

# Staff Report



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To	Committee of the Whole
Service Area	Infrastructure, Development and Environment
Date	Tuesday, April 7, 2026
Subject	<b>Traffic Calming Policy Update</b>

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## Recommendation

1. That the Traffic Calming Policy Update (2026), included as Attachment 1 to report 2026-129, titled "Traffic Calming Policy Update" dated April 7, 2026, be approved.

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## Executive Summary

### Purpose of Report

The City of Guelph's most recent Traffic Calming Policy (TCP) was approved by Council in 2020 noting that it would be reviewed with public consultation in 2025, within Infrastructure, Development & Enterprise Services report [2020-80](#).

The 2026 TCP aligns with Council's endorsement of Vision Zero through the Transportation Master Plan (TMP) in 2022, and approval of the Vision Zero Guelph Action Plan for Safe Streets (Action Plan) in 2025.

This report provides background information on Vision Zero and the TCP, describes recent changes that impacted its implementation, notes a recent traffic calming initiative fund from the Province of Ontario, and summarizes consultation and engagement efforts.

The report concludes with a summary of Engineering and Transportation Services (ETS) staff recommended changes to the TCP, an implementation plan, and an overview of the updated TCP found in Attachment-1 Traffic Calming Policy (2026).

### Key Findings

- Based on our research, the traffic calming measures introduced under the current TCP have not reduced vehicle speeds as effectively as those reported by other Ontario municipalities.
- Under the existing TCP, the current volume of traffic calming requests would require additional staff and funding to review all requests in an appropriate time.
- The Accessibility Advisory Committee (AAC) and the Transportation Advisory Committee (TAC) endorsed an updated TCP that prioritizes traffic calming measures in Community Safety Zones (CSZ) as well as the use of raised crossings and speed cushions as traffic calming measures.
- To align with Vision Zero and recommendations provided through community engagement, the updated TCP will prioritize the installation of traffic calming measures in CSZs.

- The updated TCP will allow ETS to prioritize the installation of traffic calming measures on **25** streets over a 5-year period, with the primary focus being CSZs.

## **Strategic Plan Alignment**

The proposed TCP supports the “Make it easier to get around” objective of the City Building theme of the Future Guelph Strategic Plan and specifically the “Support Vision Zero initiatives to enhance road safety” sub-objective.

## **Future Guelph Theme**

City Building

## **Future Guelph Objectives**

City Building: Make it easier to get around

## **Financial Implications**

There are no direct financial implications associated with approval of the updated TCP. Capital investments in road safety are included in the confirmed 2026 capital budget and 2027 to 2035 capital forecast.

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# **Report**

## **Vision Zero**

The City of Guelph committed to achieving zero serious injuries and zero deaths on its roads by endorsing the road safety strategy known as Vision Zero and the Safe System approach which aims to account for all road users, design for human mistakes, and proactively address risk of serious injuries and fatalities due to vehicle collisions.

Guelph City Council endorsed Vision Zero as part of the TMP recommendations in 2022, and the Action Plan was approved by City Council on March 25, 2025. One of the sixty-eight actions listed in the Action Plan is to review and update the TCP in 2025/2026.

## **Traffic Calming Policy (2020)**

The stated goals of the TCP are to improve public safety for all road users, encourage roadways to function as intended, and encourage active transportation through infrastructure safety modifications. The TCP aims to achieve these goals by reducing excessive vehicle speeds, reducing vehicle volumes, and minimizing conflicts between road users.

The TCP states that the City of Guelph will establish traffic calming measures on local and collector roads when validated by the criteria established within its policy. The policy contains a list of seventeen recommended traffic calming measures (e.g., speed cushions, curb extensions) and outlines a prioritization process for initiating, reviewing, implementing, and evaluating traffic calming plans to address traffic safety concerns related to speeding and high vehicle volumes.

The TCP was initially adopted as the Neighbourhood Traffic Management Policy in 1998, revised in 2006, and updated in 2020, stating that it will be updated in five-year cycles.

## **Operation**

The current TCP is initiated reactively when residents submit traffic concerns and request a traffic study be performed by ETS. Between January 1, 2021, and January 1, 2026, 219 traffic calming requests were received and 185 traffic studies were performed.

## **Prioritization**

Traffic studies are performed and reviewed according to a prioritization process detailed in the current TCP. The City of Guelph's traffic calming website lists 12 streets as upcoming for traffic calming plans based on previous requests received on or before 2020.

## **Design & Implementation**

ETS staff develop and consult on traffic calming plans with affected internal partners and may also receive feedback from residents to identify and address or mitigate potential issues or concerns prior to its implementation. Approved traffic calming plans aim to implement permanent measures requiring well-designed engineering solutions.

Between January 1, 2021, and January 1, 2026, ETS staff implemented permanent traffic calming plans on eight streets.

## **Effectiveness**

Recent vehicle speed data captured before and after the installation of traffic calming plans was reviewed. Specific traffic calming measures are associated with different average speed reductions:

- Speed cushions led to a speed reduction of 15 per cent.
- Centre island medians led to a speed reduction of 11 per cent.
- Curb extensions led to a speed reduction of eight per cent.

## **Recent Changes**

### **Traffic Calming Pause**

In July 2021, City Council approved an ETS staff recommendation to reduce speed limits on all local roads to 40 km/h. Due to the impact of these reduced speed limit changes on neighbourhood roads, ETS paused their review of all incoming traffic calming requests until 2024, adding these requests to a traffic calming request queue.

### **Vertical Measure Application**

In April 2023, a Committee of Council Memo responded to the AAC's recommendation to remove vertical traffic calming measures (e.g., speed humps, speed cushions, raised crossings) from the TCP. The AAC stated that vertical measures can be painful for people with disabilities who must drive over them to get to their destination. This recommendation was accommodated by staff by limiting the use vertical measures, and if used, increasing its spacing between measures to one vertical measure per block.

### **Complete Street Design Guidelines**

Since the 2020 TCP update, the 2022 approved TMP and the 2025 Complete Street Design Guidelines (CSDG) have introduced additional means for incorporating traffic

calming measures into conceptual designs as well as retroactively. The CSDG recommends the application of traffic calming measures such as stormwater curb extensions and continuous sidewalks, as well as the integration of other natural measures such as street trees.

### **Provincial Traffic Calming Funding**

In November 2025, the Province of Ontario eliminated the use of municipal automated speed enforcement (ASE) cameras across the province. ASE was a tool the City used, with success, in achieving driver speed reductions within CSZs. As a result of the elimination of ASE, the Province created an interim Road Safety Initiatives Fund (RSIF) for affected municipalities for the implementation of traffic-calming measures (e.g., speed bumps, raised crosswalks, roundabouts, etc.) at former ASE sites, which is required to be spent by March 31, 2028.

As part of the initial agreement, the City of Guelph received \$676,904 from the Province to implement traffic calming measures. The funding can support traffic calming measures at up to 33 eligible locations in Guelph. Since these 33 locations are already covered under the provincial program, they will be excluded from assessment through the TCP. As of February 13, 2026, the Province announced additional funding for the program, of which the City may be eligible for an additional \$2,700,198.

### **Comprehensive Review**

ETS undertook a comprehensive review of City of Guelph's road safety data and best practices, summarized here:

- Based on traffic calming requests the City receives, Guelph's most marginalized areas receive half as many traffic studies for traffic calming while experiencing more collisions affecting people who walk and bike.
- Traffic calming service requests rose from 149 (2015–2019) to 258 (2020–2025), an increase of 73 per cent.
- As of January 1, 2026, 252 traffic calming service requests remain in the queue to review. Based on historical eligibility rates and current staff capacity, it would take approximately 11 years to address even one-quarter of these requests.
- Based on a review of international practices and Ontario municipal policies, ETS staff conclude that greater reductions of vehicle speeds would likely be found by following the recommendations for vertical measure spacing as described in national guidelines.

### **Financial Implications**

There are no direct financial implications associated with approval of the updated TCP. Capital investments in road safety are confirmed in the 2026 capital budget and 2027 to 2035 capital forecast.

The Road Safety Initiatives account (TF0037) will be used to traffic calm 25 prioritized streets over the next five-year period. These include CSZs that are not eligible under the provincial funding (i.e. previous ASE sites). This funding only applies to eligible CSZs on local and collector roads. Half of the funding for this project comes from the Transportation Reserve Fund (164), and funds in that reserve fund come from Red Light Camera and formerly, ASE fines. Given the cancellation of ASE in late 2025, projected inflows into the Transportation Reserve Fund will be reviewed and updated as part of the 2027 budget confirmation

process. Any adjustments to future budget allocations for TF0037 will be reviewed within the context of expected available funds.

The provincial RSIF grant will be used to traffic calm all CSZs that were previously eligible for an ASE camera. This provincial funding applies to local, collector and arterial roads. This grant is different than the Road Safety Initiatives account (TF0037) as outlined above.

Any Vision Zero initiative that is implemented outside of the eligibility criteria for traffic calming will continue to be funded through TF0037 as funds allow.

## **Consultations and Engagement**

### **Community Engagement**

The Traffic Calming Policy Civic Circle (Civic Circle) was organized with residents as a forum for in-depth discussion of traffic calming issues and the TCP. The Civic Circle was made up of 15 people who live in Guelph representing all Wards, diverse primary transportation modes, and varied lived experiences. The Civic Circle met four times with ETS staff between November 19 and December 10, 2025.

During the Civic Circle, members were asked to come to a consensus on recommendations which would guide ETS staff for updating the TCP, described in detail in Traffic Calming Policy Engagement Report-Attachment 2, noting unanimous support for a TCP which prioritizes the installation of traffic calming measures within CSZs.

### **Survey**

Residents were surveyed about what types of streets should be prioritized for reducing traffic speeds. Based on 1,021 survey responses, 51 per cent of respondents favoured prioritizing reduced traffic speeds on busier streets, while 41 per cent favoured prioritizing less busy streets such as local streets, leaving eight per cent who were unsure or did not reply.

ETS staff interpret these results to indicate a divide between the types of roads residents prefer for enhanced municipal speed management efforts (e.g., ASE locations, CSDG, traffic calming plans).

### **Consultation**

ETS staff consulted with internal departments and received comments from Guelph-Wellington Paramedic Services, Guelph Police, Guelph Transit, Fire Services, Operations, Solid Waste, and Transportation Planning.

All departments are supportive of the City's efforts to reduce the risks of serious injuries and fatalities caused by collisions while also noting that any change to a road has the potential to impact services. Existing language in the TCP requires consultation with affected departments when designing traffic calming plans.

### **Advisory Committees**

ETS staff requested feedback from TAC and the AAC regarding an update to the TCP. Both committees endorsed the recommendations within the updated TCP to prioritize traffic calming measures in CSZs, add raised crossings, and tighten spacing of vertical measures (e.g. speed cushions).

## Recommendations

ETS staff provide the following recommendations for updating the TCP:

- The TCP will incorporate the use of vertical measures, namely raised crossings and speed cushions, which follow the recommended designs and spacing according to national and international guidelines.
- The TCP will prioritize the installation of traffic calming measures in CSZs.
- ETS staff will close all remaining traffic calming service requests which fall outside of CSZs and the 12 previously published priority streets.
- The TCP will add new traffic calming measures to align with the City's CSDG and add new measures which accommodate people who cycle.

## Implementation Plan

While the updated TCP will target streets in CSZs, this initial implementation plan will also review the streets previously published as priority for traffic calming.

In total, 25 streets will be proactively reviewed for traffic calming plans. Based on existing staff capacity and resources, this initial implementation plan can be completed in five years, with an average of five traffic calming projects completed per year.

## Outstanding service requests

As of January 1, 2026, the City has 252 open traffic calming service requests. As we transition to the updated TCP, ETS will ensure residents remain well-informed and supported:

1. Direct communication with residents who have existing requests:  
If Council approves the updated TCP, we will directly contact residents whose outstanding requests fall outside a CSZ or whose requests are not on one of the 12 previously prioritized streets ([listed as 'upcoming traffic calming projects' on guelph.ca](#)). We will notify these residents that we are closing their requests due to changes made to the updated TCP.
2. Clear expectations for new traffic calming requests: Community members submitting new traffic calming requests will receive clear messaging that we will review requests under the updated policy once all CSZs have been assessed for potential traffic calming measures.
3. Consideration of alternative road safety measures: While working through the updated process, City staff will also look for opportunities to apply alternative measures—including seasonal flex posts, speed radar boards and leading pedestrian intervals—to help address road safety concerns more quickly, where appropriate.
4. Customer-focused communication: Staff from ETS and Customer Service are coordinating to ensure residents receive consistent, accurate and supportive messaging throughout the transition process, if the updated policy is approved by Council.

## **Traffic Calming Policy (2026) Update**

The updated TCP is presented in Attachment-1 Traffic Calming Policy. The goals, objectives, implementation, and evaluation process remain similar to TCP (2020), noting the following changes:

- The TCP will prioritize the installation of traffic calming measures inside CSZs before reviewing requests for traffic calming measures outside of CSZs.
- The prioritization of requests for traffic calming measures outside of CSZs will include equity data and collision history involving people who walk and bike.

The updated TCP will add new traffic calming and supplemental measures which may be applied in traffic calming plans, and will include:

- New vertical measures (e.g., raised crosswalks)
- Geometric improvements (e.g., centreline hardening and mountable corner aprons).
- Supplemental measures which may be considered depending on available budget, existing policies, plans, and site conditions (e.g., all-way stops, custom crosswalk designs, and trees).

## **Attachments**

Attachment-1 Traffic Calming Policy

Attachment-2 Engagement Summary Traffic Calming Policy Update (2026)

Attachment-3 Traffic Calming Policy 2026

## **Departmental Approval**

Steven Goode, Guelph Fire Chief

Stephen Dewar, Chief, Guelph-Wellington Paramedic Services

Doug Godfrey, General Manager Operations

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