

Presentation to City Council  
on  
a new Traffic Calming Policy

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## THE QUESTIONS FACING CITY COUNCIL

Is community engagement considered an essential part of wise decision making in Guelph?

What level of community engagement is needed to ensure that community members and their views have a role in decision making ?

# THE PROBLEM

Council must decide whether or not to vote on the following motion:

That the Traffic Calming Policy, included as Attachment 2, to the Infrastructure, Development & Enterprise Services Report (2020-80), dated July 20, 2020 be approved and in effect as of August 4, 2020.

The Traffic Calming Policy referred to in the motion is to replace the long-established City of Guelph Master Plan for Traffic Calming – The Neighbourhood Traffic Management Policy.

The proposed new Traffic Calming Master Plan has been developed by staff with no announcement of the review, no community engagement in problem definition, no disclosure of policy options being considered and no presentation of draft policies for public comment.

# DEFICIENCIES IN THE TRAFFIC CALMING POLICY

- The Canadian Guide for Traffic Calming identifies two issues that must be dealt with for traffic calming to be effective:  
1) Speeding and (2) short-cutting traffic.
- The Neighbourhood Traffic Management Policy closely follows the CGTC and throughout the text identifies short-cutting traffic as the only traffic–volume problem to be addressed
- The new Traffic Calming Policy never mentions short-cutting traffic as a problem.

# WHY TRAFFIC CALMING CAN ONLY CONTROL SHORT-CUTTING TRAFFIC VOLUMES

- According to the Canadian Guide for Traffic Calming local and collector streets in residential neighbourhoods function “***to provide access to adjacent property and collect and distribute traffic into or out of an area or neighbourhood. These streets are not intended for use as through routes***”
- Every resident in a residential neighbourhood has the rights and privilege of using the local and collector roads of the neighbourhood.
- It would be unjust for a municipality to ration the use of roads by residents by restricting local traffic however control of short-cutting through traffic is not only justified but required to have the roads function properly and preserve the livability of the neighborhood.

# CONTROL OF SPEEDING AND/OR SHORTCUTTING: SEPARATE SOLUTIONS

- Speeding and Shortcutting traffic are two separate problems with two different sets of traffic calming measures available for control
- The Canadian Guide for Traffic Calming recognizes the distinction in its problem statement : “Speed and/OR shortcutting traffic”
- The Neighbourhood Traffic Management Policy correctly follows the Canadian Guide for Traffic Calming in setting criteria for eligibility for traffic calming by having separate criteria for speed and shortcutting traffic
- The new Traffic Calming Policy departs from the CGTC by requiring both speed **AND** volume criteria to be met for eligibility

# SUMMARY

- The CRSS is a new comprehensive policy that will enhance road safety for all users.
- The CRSS was developed with wide public engagement and reflects best policy practices.
- Adoption of the CRSS is consistent with requirements for new policy
- The new Traffic Calming Policy was developed with no public engagement and departs from the Canadian Guide to Traffic Calming
- The TCP should be subject to community engagement and brought into conformity with the CGTC before adoption by City Council