

Date Received	Applicable Road(s)	Comments	Response
February 12, 2024	Maltby Road between Victoria Rd & Watson Rd	Vehicle speed on Maltby Rd E between Victoria Rd and Watson Rd is often above the 60 km/h limit and in excess of 100 km/h. Residents are concerned for the safety of their families and motorists. Pulling out of one's driveway and having someone on your tail in seconds and then passing on a blind incline is a common complain as more motorists are using Maltby as a cut-through route. Please install traffic calming methods on this stretch of Maltby Rd E before someone is badly injured or worse. The residents appreciate the work done in repaving Maltby Rd. However, the speed and now the volume of traffic has increased and motorists need to know that they are in a residential area not just a connecting road.	Staff have received the letter and petition regarding Maltby Road and will circulate this for Council's information. In accordance with the Township's Procedural By-law petitions are not included on open Council or Committee Meeting Agendas and to protect the privacy of those who signed the petition. The approach that Council has directed to staff with respect to speeding and traffic calming measures is to undertake a Township wide study to ensure that the implementation of traffic calming measures is cohesive. Council has noted that speeding is a Township wide issue and therefore Council does not want to target specific areas until a study has been completed.
November 16, 2023	Rhodes Road	Concerned about the amount of dumping on Rhodes Road and would like to make the road either fully public or fully private.	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Rhodes road was established on two plans of subdivisions (Plan 521 registered in 1958 and 560 registered in 1961). Although the Township owns Rhodes Road, the Township has not assumed the road by By-law. There are two agreements, which indicate that Rhodes Road are to be privately maintained.</p> <p>Section 44 of the Municipal Act, 2001 requires a municipality to maintain public highways; however, Section 31(4) excludes roads on a subdivision plan, which have not been specifically assumed by By-law. Given that Rhodes Road, has not been assumed by the Township to date, the Township does not have maintenance obligations for Rhodes Road.</p>
November 3, 2023	4646 Watson Rd S.	Good morning - in a recent conversation with a neighbour, Matt Bulmer, he mentioned we should reach out to you about the reconstruction of Watson Road South. Matt said there was a project being planned for redevelopment/repair of the road. The most degraded section of Watson Road South is the 700 meters north of Maltby Road - which is where the road was originally built through a provincially significant wetland. We have lived at 4646 Watson Road South since 1995 and unfortunately have witnessed continual mortality of snapping turtles and painted turtles between the wetlands on both sides of the road as the turtles and other wildlife move back and forth between the wetlands. Watson Road has had massive increases in traffic over the years as the east side of Guelph continues to develop and Watson Road South has become the travel route to Toronto. With the numerous hills on the road and combined with high vehicle speeds turtles and wildlife don't have a chance. We have employed the Turtle Guardians from The Land Between to come out to the farm to tell us what we can do to help the turtles survive. Slides 16 to 22 detail our property and mitigation measures along with what needs to happen to give turtles access to the other side of the road when Watson Road South is reconstructed. There is also information on a site on Watson Road just south of Country Road 34 where there has been a large number of turtle deaths over the past several decades. We have completed the turtle exclusion fencing on our farm spending over \$20,000 (see attached pictures). When you're in the area it would be great to be able to show you what we've completed. We have installed half sections of 18 inch pipe along the front of our property to keep turtles off the road. It's a partial solution and properly designed turtle and wildlife crossings under Watson Road South will complete the migration corridors for the turtles and wildlife between the bisected provincially significant wetland. We would like an opportunity to talk further to you about the redevelopment of Watson Road South as the plans are being formulated. There is a lot of expertise available now from the proper design and implementation of safe wildlife corridors.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. This road is scheduled for construction in 2024 and in accordance with the Roads Management Plan, staff report to Council regarding items such as wildlife management recommendations, speed mitigation etc., as applicable. Decisions with a budgetary impact are considered by Council during the annual budget process.
October 10, 2023	Sideroad 20 N.	Hanlon construction traffic; heavy transport trucks traveling north on sideroad 20N, east on concession 4, and south on the Hanlon to enter the construction site. Sideroad 20N has weight restriction and merging onto the Hanlon from a stop sign is unsafe. Trucks should be directed to be Laid with appropriate on and off ramps	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. This request has been forwarded to the MTO.
October 1, 2023	Crieff Intersection	I recently moved to Puslinch and live at the corner of sideroad 25 and Concession 1. I'll keep this message short by saying it's only a matter of time before there is a serious, life altering or ending collision. I've observed near misses every single day over the month I've been here. Vehicles travelling westbound on Concession 1 do not have enough time to react to a vehicle travelling on sideroad 25 crossing the intersection. Vehicles traveling on sideroad 25 are blind to anything travelling Westbound. Eastbound is not much better, even vehicles travelling at the posted speed limit, which is likely rare, are at risk.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township acknowledges that there is an increase in commuter traffic on local roads due to the Wellington 35 Paddock Bridge closure. The established detour route does not include this section of road, however, the Township / County of Wellington takes every practical measure in order to encourage the detour route such as signage. The Township recommends notifying the local detachment of the Ontario Provincial Police of any speed related concerns directly.

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July 9, 2023	Ellis Rd	<p>Spped Humps on Ellis Rd. I'd like to express my dissatisfaction with the so called "speed humps" recently installed on Ellis Rd. Firstly, these are not speed humps. A speed hump allows travelling at the posted speed without significant jarring in the vehicle. These bumps require most cars to slow to 20 km/hr or less. Check out the speed humps downtown Hespeler to compare.</p> <p>Secondly, they don't work. They cause slower traffic only directly before the bumps as people brake, then nearly everyone speeds back up immediately afterwards to whatever speed they choose to drive at again.</p> <p>Every person I have heard from is opposed to the presence of these terrible obstructions on the road.</p> <p>I'd like to suggest that at most, only the posts in the middle remain, so that cutting corners is eliminated. Even this may cause a problem when plowing snow, but it would slow excessive speeding.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Since receiving this complaint, the Lake Rd construction is complete and the subsequent detour route is no longer needed.</p>
June 6, 2023	Maltby & Victoria	<p>I noticed that the road management link is now closed for comments.</p> <p>Residents on Maltby have formed a community association and we are very concerned about road safety, drivers speeding in excess of 100 km/h in a 60 zone and passing school buses. Wildlife crossings are another concern. We have erected lawn signs to try and slow traffic but a more permanent solution is necessary. We need help from you and other council members. I understand that Maltby from Victoria to Watson is to be resurfaced this summer. We would rather have permanent solar powered road signs erected to show speeders that they need to slow down. Also we would like wildlife crossings put in at a number of locations as per what Guelph did for the Maltby section west of Victoria. Can you meet with us to discuss. The Clair, Maltby expansion is going to add more traffic stress to our area and we would like to be proactive.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine the warrant of additional signage.</p>
May 31, 2023	Brock Rd	<p>As you are aware there is an incredible amount of traffic on highway 6 (Brock Road). As parents and grandparents of children at Aberfoyle, we have been walking across the street from the community centre for two years. We have been witness to many close calls, erratic driving, people running red lights, people on cell phones. Parents are walking across with children and strollers and newborn babies in the middle of winter on icy roads and through the pouring rain.</p> <p>We are hoping there is a solution that could allow for a one-way street in front of the school with a designated time and or drop off zone for parents Right now, we have the ability to drop a child off but for ones that are in kindergarten or require extra assistance, we are walking across the busy highway. They do not allow people to park and leave your vehicle.</p> <p>At the end of the street past the school there is also a turning circle, perhaps this could be utilized to help with traffic flow.</p> <p>We have spoken to the school about our concerns, but they feel that their hands are tied. We need a solution that makes sense for everyone. Right now, this is very unsafe and not a solution. Someone could be killed with the current set up. We need help to address this.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Brock Road in the village of Aberfoyle is a Wellington County Road. Township staff have forwarded this request to Wellington County staff. Should you wish to follow up directly with Wellington County staff and require assistance in locating a suitable contact at Wellington County, please follow up with Township staff for assistance.</p> <p>The Township has received the request to review Old Brock Road in front of the Aberfoyle Public School and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine if additional traffic calming measures or designated areas can be implemented on Old Brock Road. Township staff are initiating a review of the drop off areas in front of the school to better identify the no parking, no stopping zones and where drop off is intended. The Township also invested in the establishment of a Crossing Guard on Brock Rd and encourages parking at the Puslinch Community Centre and walking to school utilizing the cross walk with the Crossing Guard.</p>
May 28, 2023	Concession 1	<p>Hello Was have lived on Concession 1 for 3 years and have noticed an steep increase in the traffic volume, and cyclist traffic. Our main concern is that with only 2 lanes people are passing cyclists and other vehicles very frequently with little visibility due to the blind hills. We lived in a valley on Concession 1 where the speed limit is 60km/h but due to the hills on both sides people often drive in excess of 100 km/h. If someone were to set up speed recording it would not take more than 20 to catch people approaching or exceeding stunt driving speeds. I have not seen any Police presence but perhaps they have high priorities. With no bike lanes or turning lanes this is a major hazard. Is it possible to suggest a bike lane for the long-term plan and perhaps a short term mitigation would be one of those flashing signs that displays your speed and says slow down? As I'm typing this, a car drove by so fast that I could not even tell what kind it was. Your assistance is greatly appreciated.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan; however, there are no plans within the Capital Program to install bicycle lanes on any Township road. Township roads currently do not have the required platform width or Right-of-Way property to support this expansion.</p>
May 27, 2023	Sideroad 10 S	<p>Paving on Side road would be great...sideroad 10.south like a washboard most times</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The recommended process for evaluating whether gravel roads are candidates for being upgraded to paved roads is provided in Section 4.7 of the Roads Management Plan. For roads that do not meet the criteria outlined within this recommended process, the Township has initiated the process of formalizing a practice around completing these requested upgrades through the provisions of O.Reg. 586/06 Local Improvement Charges – Priority Lien Status legislation.</p> <p>This process has been outlined in Section 4.9 of the revised Roads Management Plan for Council consideration.</p>

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May 25, 2023	Lake Rd	Due to the closure of lake rd, CR#32 for the summer could you please put some traffic slowing speed bumps on Ellis rd near the golf course. The traffic is going between 80 and 100 km/hr down our rd that is 50 km/hr.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Lake Rd construction is now complete. The Township contacted the County of Wellington and the MTO requesting that better communicatin occur in teh future where multiple road projects are being scheduled at the same time to mitigate impacts to local roads.
May 23, 2023		The village of Arkell suffers with increasing excessive speeds to the extent of burn outs and brake stands (both have occurred in front of my home). This condition worsens every year and it appears nothing is done. I would like to see digital speed indicators installed in all 50 zones, speed limit numbers painted on the road so drivers actually see them and more random opp speed traps. All of these need to be implemented asap before someone is hit.	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The approved Township Road Management Plan recommends that a comprehensive Township wide speed study be undertaken in a future year (as determined through the budget process) for Township roads over 60 km/h. Council has been provided with estimated costs for speed calming/speed mitigation measures for consideration in the upcoming 2024 budget. Decisions with a budgetary impact are considered by Council during the annual budget process.</p> <p>Roadways entering the village of Arkell from the west, east and north are Wellington County Roads. Any changes to speed limits and signage on these roads would be a Wellington County decision. As the Township only has ownership of Watson Road South, south of Arkell Road, we would defer the decision to Wellington County staff. Should the County elect to change the maximum speed limits within the village of Arkell and designate a “Community Safety Zone”, the Township would apply these same requirements on roads of their ownership within the village for consistency. Township staff have forwarded this request to Wellington County staff. Should you wish to follow up directly with Wellington County staff and require assistance in locating a suitable contact at Wellington County, please follow up with Township staff for assistance.</p> <p>The Township recommends notifying the local detachment of the Ontario Provincial Police of any speed related concerns directly.</p>
May 21, 2023	Concession 11	Quite frankly I'm not sure anybody on Council knows where Concession 11 is and if they do, they would probably avoid it. We moved here in 2002 and the road wasn't very good them. 20 years later and at least 10 more home between 34 and Hume and the increased traffic - it has just gotten worse. They come and plough it every once in a while but three days later it is pothole ruckus again. And the dust! Nobody knows what 60 k/hour means. Paving would be ideal but for some reason other roads are more important. Must have something to do with the tax base. I wonder why they can't at least put calcium down more frequently to help with the dust. Sum up - try driving on Concession 11 after a couple of days of rain, or when the snow is melting. Suggest you need 4 WD.	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine whether adjustments can be made to the grading and dust suppressant operations. Dust suppression maintenance was applied in June of 2023 shortly after this comment was received. There were significant material shortages and delays in the 2023 which extended the Township's annual maintenance window.</p> <p>The recommended process for evaluating whether gravel roads are candidates for being upgraded to paved roads is provided in Section 4.7 of the Roads Management Plan. For roads that do not meet the criteria outlined within this recommended process, the Township has initiated the process of formalizing a practice around completing these requested upgrades through the provisions of O.Reg. 586/06 Local Improvement Charges – Priority Lien Status legislation.</p> <p>This process has been outlined in Section 4.9 of the revised Roads Management Plan for Council consideration.</p>
May 19, 2023	Sideroad 20 N.	Consider Side Road 20 north for paving. Thank you.	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The recommended process for evaluating whether gravel roads are candidates for being upgraded to paved roads is provided in Section 4.7 of the Roads Management Plan. For roads that do not meet the criteria outlined within this recommended process, the Township has initiated the process of formalizing a practice around completing these requested upgrades through the provisions of O.Reg. 586/06 Local Improvement Charges – Priority Lien Status legislation.</p> <p>This process has been outlined in Section 4.9 of the revised Roads Management Plan for Council consideration.</p>

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May 18, 2023		Please cut down trees that look like they are about to fall on Gore Road. Between Shellard and Townline.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received and reviewed this request and notes that this section of road is under the jurisdiction of the Township of North Dumfries and that any requests for road or vegetation maintenance be forwarded to the Township of North Dumfries attention.
May 18, 2023	Concession 1	I live on concession #1 where we see large numbers of cyclists in all weather. With poor sight lines on many of our roads, I am amazed that we haven’t had more serious accidents involving cyclists. I have personally observed several very close calls. I suggest bicycle lanes be added to the roads plan whenever feasible. Perhaps this could be done in collaboration with a cyclist organization. Thanks for the opportunity to voice my concern. Neville Jackson, 7201 Concession # 1, Puslinch	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan; however, there are no plans within the Capital Program to install bicycle lanes on any Township road. Township roads currently do not have the required platform width or Right-of-Way property to support this expansion.
May 18, 2023		Paved shoulders for safe cycling usage please!	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan; however, there are no plans within the Capital Program to install bicycle lanes on any Township road. Township roads currently do not have the required platform width or Right-of-Way property to support this expansion.
May 17, 2023	Sideroad 10 N	I would like to comment about Sideroad 10 N on the gravel portion as that’s where I live. Firstly the speed limit is way too high for it and all gravel roads in the township. Many people (including two police vehicles I witnessed just last week) travel in excess of the posted limit. This takes a tolls not only on the road condition but the amount of dust created and stones being thrown which I have been hit by in the past. I understand the issues in paving the entire road as well but wondering if it could be considered to pave a section of 10 N just north of WR 34 for the denser (relatively) collection of houses that are there. It would help to mitigate dust and rocks for those residents and allow us to open windows without having our interiors covered in a thick layer of dirt.	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Dust suppression maintenance was applied in June of 2023 shortly after this comment was received. There were significant material shortages and delays in the 2023 which extended the Township's annual maintenance window. The recommended process for evaluating whether gravel roads are candidates for being upgraded to paved roads is provided in Section 4.7 of the Roads Management Plan. For roads that do not meet the criteria outlined within this recommended process, the Township has initiated the process of formalizing a practice around completing these requested upgrades through the provisions of O.Reg. 586/06 Local Improvement Charges – Priority Lien Status legislation.</p> <p>This process has been outlined in Section 4.9 of the revised Roads Management Plan for Council consideration.</p>
May 16, 2023		This is with respect to dirt roads. Could grading and dust suppression be considered a single task? It appears that, for possibly good reasons, grading of all Puslinch roads is completed prior to commencement of dust suppression works. This leaves a window between grading and suppression when: 1. Road traction is greatly reduced 2. Brake light visibility is reduced, often obscured completely 3. At times the entire vehicle ahead is obscured not only making its position unknown but also obscuring oncoming traffic 4. Runners, walkers, cyclists and residents are treated to regular doses of the fine clay dust of Guelph Please figure out ways to immediately follow grading of a road with dust suppression. Thank you.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine whether adjustments can be made to the grading and dust suppressant operations. Dust suppression maintenance was applied in June of 2023 shortly after this comment was received. There were significant material shortages and delays in the 2023 which extended the Township's annual maintenance window.
May 14, 2023	Pioneer Trail	This is regarding Pioneer Trail. Recent grading, along with the better weather, has significantly worsened dust raised by vehicles. It has also significantly reduced wheel traction. The dust affects all of us who walk, run, bicycle and reside on this route. [It is particularly popular with a number of Guelph residents who live nearby] It has also become a dangerous situation for vehicles following others as the brake lights of the vehicle ahead are often hidden in the dust. Many vehicles are driving well below the speed limit, but there are some who are actually going above the speed limit. Giving the limited traction, this is asking for trouble, but these drivers don't seem to realize the risk they are taking. Just a few days back, there was a "situation" where the vehicle ahead was turning into one of the residences while the vehicle behind reacted late, possibly because the brake lights were partially or fully obscured -- no accident, luckily. I have sent a video depicting the situation to services@puslinch.ca.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine the warrant of additional road maintenance. Dust suppression maintenance was applied in June of 2023 shortly after this comment was received. There were significant material shortages and delays in the 2023 which extended the Township's annual maintenance window.
May 6, 2023	Concession 1	Wondering what it would take to get speed limit signs up on concession 1? When you turn left from townline road in the first 1-2kms a speed limit sign would be great!	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine the warrant of additional signage. Decisions with a budgetary impact are considered by Council during the annual budget process.



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April 19, 2023	Concession 4	Just an FYI. We're residents on Concession 4, and it was recently repaved (about 2 years ago). We noticed that there appears to be a depression with significant cracking a bit east of 35. Perhaps someone wants to take a look at it, especially if there's some type of warranty period for the road work.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine the warrant of additional works / warranty work. Decisions with a budgetary impact are considered by Council during the annual budget process.
March 9, 2023	Roszell Rd	I would like to know who I can speak to about a installing a traffic shield on Roszell Rd. There are regular accidents in the bend of the road including 3 in the past 3 weeks. One of which hit a tree on our property, and the most recent of took out a quarter of our garage. Two of the three accidents occurred on dry roads with no inclement weather	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine the warrant of additional signage. At this time the Township has not determined the need for a traffic guard rail at this location. Decisions with a budgetary impact are considered by Council during the annual budget process.
January 2, 2023	Arkell Rd, Watson Rd S	<p>Summary: The Ontario government has given municipalities the power to reduce residential speed limits from the statutory default 50 km/h to 40 km/h, or to set their own statutory speed limits. We recommend that Puslinch Township and Wellington County initiate the below maximum speed limits for Arkell Rd and Watson Rd S, and consider the safety benefits of Arkell being zoned a “Community Safety Zone” with electronic Speed Display Signs.</p> <p>Problems</p> <p>1. The major speed limit change from 50 to 80 km/h, when driving north from Arkell on Watson Rd S, is in too short a distance. Drivers see the 80 km/h sign, while still in the 50 km/h zone in Arkell, and speed up which totally defeats the 50 km/h speed limit in Arkell.</p> <p>2. Speed limits fail to graduate when driving north from Arkell on Watson Rd S, for example, from 40 to 50 to 60 km/h. Instead, they go from 50 to 80 km/h and then back to 50 km/h after descending two hills. A good example of speed limits that graduate is Victoria Rd N from Speedvale Ave north past the Eramosa River Trail. It is a similar road to Watson Rd S where people park in order to walk the trails.</p> <p>3. More and more trail walkers are parking along the two trail entrances north of Arkell on Watson Rd S, especially at Arkell Springs Trail. Vehicles driving by at 80-120 km/h while people with dogs are exiting their vehicles is unsafe. The shoulders were not designed for parking. Safety of these people should be a major reason for reducing the speed limit to 60 km/h. Eventually, a parking area may be necessary, similar to Starkey Hill’s.</p> <p>Recommendations</p> <p>1. That the speed limits of 50 km/h currently on Arkell Rd and Watson Rd S be reduced to 40 km/h.“40 is the new 50” is what municipalities are saying. Reductions in speed limits are being made all across Ontario and Canada. Guelph, Kitchener, Sarnia, Ottawa, Sudbury, and Mississauga are but a few examples.</p> <p>2. That the 80 km/h sign on Watson Rd S near Boreham Dr, be posted further north of Arkell, for example, past Mott’s Equestrian Centre (756 Watson Rd S), and changed to 60 km/h.</p> <p>3. That 60 km/h (not 80) be posted on Watson Rd S, from Arkell to Arkell Ridge Sand and Gravel (661 Watson Rd S), and then 40 km/h (not 50) to Stone Rd. We hope both Councils will keep safety as top priority, and add local input and insight to the criteria for setting maximum speed limits.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Roadways entering the village of Arkell from the west, east and north are Wellington County Roads. Any changes to speed limits and signage on these roads would be a Wellington County decision. As the Township only has ownership of Watson Road South, south of Arkell Road, we would defer the decision of revised speed limits or additional signage to the County. Should the County elect to change the maximum speed limits within the village of Arkell and designate a “Community Safety Zone”, the Township would apply these same requirements on roads of their ownership within the village for consistency.</p> <p>Problem/Recommendation 1: Watson Road South, north of Arkell Road, is a Wellington County Road. The Township does not have the authority to implement any changes to speed limits on this road. Township staff have forwarded this request to Wellington County staff. Should you wish to follow up directly with Wellington County staff and require assistance in locating a suitable contact at Wellington County, please follow up with Township staff for assistance.</p> <p>Problem/Recommendation 2: Refer to the response provided for Problem/Recommendation 1.</p> <p>Problem/Recommendation 2: Refer to the response provided for Problem/Recommendation 1.</p>
July 7, 2022	Hume Rd	<p>RE: ONGOING TRAFFIC PROBLEM, HUME ROAD, PUSLINCH TWP.</p> <p>This is a reminder and a follow up in relation to our presentation to Council in November 2021. Your office will no doubt have copies of the details and I will not repeat these here. I am willing to forward copies if necessary. Essentially nothing much has changed, and we continue to be concerned about the speeding on this road and the attendant dangers. There have been quite a few new houses constructed or in process on Hume Road. The amount of traffic using Hume Road as a conduit to and from elsewhere is increasing. Of course, the presence of School Buses and the parking of large construction related vehicles along the road all create further dangers. In addition, the volume of cyclists this year is probably at al all time high. The speeding of motor vehicles is our principal concern. Casual observation can show speeds of 100 KmH which is totally irresponsible and well above the posted limit. It is "a disaster waiting to happen " as the saying goes. The time has come to reset the speed limit at 50 km/h as we requested and to install the appropriate traffic calming measures. The 3-way STOP at Hume/Watson recently installed does help at that corner but does not address our major concern.</p>	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Staff are investigating the ability and criteria required in order to establish new community safety zones. Hume Road is a Wellington County Road. Any changes to speed limits, traffic calming measures, sidewalks and signage on this road would be a Wellington County decision. Township staff have forwarded this request to Wellington County staff. Should you wish to follow up directly with Wellington County staff and require assistance in locating a suitable contact at Wellington County, please follow up with Township staff for assistance. Decisions with a budgetary impact are considered by Council during the annual budget process

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May 27, 2022	Concession 1	I am writing as a concerned resident and parent who lives on concession 1 in Puslinch. I have witnessed on serveral occasions this year drivers who have been speeding and barely stopped for my children's school bus and in some cases have failed to stop at all. There are a number of factors to consider as to why this is occurring but I want to get in touch with the proper authorities to make changes to the speed limit and signage on the road before a tragedy occurs. Our address is 6994 on Concession 1, and the bus stops at our driveway which is on the crest of a hill making it difficult to see when approaching from the other direction. In addition, the posted speed limit of 60km/hr ends a few hundred meters before our stop. I often witness vehicles approaching our location well over 100 kph while we wait for the bus! This in addition to increased traffic over the last few years and increases number of new residential homes on the road are all contributing to an unsafe situation and increasing the likelihood of a severe or fatal incident. I would like to speak with someone at the municipality in order to make changes to the posted speed limit and install additional signage that a school bus stop is located here.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Staff have recommended to Council that where a school bus stop is located on a hill or where site lines are restricted, that signage be installed. Staff will review the location on Concession 1 and install signage as deemed appropriate and subject to Council budget deliberations.
March 4, 2022	Church St, Victoria St, Whitcomb Way	<p>I would like to draw your attention the need to take immediate action for signage at this intersection of Church Street, Victoria Street and Whitcomb Way. There is no stop sign where these 3 roads meet.</p> <p>For decades Church and Victoria have been used as a two way road. Whitcomb lines up with Victoria. Much of the traffic exiting Whitcomb doesn't stop at this intersection and because Whitcomb is a wider road those traveling much of the full length enter the intersection at quite a speed. On March 1 there was an accident where a pickup truck exiting from Whitcomb collided with a vehicle coming up Church and heading into the Church parking lot. True the Church street driver should have checked for traffic before making the awkward left into the church parking lot. (which is straight ahead) However, I feel even if she was rounding the bend she would have been hit.</p> <p>Having Sara Bailey's contact information, I sent her a note to bring it to the attention of Council. Afterwards I spoke with the attending police officer who said that there was no stop sign, he couldn't enforce traffic exiting the sub-division. We had concerns over this corner for quite some time, but the traffic exiting the subdivision was light and seemed to recognize that it was two way traffic they were entering. With further development and the increase in traffic on Whitcomb you see more often vehicles travelling from Whitcomb onto Victoria entering at about 30km without slowing, as they feel it is a continuation of the same road. This very thing happened while I was talking to the officer who was parked visibly in the church lot.</p> <p>I feel it is my duty for the safety of everyone using this road to bring this to the IMMEDIATE ATTENTION of the Township to put a stop sign on Whitcomb, as quickly as possible. Even if it is just a temporary sign.</p> <p>There is another problem that we have noticed with this intersection but it has more to do with lack of common sense. The traffic coming up Church Street wishing to enter onto Whitcomb, start to make their left hand turn before arriving at the blind corner and checking to look for traffic coming up Victoria Street.</p> <p>Thank you in advance for your immediate attention to this serious problem. Hoping you will be able to set a sign up in the next few days.</p>	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. A stop sign has been installed at this location since the comment has been received.
February 11, 2022		I am part of the Families for Rolling Hills Group. We have shared concerns with Puslinch Council regarding the City of Guelph's Transportation Master Plan. As a subdivision that was originally a part of Puslinch, I hope you are familiar with our area. We share your concerns about the transition from urban to rural, the increased traffic flow on township roads, and of course the overall effect residential intensification will have. Specifically, the increased density and traffic along Clair Road will surely lead to an increase in traffic heading to the 401 via Victoria Rd S. This section of road was not designed for high levels of traffic; sight zones are poor, and significant areas along the roadway are environmentally sensitive. Further, ponds, wetlands and the natural topography do not lend themselves to any safe use for pedestrians and cyclists, etc. I am sure the township is already aware of the impact adding the apartment buildings at Clair and Victoria has already had on the township's roadways. The City of Guelph's Transportation Master Plan does not address any of this increased usage. It also fails to address the future increases that the redevelopment of Clair Rd will have on the township. Given these facts, we find it objectionable that the City is planning any sort of additional intensification along Clair Rd. We are hoping that Puslinch Council is expressing similar concerns to the City of Guelph and will demand that these issues be addressed before any redevelopment of Clair Road is permitted.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this comment and have previously raised concerns to the City of Guelph Council regarding the City of Guelph's Transportation Master Plan. Township staff have forwarded this request to City of Guelph staff. Should you wish to follow up directly with City of Guelph staff and require assistance in locating a suitable contact at the City of Guelph, please follow up with Township staff for assistance.

Date Received	Applicable Road(s)	Comments	Response
December 21, 2021	Hanlon & Concession 4	<p>In response to the online public consultation regarding the new construction of Hwy 6 / Hanlon expressway the following is the concern we sent using their process. We felt it important to also present our concerns directly to the Puslinch Council.</p> <p>We have a concern regarding the intersection at the Hanlon &amp; Conc 4 remaining open during construction. Concession 4 (a country road) will become even more dangerous with the increase in commuter traffic than it already is. For many years the residents have complained about excessive traffic &amp; speeding during prime commuter hours and a lack of police radar control. Wellington Rd 34 is avoided by many commuters who want to skip the long wait times due to the stop sign at Townline Road. Using Concession 4 to Rozell Road allows commuters to avoid the wait and gives them an uninterrupted right of way along Townline. With the heavy commuter traffic on Wellington Rd 35 even that intersection at Conc 4 has become a challenge. Conc 4 has the Donkey Sanctuary, Aberfoyle dump and is used for training by cycling and skiing groups and exiting our driveways safely is often difficult. The intersection at the Hanlon and Conc 4 has a history of accidents with aggressive drivers taking risks to cross and should be closed to avoid creating an even more dangerous situation.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Requests to review the intersection of Wellington Road 35 and Concession 4 need to be raised with Wellington County staff. Requests to review the intersection of Highway 6 and Concession 4 need to be raised with the Ontario Ministry of Transportation. Township staff have forwarded this request to Wellington County and Ontario Ministry of Transportation staff. Should you wish to follow up directly with Wellington County or Ontario Ministry of Transportation staff and require assistance in locating a suitable contact at Wellington County or the Ontario Ministry of Transportation, please follow up with Township staff for assistance.</p>
September 20, 2021		<p>a grade 12 student at Bishop Macdonell Catholic High School. I’m writing this letter since I’ve been having trouble when needing transportation to get home. I live in Fox Run Dr and there’s very little options of transportation to get to Guelph or back home when I’m in town. I’m trying to find a job so I can save for a car, but in the meantime it is impossible to find a way to get to the city other than uber, which gets expensive or biking which only works in summer and not winter of course. My brother is my same age and he is currently employed at Mucho Burrito in Stone Road, he spends about \$60 a week in uber since he doesn’t have another way to get to his job, of course when my mom is not busy, she tries her best to help him, but most of the time he needs to take an uber 3 times a week (back and forth). I’m writing this letter hoping to be heard and being the voice of many students of Puslinch to have a better transportation choice. I’m wondering if this problem can be solved by making bus stops or having a city bus that could take us town. I will be waiting for a response, thank you very much for your time and I hope this problem can be solved.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. There are currently no plans within the Township for public transportation services. The Township recently participated in Wellington County’s Active Transportation Plan, which is available on Wellington County’s website at the following location: <a href="https://www.wellington.ca/en/resident-services/pl-activetransportation.aspx">https://www.wellington.ca/en/resident-services/pl-activetransportation.aspx</a>.</p> <p>All initiatives relating to active transportation are being administered through Wellington County for consistency across the County’s road network as well as the local municipalities. Ride Well is an alternative to Uber and biking as it is a demand based, public transit service available to all residents and visitors of Wellington County. It is an available door-to-door service in Wellington County and the City of Guelph.</p>
August 27, 2021	Hume Rd	<p>RE: TRAFFIC PROBLEM, HUME ROAD, PUSLINCH TWP.</p> <p>I would like to express our concern about the current traffic situation on Hume Road in our Township of Puslinch, In a nutshell, the major issue is that of uncontrolled and dangerous speeding of motor vehicles on this road. We, the residents would like the speed limit to reset from 60 to 50kmr/H and combined with reasonable traffic calming measures.</p> <p>Since Hume Road was repaired and re-surfaced many years ago, it has become a much used transit for vehicles entering or leaving Watson Road or Nassagaweya Lines. The latter linking WR 34 and Arkell Road to and from Rockwood, Maximum traffic volume appears to be compatible with working hours and some weekends. The speed limit is currently set to 60 km/H but this is rarely followed. Concurrently with residential development along this road the following factors need to be considered:</p> <ol style="list-style-type: none"><li>1. There are now numerous hidden entrances and exits from properties</li><li>2. There are more children playing, cycling, or being picked up and deposited by school buses</li><li>3. There are more pedestrians and dog walkers along the road as well as some wheelchair bound individuals</li><li>4. There are more service vehicles with ongoing construction, increased services, and congestion with on road parking of commercial vehicles</li><li>5. There are many hilly areas with restricted sightlines</li><li>6. There is an unregulated railway crossing on this road,</li></ol> <p>We recognize that these are common problems throughout the township, that this road has become a significant conduit for motor vehicles to and from the points mentioned.</p> <p>The lowered speed limit to 50km/hr. with some enforcement would be a good place to start.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Staff are investigating the ability and criteria required in order to establish new community safety zones. Hume Road is a Wellington County Road. Any changes to speed limits, traffic calming measures, sidewalks and signage on this road would be a Wellington County decision. Township staff have forwarded this request to Wellington County staff. Should you wish to follow up directly with Wellington County staff and require assistance in locating a suitable contact at Wellington County, please follow up with Township staff for assistance. Decisions with a budgetary impact are considered by Council during the annual budget process.</p>

Date Received	Applicable Road(s)	Comments	Response
August 15, 2021	Watson Rd, Maltby Rd	<p>On Saturday afternoon, Aug. 6th, under sunny weather conditions, William Irving of Guelph died in a car crash at the corner of Watson and Maltby Roads, Puslinch.</p> <p>In addition to numerous minor accidents at this dangerous intersection, other drivers have died here in the past.</p> <p>How could Puslinch make this intersection safer?</p> <p>1) Regularly cut back the vegetation along the margins of the roads to the fence lines, especially at intersections. I have seen no evidence this has been done this year at the intersection of Watson and Maltby. Visibility is currently seriously impaired (one must partially enter the intersection to see oncoming traffic) and likely contributed to the Aug. 6th accident. This could be accomplished by two workers in an hour.</p> <p>2) Post the 80 kph speed limit along Watson Rd. between Arkell Rd. ad Wellington 34. Many drivers are unaware of the speed limit. This action is simple; cost is moderate.</p> <p>3) Consider reducing the speed limit to 70 kph at the intersection of Watson and Maltby. This an easy, low cost action (installation of two signs, northbound and southbound).</p> <p>4) Contact the OPP and request that they ticket speeders.</p> <p>I regularly witness vehicles travelling faster than 130 km/hr on Watson Road. There is no cost to Puslinch to make this request.</p> <p>5) Install rumble strips on both Maltby and Watson Roads. They would force drivers to notice the intersection and to slow down. I think this would be very effective.</p> <p>6) Install gentle speed bumps on both Maltby and Watson Roads. They would force drivers to slow down to desired speeds. In my opinion this would be the most effective long-term solution.</p> <p>7) Install a traffic light and signs indicating a new stop light. This is an expensive option and my least favourite.</p> <p>If some of these actions had been taken after the last fatal crash at this corner, William Irving may be alive today. Please, Puslinch- take actions NOW and prevent another fatality.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has installed additional “all-way” stop signs at this intersection since the submission of this comment and regularly cuts back the vegetation at this location. The approved Township Road Management Plan recommends that a comprehensive Township wide speed study be undertaken in a future year (as determined through the budget process) for Township roads over 60 km/h. Council has been provided with estimated costs for speed calming/speed mitigation measures for consideration in the upcoming 2024 budget. Decisions with a budgetary impact are considered by Council during the annual budget process.</p>
July 13, 2021	Laird Rd	<p>I am writing to you after reaching a precipice of my tolerance this morning on my drive into work. I have worked in Kitchener for 18 years as a Practitioner in the Emergency Department of St Mary's General Hospital.</p> <p>I live on the south end of Guelph just off of Downey Rd and my commute into work includes the stretch of Laird Rd between Downey Rd and County Road 32 where we currently have at least 2 active aggregate sites as well as multiple entrances on the adjacent roads (Sideroad 10, Downey Rd).</p> <p>As you probably are aware, during and since the Niska Road single lane bridge construction, there has been a tremendous shift in the volume of traffic daily to Laird Rd. The posted speed on Laird had been reduced a few years ago across it's entire length to 60km/hr. This was a positive decision on many levels given the scattered residential areas, the low visibility rollers on that stretch, no shoulder and many many cyclists who frequent the road for their commutes to work and leisure (this includes myself and my children on occasion). On many accounts, I've appreciated vehicles bombing along this road at rates of speed well beyond the posted rate, I've been nearly blown off the road on my bike on multiple occasions while 6" from the shoulder, by various aggregate haulers as well as standard cars and trucks.</p> <p>This morning's auto commute without a doubt takes the cake and I think there needs to be some discussion and accountability taken before we have another incident like that of OPP veteran, Gregory Stobbart.</p> <p>6:55 AM this morning, while driving Downey southbound, as I approached the right hand turn onto Laird (westbound) from Downey Rd (green light), A full sized tractor with a trailer labelled 'CV Quarry and Contractors Water Service Inc' was subsequently making a left hand turn from Downey northbound onto Laird Rd. This truck turned at the last minute right in front of me causing me to have to hit the breaks and reach a standstill for at least 5-10 second while they cleared the intersection. They then started to accelerate on Laird and appeared to be pulling away from me at quite significant speed so I caught up to them, then maintained their speed. They were cruising at a crazy 94 km/hr through the entire roller, low visibility section. The truck then turned left into the COX Asphalt Plant. Simply dangerous and tremendously irresponsible. This is a REAL problem.</p> <p>I know that the vast majority of aggregate drivers are cautious on this stretch. I ask quite simply that you have the appropriate discussions with your drivers/contractors/clients etc about this issue.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township will notify the local detachment of the Ontario Provincial Police of your comments. While the Township routinely discusses issues of roadside safety and adherence to traffic regulations with its staff, contractors and clients, the Township does not enforce regulations of the Highway Traffic Act. The Township and County road networks include roads identified as truck routes, cyclists or any person using the road for active transportation or recreational purposes should make themselves aware of these truck routes. Please be advised Laird Rd is an identified truck route in the Township.</p>



Date Received	Applicable Road(s)	Comments	Response
June 21, 2021	Forestell Rd, Roszell Rd	Hi, I’m just wondering if we can get a “please slow done” sign or “share the road” sign for the 90 degree bend area where Forestell Road to Roszell Road meet. This has been a concern for years. But, there are more kids in this section, crossing the road and there is no shoulder for driver error. There are numerous accidents on this corner reported and often unreported. With the number of bikers, walkers and an increase in people using the trail, I’m thinking it’s time to try to slow the traffic down. And thank you, to the officers that do ride programs and speed traps on this road. It is much appreciated and sadly needed.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has received this request and will initiate a review under the practices, policies, guidelines and standards provided within the Roads Management Plan to determine the warrant of additional signage. Decisions with a budgetary impact are considered by Council during the annual budget process.
June 1, 2021		I’m a student and find it very difficult to find transportation since Puslinch doesn’t have much options of public transportation. I’m writing this email to see if there’s a possibility that a bikeway could be made in the road of Gordon St. Riding my bike to get to places is one of the best options since it’s cheap and good for the environment, but the only issue is the traffic and risk there is for bike riders. Hope my voice can be heard since many students and bike riders have the same problem.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Gordon Street is a City of Guelph road, and within Puslinch, Wellington County Road 46 / Brock Road is a Wellington County Road. Township staff have forwarded this request to Wellington County and City of Guelph staff. Should you wish to follow up directly with Wellington County or City of Guelph staff and require assistance in locating a suitable contact at Wellington County or the City of Guelph, please follow up with Township staff for assistance.
March 16, 2021		As a Puslinch resident and avid biker for fitness on the weekends and commuting during the week I'm concerned about my and other biker safety on Puslinch roads. Of particular concerns are the gravel and heavy trucks. With spring quickly approaching I was wondering: 1. what historically has been done to raise awareness about respecting bikers, sharing the road and enforcing laws that help protect bikers & increase their safety. 2. are there any initiatives or plans being worked on currently to help further protect our citizens and other local bikers 3. Has there been consideration or exploration around securing grants or funds from various other levels of government etc. that support healthy living, biker safety, bike lanes, increasing biker awareness signage etc. etc. 3. I wondered if council and the mayor might be open to creating or working towards some form of campaign, program to make Puslinch more bike friendly as we are uniquely positioned as one of the best areas for road biking. I would be interested in personally participating, possibly leading and/or financial contributing to this as I think it's an important and growing issue in our township.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process.  1. The Township participated in Wellington County’s Active Transportation Plan, which is available on Wellington County’s website at the following location: <a href="https://www.wellington.ca/en/resident-services/pl-activetransportation.aspx">https://www.wellington.ca/en/resident-services/pl-activetransportation.aspx</a> .  2. All initiatives relating to active transportation are being administered through Wellington County for consistency across the County’s road network as well as the local municipalities.  3. There has currently not been any exploration or consideration around securing grants or funds from various other levels of government that support biker safety, bike lanes, increasing biker awareness, signage, etc. at the Township level. There have been grants that have been applied for and received to develop new walking and active transportation trails in off-road settings in the past. There are no plans within the Capital Program to install bicycle lanes on any Township road. Township roads currently do not have the required platform width or Right-of-Way property to support this expansion.  4. Township staff have forwarded this request to Wellington County staff. Should you wish to follow up directly with Wellington County staff and require assistance in locating a suitable contact at Wellington County, please follow up with Township staff for assistance. Additionally, please reach out to the Director of Public Works, Parks and Facilities to initiate discussions based on your comments of what can be achieved locally within the Township.
October 21, 2020	Victoria Rd, Brock Rd, Lake Rd	Proposal to address the "Community Safety Zone" in Puslinch to also include Victoria Rd between Maltby Road and Wellington Road 34, in addition to Aberfoyle Brock Rd and Lake Rd. -Concerns: 70 km speed limit through this area as well as the safety issue in the residential area along this stretch of road due to increased speed (in excess of the posted limit), transport and other heavy trucks travelling this road despite signs, dangerous passing and racing on Victoria Rd between Wellington 34 and Maltby Rd. (Exotic Car Rentals), drag racing of muscle cars and motorcycles. The proposal is to lower the speed limit through this stretch of Victoria Road to be included in a "Community Safety Zone", install lane dividers in front of residential homes similar to those located on Wellington Road 36 to limit speed, traffic and unsafe passing. Reason: multiple children in this area boarding school buses, residences in this area with cars attempting to turn or merge into traffic, a high number of cyclists in the area with a non existent bike lane.	The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The approved Township Road Management Plan recommends that a comprehensive Township wide speed study be undertaken in a future year (as determined through the budget process) for Township roads over 60 km/h. Decisions with a budgetary impact are considered by Council during the annual budget process. In addition, staff are investigating the ability and criteria required in order to establish new community safety zones.

Date Received	Applicable Road(s)	Comments	Response
October 15, 2020	Old Brock Road	<p>Thank you for your time and consideration with the following matters. Old Brock road during school drop off and pickup times 8:15 am- 8:35 and 2:45-3:05 has become extremely dangerous. Parents dropping off and picking up has been an ongoing issue however, with covid the issue has heightened as less children ride the bus. Parents have been asked to park at the community center and use the new side walk. I would say 50% of parents are following these guidelines. The other 50% are parking on both sides of Cockburn street facing the wrong direction, parking very tight on Old Brock and making it impossible for people who live on the street to exit or enter their own driveways, turning around in peoples driveways where children are walking home and parking directly under no stopping signs. The school has mandated that parents can no longer park in the staff parking lot but the other day I witnessed a parent blocking the staff lot so she could have a prime spot. Children had to walk behind her running car to get home. The school has even tried placing pylons on the street but parents are moving them. I can only imagine that as the weather turns colder this problem will become a bigger issue as less parents will want to walk the 2 minutes from the community center.</p> <p>I have suggested possibly a crossing guard at the lights will make parents feel more conformable but the school needs time to look into that.</p> <p>Possibly Old Brock road and Cockburn needs No Stopping/Parking signs Monday to Friday.</p> <p>Another issue is the No Exit sign at the end of Old Brock Road. At least 10 times a day we have cars drive down the street only to realize it is a dead end. On weekends I would say 10-20 cars especially during antique market times. A lot of times people are frustrated and end up driving across lawns and speeding back down the street. Is it possible to make the No Exit Sign larger or place one on each side of the road. I know we can't fix stupid but maybe we can eliminate some of the frustrations on these streets.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The Township has incorproated the position of a Crossing Guard on a permanent basis on the Brock Rd crosswalk and encourages parents dropping off their children to park at the Puslinch Community Centre.</p> <p>In addition, the Township has updated its parking by-law to include no parking, no stopping areas at the Aberfoyle School to facilitate safe drop off and pick up times. The Township continues to monitor the parking prohibitions in this area in order to make improvements on an as needed basis. Decisions with a budgetary impact are considered by Council during the annual budget process.</p>
September 15, 2020	Roszell Rd, Wellington Rd 32	<p>I wasn't aware that the speed limit is 80 kms when there are no signs. I would like to see the speed reduced to 60 kms. Our stretch is used as a short cut from Wellington Rd 32 to Cambridge and vice versa. The cars come off 32, which is 80 kms, and continue on our stretch sometimes faster as there is a hill along this portion with hidden driveways.</p> <p>Roszell Rd is 60 kms from Wellington Rd 32 into Cambridge. There is a stretch of Concession 4 between Side Rd 10 and 12 where the speed is reduced from 80 km to 60 km. Side Rd 10 and 12 are 60 km. Laird Rd is 60 km. The stretch of Wellington Rd 34 from Wellington Rd 32 to Townline Rd is 60 kms.</p> <p>We have a community of about 10 homes here. It has been mostly an older population but there seems to be a shift recently with some younger families purchasing here. My greatest fear is for a child to be playing and chase after a ball or perhaps 1 of the elderly residents hit while walking along the road.</p> <p>If there is anything I can do to help my case with the Township Transportation Master Plan please let me know. If theres an opportunity to talk or if a petition signed by neighbours would help, again please let me know.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The approved Township Road Management Plan recommends that a comprehensive Township wide speed study be undertaken in a future year (as determined through the budget process) for Township roads over 60 km/h. Decisions with a budgetary impact are considered by Council during the annual budget process.</p>
August 12, 2020	Boreham Drive	<p>Re: Boreham Drive</p> <p>We have a problem on our street, people with fancy cars want to show off them by going really fast and they are whizzing around the corner and there could be little kids playing and people can get hit. All I am asking is for you to put a couple of speed bumps on our road and if you don't want to then at least put down a sign. Other than that would you rather put down a sidewalk? I got the entire street to sign, that is 12 people. I am trying to save lots of lives and not only the people on the street but the pople in the car. Our street is Boreham Dr Arkell.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Council has been provided with estimated costs for speed calming/speed mitigation measures for consideration in the upcoming 2024 budget. Decisions with a budgetary impact are considered by Council during the annual budget process.</p>

Date Received	Applicable Road(s)	Comments	Response
July 8, 2020	Lake Rd	<p>Increased traffic and speeding along Lake Rd and surrounding area are making our community more dangerous. More often we are hearing about hazardous incidents along these roads. Just recently a man was charged after an encounter with a young mom and her baby resulted in him throwing a full pop bottle at the pair as he blasted past them in his vehicle. With more construction coming to the nearby 401, our roads are once again going to be burdened with extra traffic bypassing the work, bringing more cars, more noise pollution and more litter along the roads. It's scary to think about our children playing in our yards and standing on the gravel shoulder on a school bus route while heavy trucks and lines of cars speed by. We need to get out in front of this problem before it gets any more serious.</p> <p>After bringing these concerns forward to our mayor, our MP, or MPP, Wellington County, the OPP and the Ministries of Natural Resources and of Transportation, we have not been able to come to a resolution. So we the citizens of this great community are getting together to rally for positive change to make our community safer. We are asking you to sign this petition to join us in demanding the safety of our children and families are prioritized above the needs of people who are just passing through to avoid congestion on the highway.</p> <p>We Request:</p> <ul style="list-style-type: none"><li>- Safety plan which could include a reduced speed limit, speed bumps, sidewalks and/or other traffic calming measures.</li><li>- Greater police presence to crack down on transport trucks speeding and breaking rules surrounding weight limits on our roads.</li><li>- Plan to measure and address noise pollution resulting from more traffic and construction, including a sound barrier between the highway and Lake Road.</li><li>- Community input on the plan to bypass traffic during 401 construction, where the impacts are carefully considered by our local leaders.</li><li>- More attention to the pollution and litter in and around Little Lake as more people park their cars to enjoy nature. The parking situation also requires attention.</li></ul> <p>We are asking for a meeting with our local leaders including Mayor James Seeley and our 4 Puslinch Councillors, MP Mike Chung, MPP Ted Arnott, Wellington County Officials and the OPP. We want to begin a dialogue to address our concerns and hear from our leaders how this situation can be improved.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. Lake Road is a Wellington County Road. Any changes to speed limits, traffic calming measures, sidewalks and signage on this road would be a Wellington County decision. Township staff have forwarded this request to Wellington County staff. Should you wish to follow up directly with Wellington County staff and require assistance in locating a suitable contact at Wellington County, please follow up with Township staff for assistance.</p>

Date Received	Applicable Road(s)	Comments	Response
November 29, 2019	Concession 4	<p>This letter is being written on behalf of the residents of Puslinch Concession 4 (see attached petition), who reside between Sideroad 20 and Wellington Road 35 (Downey Road). Our purpose is to request of the Puslinch Township Council that the speed limit on this part of Concession 4 be lowered from 80 kph and posted at 60 kph.</p> <p>Our request for this lowering of the speed limit is based upon our experiences of life on this roadway where there are almost daily near-miss accidents between cars and pedestrians and/or between passing cars and residents attempting to access their properties.</p> <p>This section of road is 1 ½ km in length and there are now 18 driveways and 4 field accesses along the distance. Eleven of the resident families have owned their properties for 30 years or more and they have seen, first-hand, the changes in traffic densities and speeds.</p> <p>We make this request based upon the following considerations:</p> <ul style="list-style-type: none"><li>• The road is very much a thoroughfare for commuters to and from Guelph, Kitchener and Cambridge. Traffic density and speed has increased yearly during morning and evening rush hours over a thirty-year period.</li><li>• On the occasions when highway 401 is closed, and Wellington Road 34 is congested, our road is used as an alternate. At these times the traffic is frequently bumper to bumper, travelling at high speeds.</li><li>• The speed limit on the Hanlon Expressway is 80 kph and that road is a four-lane highway with wide shoulders and controlled access points. Surely our narrow roadway, Concession 4, should have a lower, safer speed.</li><li>• The Aberfoyle Waste Facility is located on this section of Concession 4. On Saturdays, in particular, there is heavy traffic along the road, turning in and out of the Facility. There is a marked increase on Wednesdays and Fridays as well since these are the Facility's other two open days.</li><li>• To all intents and purposes, there are no shoulders or walkways on this section of Concession 4. It is dangerous to walk at the sides and/or to go out to collect the mail. Riding a bicycle on this stretch is a precarious endeavor.</li><li>• Residents are able to provide first hand testimony of cars that regularly travel 100 kph on this section of road.</li><li>• Several of the driveways have limited sight ranges. Extreme caution is required whenever a resident leaves his or her property.</li><li>• Frequently, gravel trucks travel this section and often at high speeds</li></ul> <p>In closing I would like to add that the existing 80 kph speed limit was established over 70 years ago when population and traffic densities were dramatically lower. In 2019, this is not the case and the residents of Concession 4 between Sideroad 20 and Downey Road should not have to fear for their lives every time they leave or enter their properties due to the exponential increase in traffic density and speed of travel in recent decades.</p> <p>We would welcome the opportunity to present our request to Puslinch Council at a forthcoming meeting.</p> <p>Thank you for your attention to this matter.</p>	<p>The Township has approved its Roads Management Plan and you are receiving this response as you submitted feedback with respect to the public consultation process. The approved Township Road Management Plan recommends that a comprehensive Township wide speed study be undertaken in a future year (as determined through the budget process) for Township roads over 60 km/h. The OPP recently conducted a speed data collection study on this section of road, the results of which will be shared with the Township at a later date. In addition, Council has been provided with estimated costs for speed calming/speed mitigation measures for consideration in the upcoming 2024 budget. Decisions with a budgetary impact are considered by Council during the annual budget process.</p>