

COUNCIL MEETING
INFRASTRUCTURE SERVICES / ENGINEERING

REPORT ENG-2026-02
April 28, 2026

SUBJECT: Traffic Calming Policy - Draft

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RECOMMENDATION:

THAT the General Committee receives for information REPORT ENG-2026-02-Traffic Calming Policy - Draft.

RELATIONSHIP TO STRATEGIC PLAN:

This recommendation is aligned with Council’s strategic priority of ensuring “**Health and Wellbeing**” to promote personal health and well-being by offering an abundance of activities that meet the diverse needs and interests all while, advocating for improved health care throughout the city, and supporting the need for safety and security.

EXECUTIVE SUMMARY:

The City of Welland (the “City”) receives ongoing concerns about speeding in residential neighbourhoods and has updated its 2007 Traffic Calming Policy to ensure a consistent, data-driven response. The draft policy, completed through the 2023 Transportation Master Plan, incorporates current best practices and public feedback. The policy introduces a clear five-stage process, progressing from passive measures like flexible speed signs to physical measures such as speed cushions, with community support requirements. Council has allocated funding for initial implementation, with future needs to be addressed through upcoming budgets.

BACKGROUND:

The City receives ongoing requests from residents regarding speeding and traffic-related safety concerns within residential neighbourhoods. To address these issues in a consistent, transparent, and data-driven manner, staff refer to the Council approved Traffic Calming Policy last updated in December 2007.

Traffic calming policies establish structured processes for evaluating requests, determining when interventions are warranted, and selecting appropriate measures aligned with municipal engineering standards and best practices.

As part of the 2023 Transportation Master Plan (TMP), the City's consultant conducted a comprehensive review of the 2007 Traffic Calming Policy, integrating best practices from comparable Ontario municipalities and guidance from the Transportation Association of Canada's *Canadian Guide to Traffic Calming (2nd Edition)* to inform the development of an updated Traffic Calming Policy.

The updated draft policy was presented to the public during the TMP Public Information Centre (PIC) meetings. Feedback received during the consultation process indicated overall support for the policy update and the structured approach it introduces.

DISCUSSION:

The updated Traffic Calming Policy will only apply to residential local and minor collector roadways within the City's urban boundary that have posted speed limits of less than 50km/hr.

The update policy outlines a five-stage evaluation and implementation framework: Initiation, Screening, Speed Data Analysis, Passive Measures, and Physical Measures.

Screening Criteria:

Roadways must meet all eligibility conditions, including classification as a local or minor collector road, minimum traffic volumes, a minimum segment length of 150 metres, posted speeds of less than 50 km/hr, and no recent traffic calming activity within two years. Requests not meeting criteria are closed, with alternate measures such as temporary radar signage or referral to the Niagara Regional Police Service considered.

Speed Data Analysis:

Where screening criteria are met, staff collect traffic volume and speed data. Traffic calming is warranted if the 85th percentile speed exceeds the posted speed limit by more than 10 km/hr.

Passive Measures:

When warranted, the first tier of intervention consists of passive measures, primarily flexible speed signs, provided minimum lane-width requirements are met. These signs remain in place seasonally and are monitored for approximately six months. If effective, no further action is required.

Physical Measures:

If passive approaches are unsuitable or ineffective, the policy permits physical traffic calming interventions, typically speed cushions. These measures require a minimum of 70% support from affected households through a City initiated survey prior to installation. Post-installation monitoring is conducted to ensure effectiveness and safety performance.

The policy also outlines conditions for removal of traffic calming measures, including community-initiated removal of speed cushions (requires 70% support after a minimum of two years in place) and City initiated removal where measures prove unsafe or ineffective.

Finally, the policy reinforces requirements for new development, ensuring that subdivision street designs incorporate traffic calming principles to manage operating speeds proactively.

The draft Traffic Calming Policy is attached as Appendix I. Any feedback received from Council will be considered and reviewed for technical compliance and incorporated as appropriate in the final policy presented at a future Council meeting.

FINANCIAL:

As part of the 2026 budget process, Council approved \$50,000 under Capital Account No. 10-321-26256 for traffic calming devices, including speed radar signs and flexible speed signage.

Future funding requirements for traffic calming measures will be brought forward for consideration through the 2027 budget process and subsequent budgets as necessary.

ATTACHMENT:

Appendix I - Traffic Calming Policy draft
Appendix II – Traffic Calming Policy (Existing)