising and volunteerism are struggles for many programs.

The No Room for Hate initiative announced a one-day workshop on November 18<sup>th</sup>. (Information below). Feel free to share this information as it is an important message and part of our latest Ministry of the Solicitor General grant addressing Hate Crime in rural communities. This event sparked significant media interest and will hopefully draw a full house.



## Safe Communities Wellington County

Safe Communities Wellington County had a very busy month with Safe Communities Day launching in October with 650 students attending the virtual safety day. Students watched videos from Wellington County OPP, GRCA, Guelph Wellington Paramedic Service, Wellington County Emergency Management and many more. Making the day more interactive, professionals from each area participated online to answer questions from the 16 schools registered. The Fire Open House in Elora was fantastic. Safe Communities had the opportunity to speak with several families in the area about preventing injuries and the upcoming National Teen Driver Safety Week. Focusing on the youth voice along with the big three; distracted, aggressive and impaired driving, Safe Communities visited three Wellington County high schools and in partnership with the Wellington County OPP, positive ticketing blitzes were held at two Wellington County High Schools.

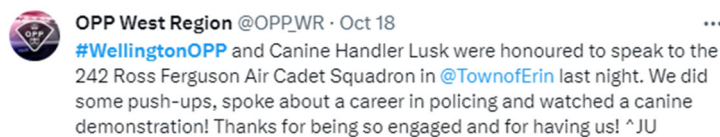


## Media

Provincial Constable Josh Cunningham

Provincial Constable Jacob Unger

Throughout October the media unit was busy promoting the hard work of the Wellington County OPP as well as engaging with members of the community. We were able to deliver fraud presentations at Station Square in Elora as well as to the Women in Grace in Arthur. PC Unger was able to attend the monthly meeting for the 242 Ross Ferguson Royal Air Cadet meeting in Erin. He spoke about what a career in policing looks like, the importance of physical fitness and they even did some push-ups together. Canine Handler Lusk was also able to attend the meeting and provided an interesting demonstration with one of her dogs. Speaking of dogs, we were able to arrange for a therapy dog to attend the detachments bi-weekly. We have had two visits so far and have had a great response from members. The week of October 15<sup>th</sup> was National Teen Driver Safety Week and together with Safe Communities, PC Unger was able to attend two local high schools to hand out positive tickets to the teens who were wearing seatbelts and had their cellphones put away.



---

## Court

Supervisor: A/Sergeant Mike DeBoer

The Court Bureau is continuing with the implementation of three new initiatives regarding offender management and bail release. Management and coordination of these programs remains mostly in the development stages however parts of the initiatives are being implemented in progression.

### Firearms Bail Compliance Project

This initiative has been implemented by the Court Bureau and qualifying cases are being reported and monitored.

### The Offender Management and Apprehension Program (OMAP)

This program is still in the planning and pre-implementation stages at the detachment level.

### Intensive Serious Violent Crime Bail Teams

This program has been partially implemented. All bails are being reviewed for inclusion in this program by court bureau staff.

Statistics	June	July	August	September	October	YTD
Number of bails at Detachment	7	13	11	12	13	122
# Arrest Warrants Issued - Endorsed	*	*	*	13	21	350
# Arrest Warrants Issued - Unendorsed	*	*	*	12	9	178
# Arrest Warrants Issued YTD	40	36	35	41	29	317
# Processes Issued	116	111	76	75	127	982
# Processes Served	55	49	5	9	24	415

\*Warrants not separated by type until September

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# Personnel & Acknowledgements

## Wellington County OPP Charity Golf Tournament

After a four-year hiatus, the Wellington County OPP Charity Golf Tournament was resurrected in support of “Boots on the Ground-Peer Support for First Responders.”

The tournament was held on September 12<sup>th</sup> at the Guelph Lakes Golf and Country Club. Approximately 98 golfers participated including Wellington County OPP members, retirees, local paramedics, firefighters, and many members of the community.

In total, \$7,270.00 was raised and presented to Boots on the Ground chairman/founder, Dave MacLennan on Oct 20<sup>th</sup>.

Special thank you to PC Kirk MacDonald and PC Cheri Rockefeller for organizing the event, the multiple volunteers that assisted the day of the event and to the Staff of the Guelph Lakes Golf and Country Club.



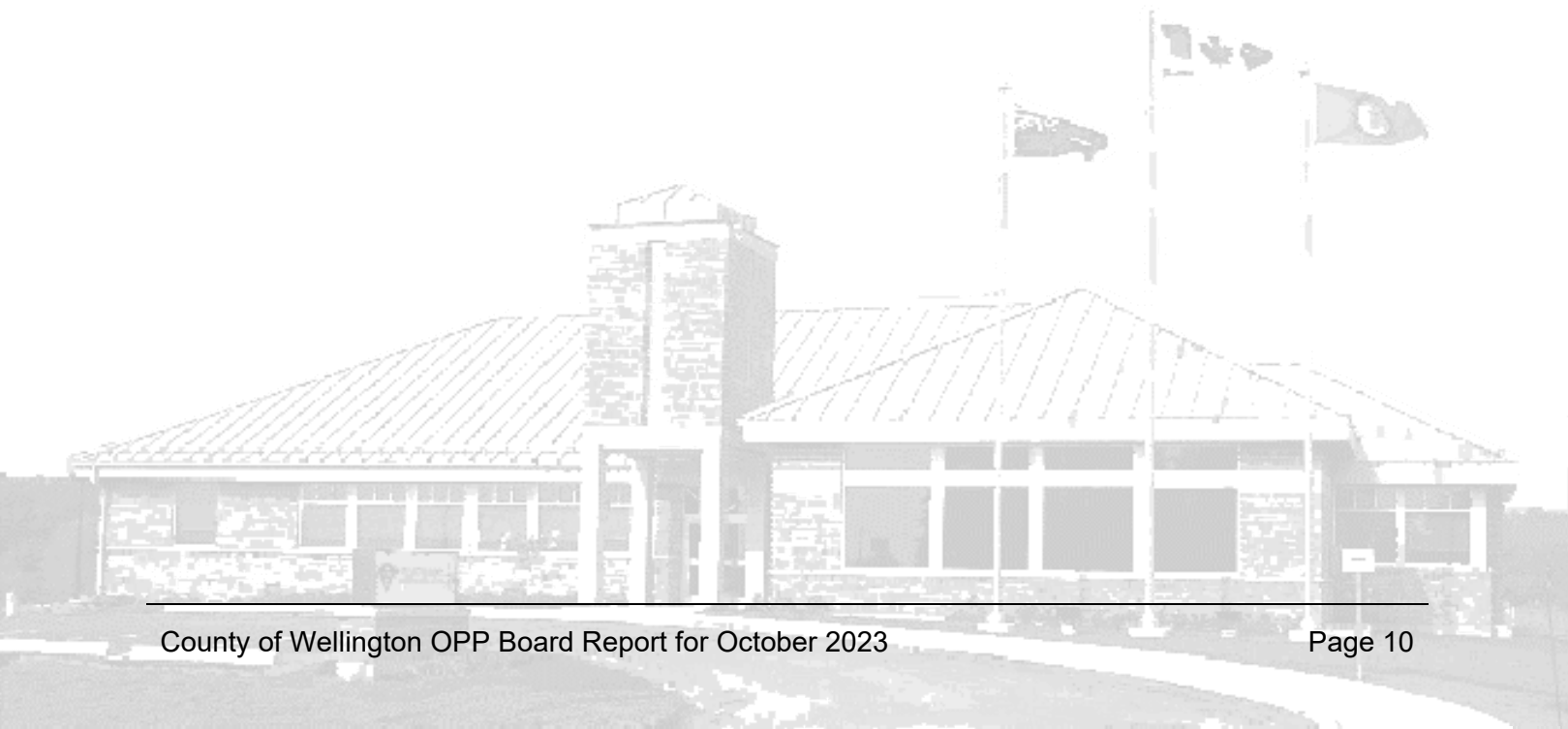
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## 2023 West Region Awards Ceremony

Provincial Constable Tucker Campbell and members of the public Fadya Al-Mamoori and Margaret Eby received Lifesaving and St. John Ambulance Awards.

On September 26<sup>th</sup>, 2021, a man attended his local pharmacy in Fergus Ontario, and while there, he collapsed. Staff called 911, and Margaret Eby, a customer in the store, went to his aid. She and Fadya Al-Mamoori performed CPR until paramedics and Provincial Constable Campbell arrived on scene.

Provincial Constable Campbell took over CPR and continued as Emergency Medical Services set up and deployed a defibrillator. CPR was continued as the man was transported to hospital. He regained consciousness and was alert and talking to hospital staff when he arrived at the emergency department.





# Statistics Summary

## Calls for Service

Year to date calls for service appear to have increased 8% over the same period last year with September showing a 6% increase and October currently showing a 24% decrease.

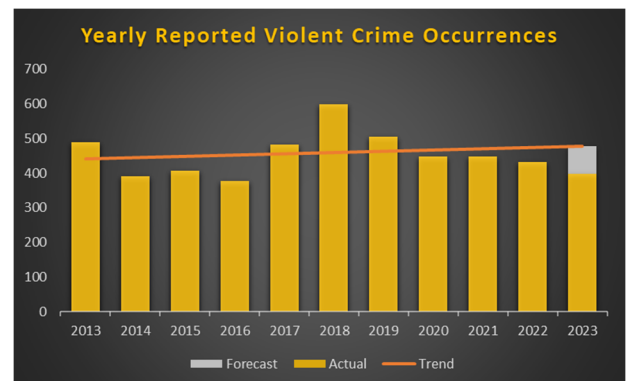
At this time, it remains projected that annual calls for service should decrease slightly over 2022.



## Violent Crime

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

Year to date violent crime has increased 12% over the same period last year with September showing a 9% decrease, and October currently showing a 41% decrease.



## Property Crime

Property Crime appears that it may also trend lower since 2018, however a projected increase continues to be anticipated over last year.

Year to date property crime has decreased 12% over the same period last year with September showing a 22% decrease, and October currently showing a 12% decrease.



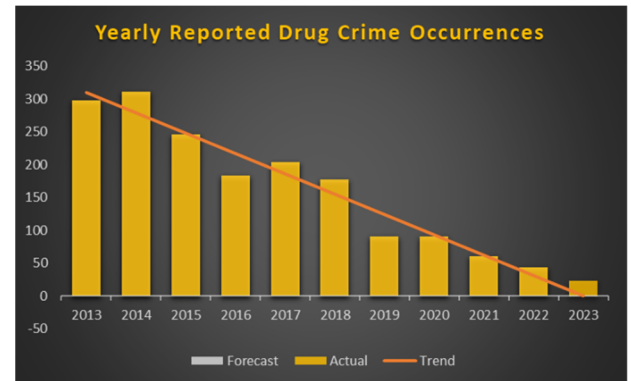


## Drug Crime\*

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 53% over the same period last year with September showing a 33% decrease, and October currently showing no change over October 2022.

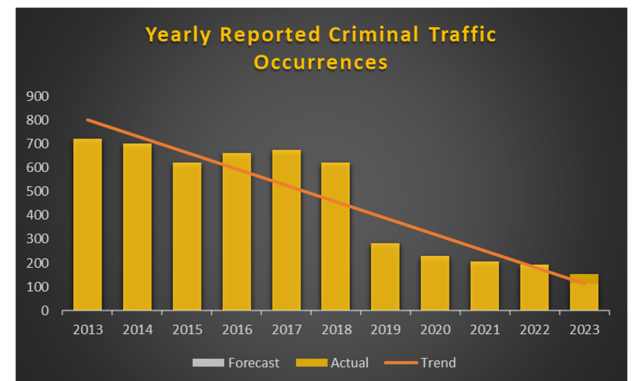
\* Note: Recreational use of cannabis was decriminalized on October 17th, 2018



## 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.

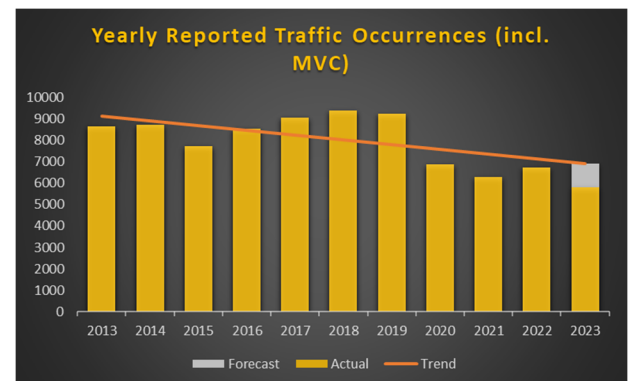
Year to date criminal traffic occurrences have decreased by 7% over the same period last year with September showing an increase of 33% and October currently showing an 52% decrease.



## 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.

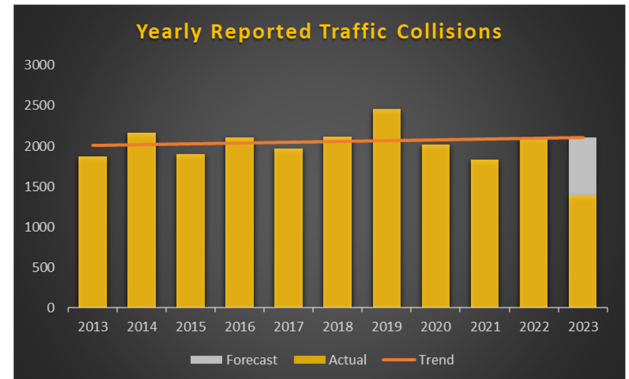
Year to date traffic occurrences have increased 6% over the same period last year with September showing a 5% decrease, and October currently showing a 22% decrease.



## 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.

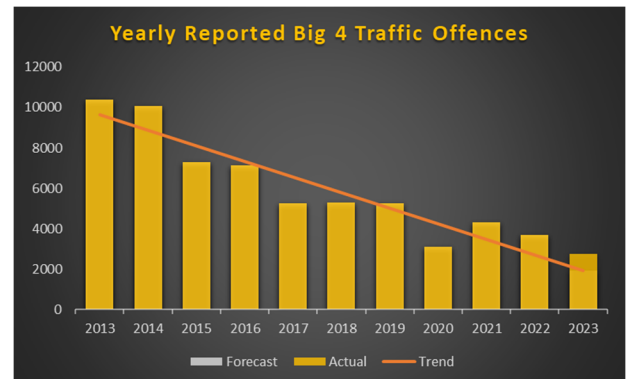
Year to date collisions have decreased 13% over the same period last year with September showing a 9% decrease, and October currently showing a 13% decrease.



## 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 decreased 21% over the same period last year with July showing a 46% decrease, August showing a 3% decrease, and September with a 21% decrease. Data for October 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.

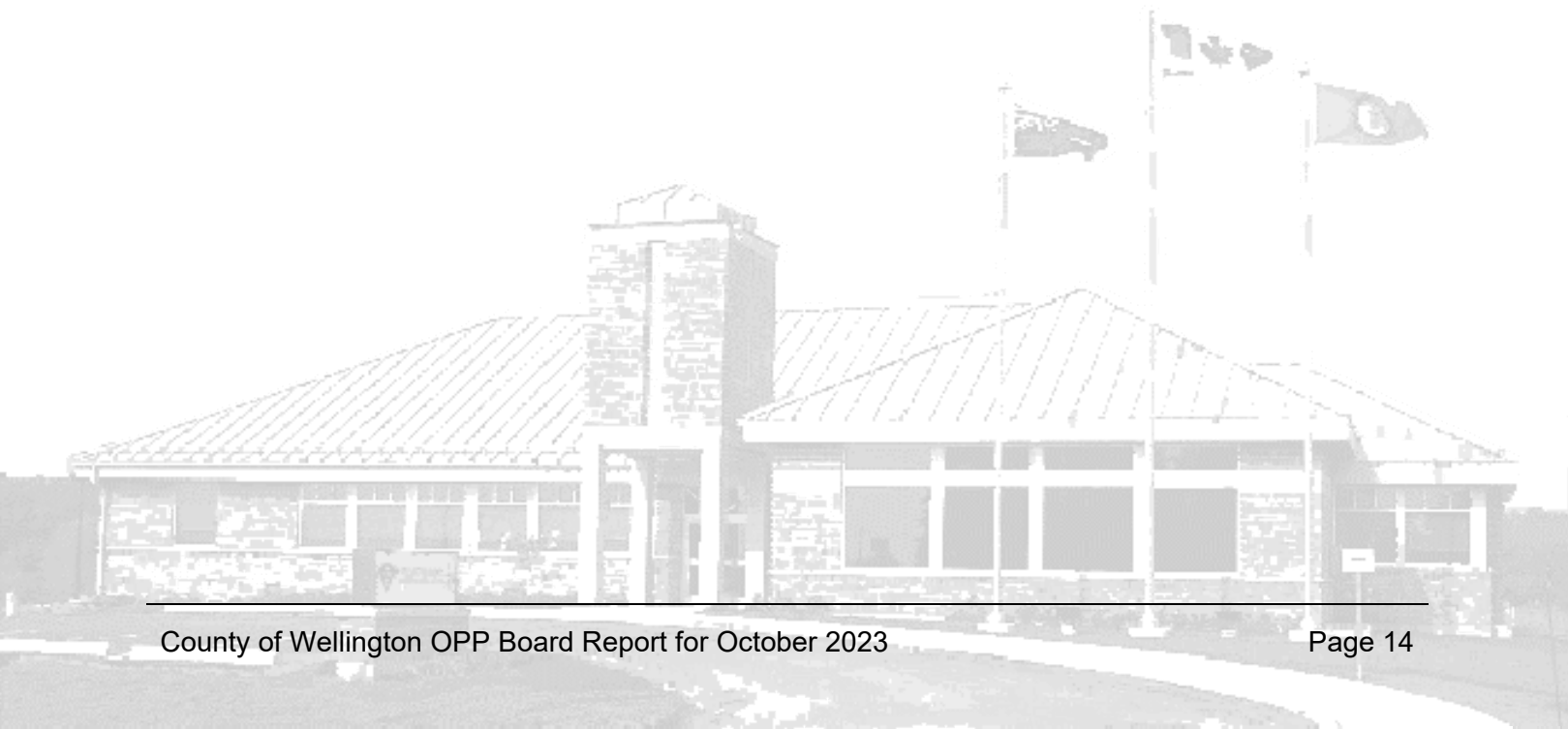
# Report Summary

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October was another busy month for Wellington County OPP. Calls for Service combined with the numerous Fall community events across the County kept everyone quite busy. On top of that the Traffic Management Unit and frontline officers took part in Operation Impact on the Thanksgiving weekend to educate drivers on road safety and lay charges when necessary. Our Crime Unit was kept busy and with numerous investigations and two detectives testifying and assisting the Crown, for nearly the entire month, during the Gemin murder trial. The Community Street Crime Unit was kept consistently busy following leads, drafting warrants, and assisting other Wellington County and neighbouring units with their investigations. All in all, October brought a demanding workload, but Wellington County OPP rose to the occasion and was able to provide security and safety to the citizens Wellington County.

As a final send off before the new year, once again we want to remind everyone that winter is coming. Remember to install your winter tires, slow down, adjust your driving to the weather conditions and give yourself extra time to safely reach your destination. Our actions can save lives!

Wellington County OPP would like to wish everyone a safe holiday season and a happy New Year.



# Contacts

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## **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



[www.opp.ca](http://www.opp.ca)



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November 2, 2023

To: Police Board Chair, Wellington County Police Services Board

Chair Campbell,

This letter is in response to a letter from the Township of Puslinch dated September 18, 2023. Resolution 2023-264 posed two questions to the OPP. Below are the responses.

**That Council direct staff to inquire with the OPP regarding how a speed limit change impacts their service levels and any budget impacts that should be considered.**

The goal of speed limit changes is often to enhance public safety. Whether the limits are increased or decreased, the impact on safety should be closely monitored, as it may affect the frequency and severity of traffic accidents and the workload of police responding to these incidents. The Wellington County OPP will continue to deploy black cat speed measuring devices to monitor areas of concern. For example, the speed limit on Lake Road was recently increased from 50km/h to 70km/h. A black cat speed measuring device was deployed on Lake Road in the 70km/h zone on October 21. If the results of the study (when available) identify the area to be of concern, enhanced enforcement will take place and reported back to the Police Services Board. When Municipalities are considering speed limit changes, the Wellington County OPP can provide collision and traffic complaint data if requested to aid in decision making.

The budget is established by the Wellington County Police Services board. A change in speed limit does not have any direct impact on the budget. Wellington County OPP allocates resources as operationally required.

**That Council direct staff to request that the OPP provide information to Puslinch Council that includes the data collected through OPP complaints and speed data collected through the Black Cat.**

As of October 23, 2023, the Wellington County OPP has received 2080 traffic complaints year to date. 196 of those complaints were received within the Township of Puslinch. Data collected through the Black Cat devices are reported publicly in the Police Service Board reports and are





available to the public through that report. The Wellington County OPP is growing it's Black Cat program to include report backs to the Police Services Board that will highlight efforts in areas of concern.

Below are the results of Black Cats deployed in the Township of Puslinch in 2023.

Location	Community Initiated	Study Length	Number of Vehicles	Recommended Enhanced Enforcement	Posted Speed Limit	85 <sup>th</sup> Percentile	Collision History (5 years)
Gore Road Puslinch	No	11 days	33836	Yes	60	>75	26
Brock Rd NB Puslinch	Yes	5 days	29516	Yes	50	>65	249*
Brock Rd SB Puslinch	Yes	5 days	34223	Yes	50	>65	249*
Victoria Rd S Puslinch	No	10 days	23747	Yes	60	>75	129
Hume Road Puslinch	Yes	5 days	1852	No	60	<71	1

<b>Location</b>	<b>Brock Road, Puslinch North of Wellington Rd 34</b>					
	9 days	41,159	No	70 km/h	83 km/h	25
<b>Location</b>	<b>Maltby Road, Puslinch Between Victoria Rd S and Watson Rd S</b>					
	8 days	7,042	No	60 km/h	75 km/h	6

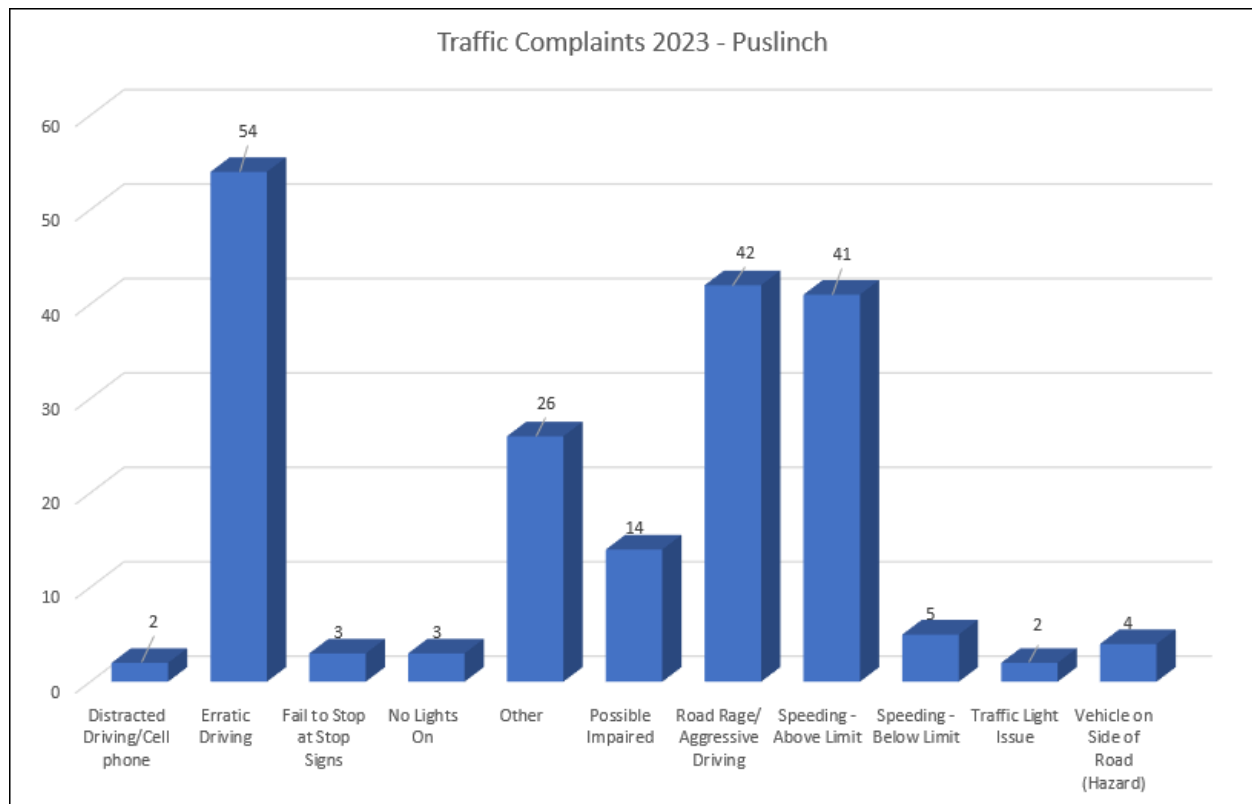


Below is a breakdown of traffic complaints in Puslinch in 2023 until October 23 with a corresponding graph.

Traffic Complaints - Puslinch	
Distracted Driving/Cell phone	2
Erratic Driving	54
Fail to Stop at Stop Signs	3
No Lights On	3
Other	26
Possible Impaired	14
Road Rage/ Aggressive Driving	42
Speeding - Above Limit	41
Speeding - Below Limit	5
Traffic Light Issue	2
Vehicle on Side of Road (Hazard)	4

Note: Erratic driving may include unpredictable and inconsistent driving such as sudden lane changes without signalling, speed fluctuations and other unexpected maneuvers that are difficult for other drivers to anticipate.

Aggressive Driving may include tailgating, honking excessively and weaving in and out of traffic attempting to pass or other behaviours where a driver displays frustration towards others.



Respectfully Submitted,

*Steve Thomas*

Steve Thomas  
Inspector  
Detachment Commander  
Wellington County OPP



Inspector Steven  
Thomas  
470 Wellington Road 18  
Fergus, ON N1M 2W3  
VIA EMAIL:  
stephen.thomas@opp.ca

Wellington County  
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](http://www.puslinch.ca)

September 18, 2023

RE 10.2 County of Wellington OPP Detachment – Response to Council Resolution 2023-123

Please be advised that Township of Puslinch Council, at its meeting held on August 16, 2023 considered the aforementioned topic and subsequent to discussion, the following was resolved:

**Resolution No. 2023-264:**

Moved by Councillor Bailey and  
Seconded by Councillor Hurst

That Council receives correspondence item 10.2 County of Wellington OPP Detachment – Response to Council Resolution 2023-123 for information; and

That Council direct staff to inquire with the OPP regarding how a speed limit change impacts their service levels and any budget impacts that should be considered; and

That Council direct staff to request that the OPP provide information to Puslinch Council that includes the data collected through OPP complaints and speed data collected through the Black Cat.

**CARRIED**

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



Sincerely,

Courtenay Hoytfox  
Municipal Clerk



Ontario  
Provincial  
Police

Police  
provinciale  
de l'Ontario



County of Wellington Detachment  
Centre Wellington  
Administration Centre  
Detachement du centre de Wellington  
Centre administratif de  
Centre Wellington

371 Charles Allan  
Way  
FERGUS, ON.  
N1M 2W3

371 Charles Allan  
Facon  
FERGUS, ON.  
N1M 2W3

Tel: (519) 846-5930

Fax: (519) 846-5460

July 6, 2023

Courtenay HOYTFOX  
Municipal Clerk  
Township of Puslinch  
Puslinch, ON N0B2J0

**RE:**

Dear Ms. Hoytfox,

I am in receipt of the Wellington County Police Services Board letter dated May 19, 2023 which referred Puslinch Township's request for clarification on speed changes and enforcement to myself for response.

I can advise that the Ontario Provincial Police do not make direction to municipal or provincial agencies regarding speed limit changes on their roadways. That is strictly a matter for the municipality of jurisdiction to determine, legislate, and post themselves.

The OPP will then actively enforce those speed limit laws and assist in the prosecution of offenders. The Wellington OPP can assist the County and Township in providing any available data we may have regarding collisions, OPP-received complaints, and speed data collected from Black cat speed measuring devices as requested.

[REDACTED]

Steve Thomas  
Inspector – Detachment Commander  
Ontario Provincial Police  
Wellington County



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

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON N0B 2J0  
[www.puslinch.ca](http://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



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

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON N0B 2J0  
[www.puslinch.ca](http://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

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## 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**

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### **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 24<sup>th</sup>, 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
- 85<sup>th</sup> Percentile = 70 km/h
- 95<sup>th</sup> 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
- 85<sup>th</sup> Percentile = 72 km/h
- 95<sup>th</sup> 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 85<sup>th</sup> 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.



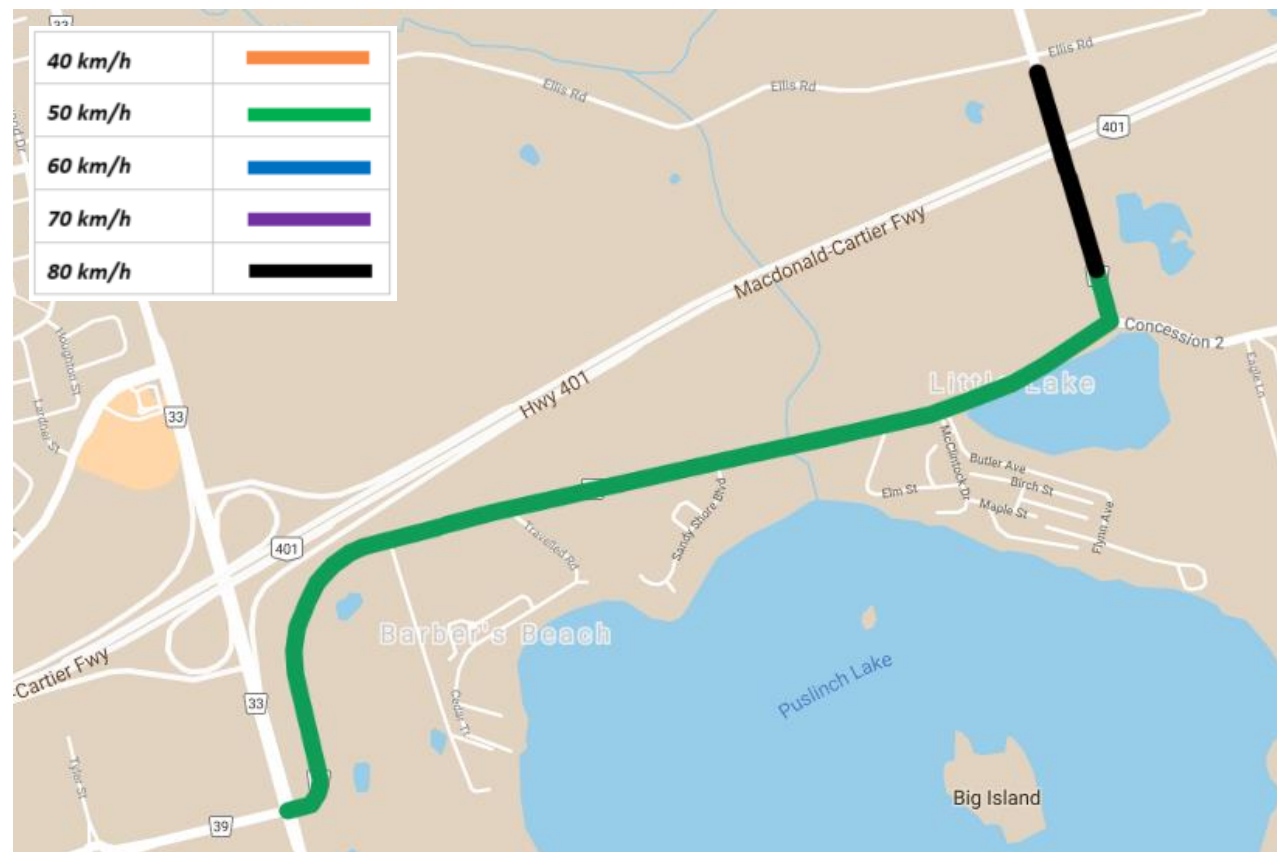


Figure 26: Existing Posted Speed Limits, Wellington Road 32 (Lake Road), Barber's Beach, Little Lake

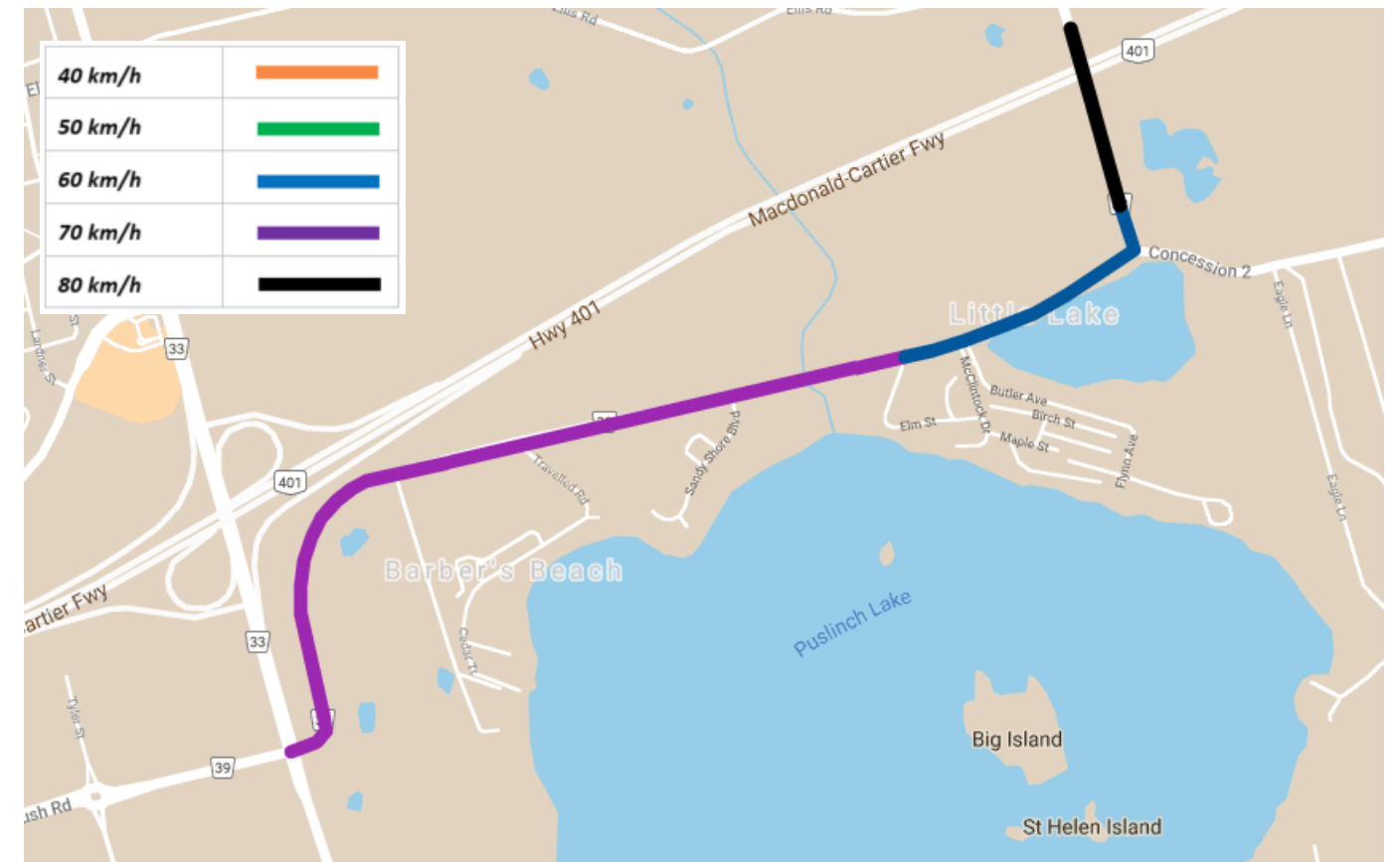


Figure 27: Recommended Posted Speed Limits, Wellington Road 32 (Lake Road), Barber's Beach, Little Lake



**County of Wellington**  
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**to Concession 2**  
**Township of Puslinch, Ontario**

**Project Open House**

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**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



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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.



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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]



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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]





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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.



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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.



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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**

## **Project Open House**

## **Comment Sheet**

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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.



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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

██████████





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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.



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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.



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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.

██████████



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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]



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**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.





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**Please provide your comments below**

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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## Please provide your comments below

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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**Please provide your comments below**

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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**Please provide your comments below**

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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**Please provide your comments below**

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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**Please provide your comments below**

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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**Please provide your comments below**

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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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**

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



**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**

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**

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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 <sup>DETOUR</sup> USE WHEN 401 CLOSED

NEED FOR SOUND BARRIERS

Combine McLin & Butler & three way stop.





**PROJECT OPEN HOUSE**

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

**COMMENT SHEET**

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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

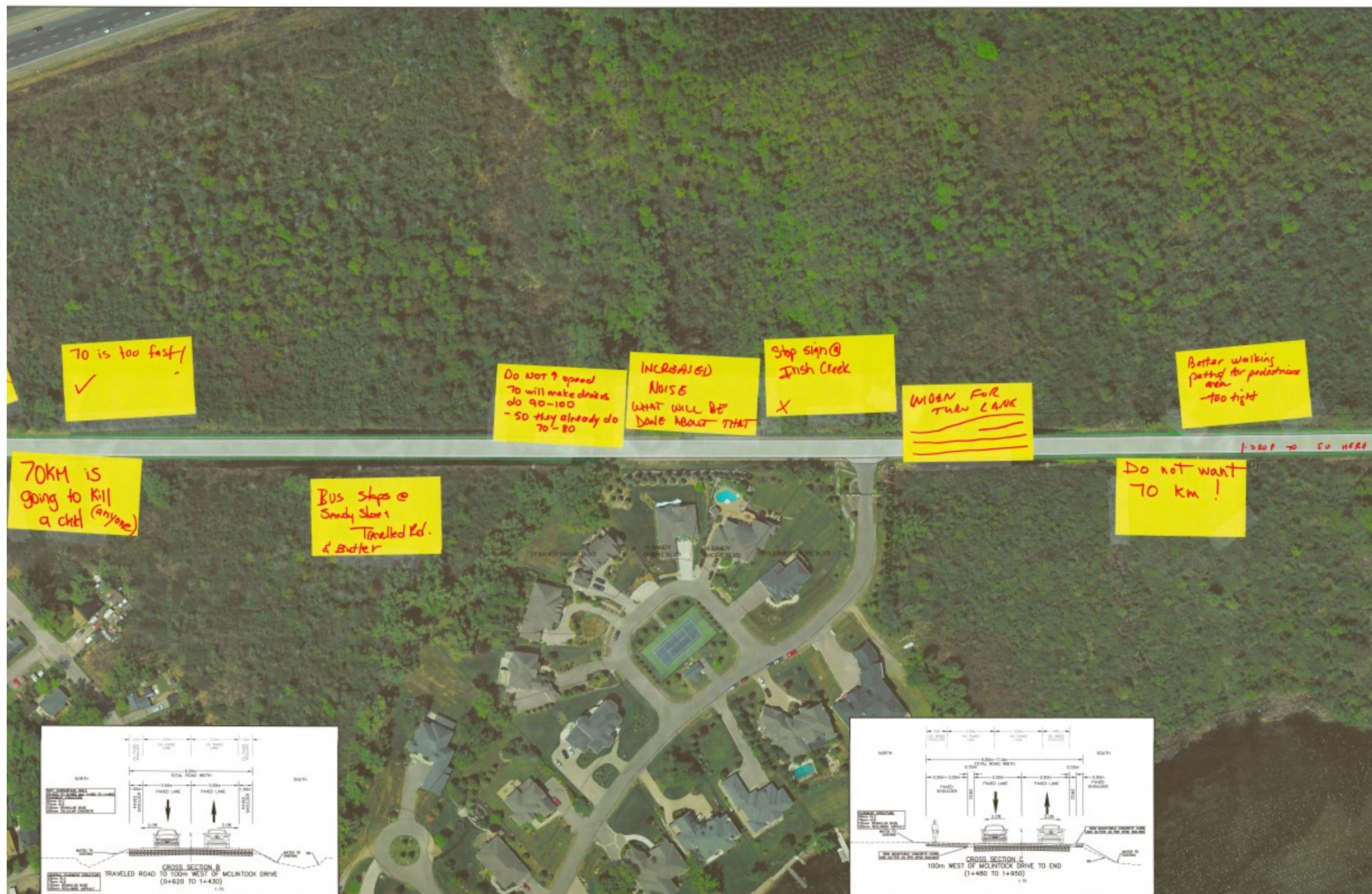
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- LEFT TURN LANE @ CAR PARK
- Turn lanes & 3-way stop at McClintock/Butler — good
- "Brutal" curve near parking lot has a negative slope.
- STOP at ICE — unnecessary.

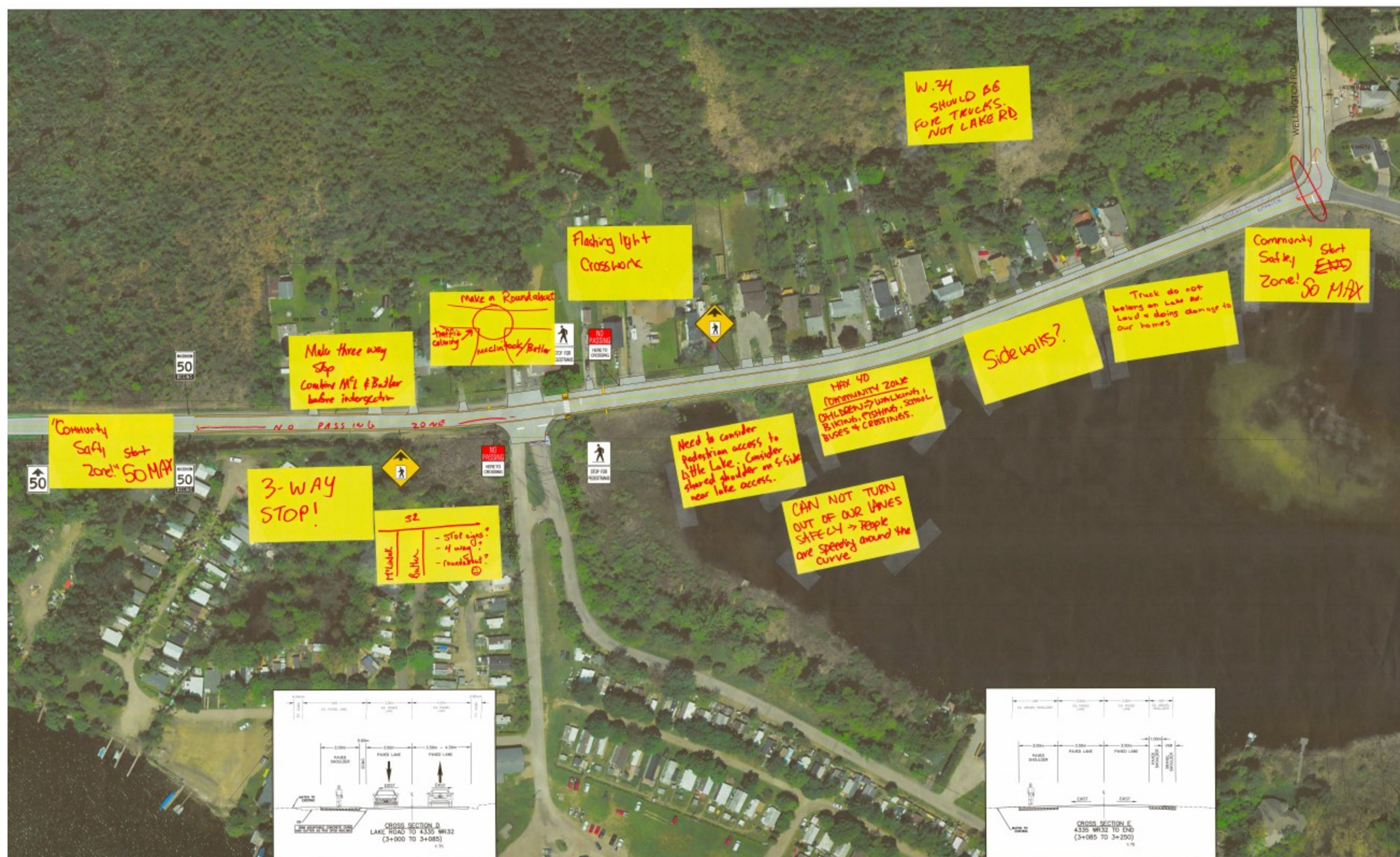








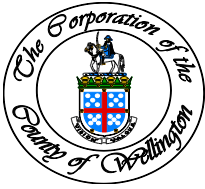












COUNTY OF WELLINGTON

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DON KUDO, P.Eng.  
COUNTY ENGINEER

Township of Puslinch  
7404 Wellington Road 34  
Puslinch ON NOB 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:

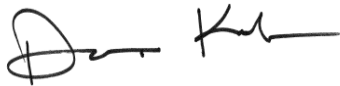
Will there also be post construction monitoring regarding the reptile and amphibian mortality rate? Is there baseline data (perhaps from community experts) to use? Or has the County collected its own data?

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

Ticket Activity		Number	Value			
Tickets - Entered						
ALPHADIGITAL Ticket		524	\$29,465.00			
Manually Entered Ticket		4	\$110.00			
Skeletal Ticket		0	\$0.00			
Subtotal Tickets Entered		528	\$29,575.00			
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		21	\$1,720.00			
Dismissed		0	\$0.00			
Waived		0	\$0.00			
Skeletal Ticket Matches		0	\$0.00			
Subtotal Ticket Removed		21	\$1,720.00			
Total Ticket Activity		507	\$27,855.00			
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		3	\$30.00			
NSF Fees Removed		0	\$0.00			
Other Fees Removed		0	\$0.00			
Total Fines and Fees Removed		3	\$30.00			
Total Change from		Ticket Activity and Added Fees		\$27,825.00		
Payment Activity	Number	Fine	Late Fee	NSF Fee	Service Fee	Total \$
Ticket - Payments						
Fully Paid	325	\$12,945.00	\$1,600.00	\$0.00	\$0.00	\$14,545.00
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	325	\$12,945.00	\$1,600.00	\$0.00	\$0.00	\$14,545.00
Outside Payments	325	\$12,945.00	\$1,600.00	\$0.00	\$0.00	\$14,545.00
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	325	\$12,945.00	\$1,600.00	\$0.00	\$0.00	\$14,545.00
Total Fees Paid				\$0		\$0.00
Gross Revenue( Total Payments - Total Fees Paid )						\$14,545.00
Adjustments	Uncollectable Fines and Fees			0		\$0.00
Net Database Change( Total Change from Activity and Added Fees - Total Payments - Adjustments )						\$13,280.00



# COUNTY OF WELLINGTON

## COMMITTEE REPORT

**To:** Chair and Members of the Police Services Board  
**From:** Kelly-Ann Wingate, Purchasing and Risk Analyst  
**Date:** Wednesday, November 08, 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	\$11,550	\$9,625
February	8	\$3,080	\$6,980
March	16	\$6,160	\$11,550
April	23	\$8,855	\$6,545
May	21	\$8,085	\$10,010
June	31	\$11,935	\$6,545
July	14	\$5,390	\$10,780
August	32	\$12,320	\$7,700
September	34	\$13,090	\$9,625
October	29	\$11,165	\$6,545
November			
December			
2023 YTD	238	\$91,630	\$85,905
2022 Totals	302	\$108,190	\$78,360

### Recommendation:

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

Respectfully submitted,

Kelly-Ann Wingate  
Purchasing and Risk Analyst