

# Council Memo



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To	<b>City Council</b>
Service Area	Infrastructure, Development and Environment
Date	Tuesday, April 21, 2026
Subject	<b>Traffic Calming Policy Memo</b>

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During the Committee of the Whole meeting on April 7, 2026, several questions and comments were raised by Councillors regarding the Traffic Calming Policy Update – 2026-129. Engineering and Transportation Services staff committed to providing written responses to these questions in advance of the Council meeting scheduled for April 21, 2026.

The following section lists the questions posed by Councillors, grouped together where appropriate, with corresponding responses from Engineering and Transportation Services staff.

## **Questions Posed by Councillors**

### **1. Can staff provide Councillors with key messages, information, and a map regarding the updated Traffic Calming Policy for residents?**

Staff have developed a toolkit that will be circulated to Council, subject to Council approval of the Traffic Calming Policy.

The toolkit will include key messages and suggested responses to support consistent and accurate communication with residents. Staff will be available to support and attend town hall meetings or other public events with Councillors to clarify the approved changes made to the Traffic Calming Policy.

In addition, the City’s Traffic Calming webpage will be updated to provide clear, transparent information on how and where new traffic calming measures will be prioritized. This update will include an interactive map identifying streets currently being proposed for traffic calming through the new policy and those being implemented through the Province’s Road Safety Initiatives Fund.

### **2. Can we see the list of all 252 traffic calming services requests and streets, noting which ones will be taken care of over the next 5-years and which ones will be closed?**

Attachment-1 Traffic Calming Service Requests lists all streets where residents have submitted requests for traffic calming.

### **3. Is there a map that shows all of Guelph’s road safety initiatives?**

Guelph’s [Vision Zero webpage](#) on [guelph.ca](#) hosts a [Safe Streets Map](#), which details all current road safety efforts including existing traffic calming measures.

**4. Can you provide access to the University of Guelph's equity and traffic calming report? What is the name of the health unit staff from Wellington Dufferin Guelph Public Health that was involved in this report?**

The [University of Guelph's Enhancing Road Safety and Equity in Guelph report](#) incorporates the Ontario Marginalization Index (ON-Marg) as part of its analysis and compares dissemination areas by cumulative ON-Marg scores. The purpose of the analysis was not solely to identify priority areas, but rather to examine differences between areas with relatively higher and lower levels of marginalization.

Wellington-Dufferin-Guelph Public Health was not involved in the development of the University of Guelph report. However, a representative from Wellington-Dufferin-Guelph Public Health participates on the City of Guelph's Vision Zero Committee, where equity-related data, including the use and interpretation of ON-Marg, is considered and discussed.

**5. Which prioritized streets for traffic calming have a higher marginalization score according to Ontario's Marginalization Index (ON-Marg)?**

ON-Marg was developed by Public Health Ontario in collaboration with researchers from the MAP Centre for Urban Health Solutions at St. Michael's Hospital. ON-Marg assigns a score ranging from a minimum of 4 to a maximum of 20, with higher scores indicating higher levels of marginalization, to a specific geographic area in Guelph.

Staff have reviewed all prioritized traffic calming streets included in the proposed five-year implementation plan as well as those eligible for traffic calming through the Provincial Road Safety Initiatives Fund. For each street, staff have noted the corresponding ON-Marg score. Overall, approximately 56 per cent of the streets prioritized for traffic calming are located within areas with a higher range score.

The list of proposed traffic calming streets with higher marginalization scores is provided in Attachment-2 Traffic Calming Streets and Equity Data.

**6. What is the process for residents to report a near-miss? What is the process to report injuries sustained by people who drive over vertical measures? What is the process to report injuries sustained by people who drive over vertical measures?**

There is no formal tool in place for residents to report near-miss incidents or to specifically report injuries sustained by people driving over vertical traffic calming measures. Regarding a tool for injuries, creating such a tool may unintentionally privilege residents who are more able or more likely to report concerns, rather than those who may be at greater risk near-miss or injuries as [research conducted by the University of Guelph](#) demonstrates. There is also no way to validate injuries. A tool regarding this may be abused by drivers who don't like traffic calming as a means to have measures removed.

Near-miss incidents can be reported by contacting [traffic@guelph.ca](mailto:traffic@guelph.ca) or by leaving a telephone message, both options provided on the City's [Vision Zero webpage](#) on [guelph.ca](http://guelph.ca). These submissions are reviewed by Engineering and Transportation Services staff.

**7. What is the process after a resident calls the City and tells us they are concerned about the volume and speed of traffic on their street? What happens when a street qualifies for traffic calming under this policy when their street meets the speed and volume thresholds?**

Engineering and Transportation staff will continue to respond to all service requests by reviewing and collecting speed and volume data, when budget allows, to assess whether supplemental or seasonal measures could support road safety according to the Vision Zero Action Plan. These may include flexible bollards, speed feedback signs, or similar interim interventions.

Staff do not recommend expanding traffic calming plans beyond the 25 streets currently proposed over the five-year period. If there is a desire for expanding the list of roadways, there will be a need to provide additional funding and staffing resources to be able to be able to achieve the completion of additional roads.

Only under conditions where additional budget resources are approved that increase staff capacity to implement traffic calming measures beyond the 25 prioritized streets, and where all Community Safety Zones have already been scheduled for traffic calming, will staff proceed to review additional requests and data against the Traffic Calming Policy eligibility criteria.

**8. What is known about the impact of speed humps and speed cushions on vehicle condition (damage to shocks, alignment, tires, general vehicle maintenance needs)?**

Research regarding the impact to speed humps and speed cushions on vehicle condition is limited. This is in part because of the wide range of factors that can impact vehicle condition including driving behavior, kilometers driven, road conditions, vehicle design, and vehicle weight.

Studies indicate that properly designed and maintained speed humps and speed cushions do not cause vehicle damage beyond normal wear when driven at their intended speeds. A major research synthesis prepared for the Institute of Transportation Engineers (ITE)<sup>1</sup> reviewed hundreds of before-and-after studies on traffic calming and found clear evidence of reduced speeds and improved safety, but did not identify vehicle damage, suspension failure, wheel alignment issues, or increased maintenance needs as documented outcomes.

**9. Can all the past Accessibility Advisory Committee (AAC) minutes where Traffic Calming Policy was shared be sent to Council?**

All minutes and motions provided by the AAC that speak to traffic calming since June 2017 are listed in Attachment-3 AAC Motions and Traffic Calming.

Most recently, Engineering and Transportation Services staff requested feedback from the AAC regarding updates to the Traffic Calming Policy on two occasions. In both cases, the AAC's previous stance opposing the use of vertical measures was presented.

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<sup>1</sup> Ewing, R. (1999). Impacts of traffic calming. Institute of Transportation Engineers & Federal Highway Administration. [https://nacto.org/wp-content/uploads/impacts\\_of\\_traffic\\_calming\\_ewing.pdf](https://nacto.org/wp-content/uploads/impacts_of_traffic_calming_ewing.pdf)

The first presentation occurred on October 21, 2025, at which time staff sought feedback on the Committee's position regarding the use of vertical traffic calming measures ([Minutes October 21, 2025](#) & [Presentation - Slide 3](#)).

A second presentation was made on January 20, 2026, during which staff presented the updated Traffic Calming Policy and requested the Committee's recommendation ([Minutes January 20, 2026](#) & [Report - Page 2](#)).

#### **10. Were speed cushions in the bike lanes included in the discussion with the Guelph Transportation Advisory Committee and AAC?**

The impact to the quality of movement for people who cycle due to speed cushions and curb extensions was presented to the Guelph Transportation Advisory Committee on January 15, 2026 ([Presentation - Page 24 and 25](#)), and to the Accessibility Advisory Committee on January 20, 2026 ([Minutes January 20, 2026 - Page 12](#)).

#### **11. Has there been any consideration for how the Transportation Association of Canada's Guide to Traffic Calming, which notes that speed cushions are wide enough for use by people who bike to pass unaffected, has not been vetted by the Accessibility Standards Canada?**

Accessibility Standards Canada supports the implementation of the Accessible Canada Act by developing accessibility standards for federal departments and federally regulated entities. The Accessible Canada Act does not apply to municipalities. To staff's knowledge, Accessibility Standards Canada has not issued guidance that specifically endorses, prohibits, or regulates traffic calming measures.

The City of Guelph designs and implements traffic calming measures in accordance with current, nationally recognized best practices, including the Transportation Association of Canada (TAC) Guide to Traffic Calming. TAC is neither a federal department nor a federally regulated entity, and its guidelines are not federally enforceable requirements for municipalities.

#### **12. What is the minimum distance between tire openings for speed cushions? What is the wheelbase for vehicles to sneak through?**

Staff design and implement speed cushions in accordance with the Transportation Association of Canada's Guide to Traffic Calming which is incorporated into the City's [Linear Infrastructure Standards](#), with the Speed Cushion Design presented on page 360. Depending on the curb-to-curb width of the roadway, the gap between adjacent cushions generally ranges from approximately 0.4 meters to 0.55 meters.

#### **13. Were all Wards equally represented in the Civic Circle?**

Wards were represented as evenly as possible on the Civic Circle. Of the 15 Civic Circle members, each Ward had a minimum of two representatives, with Wards 3, 5, and 6 each represented by three members.

#### **14. Emergency Services Response**

Although larger vehicles, such as emergency vehicles, are designed to travel over speed cushions at the posted speed, there will be times when they may need to slow down. This can happen when navigating the cushions themselves or when dealing with other road users moving through traffic-calming features, and as such

each case and call is different, and therefore unmeasurable. This is expected and acceptable, as the overall purpose of traffic calming is to reduce the highest speeds of all vehicles, creating safer streets and reducing the likelihood and severity of traffic-related injuries.

### **Attachments**

Attachment-1 Traffic Calming Service Requests

Attachment-2 Traffic Calming Streets and Equity Data

Attachment-3 Accessibility Advisory Committee Motions and Traffic Calming

### **Council Memo Author**

Nico Koenig, Transportation Safety Specialist, Engineering and Transportation Services

### **This memo was approved by:**

Kyle Gibson, C.E.T., rcsi, mica  
Acting General Manager, Engineering and Transportation Services  
Infrastructure, Development and Environment  
519-822-1260 extension 2433  
kyle.gibson@guelph.ca

### **This memo was recommended by:**

Terry Gayman, P.Eng.  
Acting Deputy Chief Administrative Officer  
Infrastructure, Development and Environment  
519-822-1260 extension 2248  
terry.gayman@guelph.ca