

# Committee of Council Memo

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Date April 11, 2023  
To **Accessibility Advisory Committee**  
From Steve Anderson, Manager Transportation Engineering  
Service Area Infrastructure, Development and Enterprise Services  
Department Engineering and Transportation Services  
Subject **Traffic Calming Policy**

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## Introduction

As a follow up to Transportation and Engineering Services engagements with the AAC, we are updating the committee regarding the next steps for the City of Guelph Traffic Calming Policy (TCP). In 2025, this policy will be updated with Council's approval. Transportation and Engineering Services will engage the AAC early in the review process of the Traffic Calming Policy (TCP), expected to take place early in 2025.

## We value the AAC's comments over the past years

The staff information report to Council will include what we have heard from the AAC to date:

- Vertical measures, such as speed cushions, cause pain for people with disabilities who have to drive over them to get to their destination
- Often times, people with disabilities who are using accessible transportation (such as Mobility Transit, taxi services or vehicles for hire) do not have an option in the route that the driver chooses, and therefore cannot avoid vertical measures, like speed cushions
- Additionally, people with disabilities who are using accessible transportation are not in control of the vehicle transporting them, and therefore cannot control the speed of the vehicle going over vertical measures, such as speed cushions
- The AAC recommends that vertical measures, such as speed cushions, be removed from the Traffic Calming Policy

## 2025 AAC engagement plan

During the 2025 early engagement with the AAC, Engineering and Transportation Services will review what has been heard to date (as listed above) and will encourage the AAC to make new recommendations that speak to the committee's collective feedback and experiences. All existing and new recommendations will be included in the staff information report to Council on the TCP.

## Between now and the approved TCP

In the meantime, the current Traffic Calming Policy will be followed and traffic calming will be addressed in the following ways:

- Speed cushions will continue to be used as a last resort and are limited to one installation per block face so that vehicles can travel to any driveway without traveling over a speed cushion. They are used when:
  - The geometry of the roadway does not allow for horizontal measures such as chicanes (series of curb extensions places on alternating sides of the road, staggered to create a curved roadway segment).
  - The horizontal measures have shown not to significantly reduce speed on the roads.
- Speed data will continue to be collected before and after traffic calming measures are implemented to ensure that speed is being adequately reduced.
  - If speed data shows an inadequate reduction in speed, the traffic calming measures for the roadway may be removed or modified as necessary.
- Speed limit reductions from 50 km/h to 40 km/h on local and collector roadways will continue to be implemented.
  - This measure requires no physical changes to the road.
- Four automated speed enforcement (ASE) cameras have been approved and will be implemented in Q3 2023.
  - ASE cameras automatically ticket vehicle owners who are speeding.
  - This measure requires no physical changes to the road.
  - This measure is used to reduce the number of traffic calming measures on the road and enhance speed compliance.
  - Note: in Ontario ASE cameras are only approved to be used in designated community safety zones.
- Road safety improvements (such as all way stops and pedestrian crossovers), that work in conjunction with traffic calming measures, are being explored.
  - These safety improvements do not address speeding, but they do help improve pedestrian safety and crossing compliance.
  - In addition to the traffic calming measures implemented on Starwood Drive (presented to the AAC in October 2022), a pedestrian crossover will be implemented at Starwood Drive and Lee Street in 2023.
- Other options to enhance pedestrian safety and reduce collisions are being explored through the Transportation Master Plan.
  - This includes a pedestrian mode plan, in which the AAC will be engaged on.

Engineering and Transportation Services will continue to inform the AAC and Transit Services when temporary and/or permanent speed cushions are being implemented.

We will connect with Accessibility Services when the Traffic Calming Policy review is being mapped out to scheduled engagement opportunities with the AAC.

Thank you for allowing us to present this information to you.