

	Title:	Traffic Calming Program, 2026 Revised		
	Number:	SER-017-0005		
	Revision Date:	N/A	Approved by:	SMM
	Revision Number:	N/A	Area:	Engineering
	Document Type:	Policy	Department:	Infrastructure Services

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1.0 Policy Statement

- 1.1** The City of Welland (the “City”) is committed to fostering safe streets and livable communities through the application of traffic calming measures as required.
- 1.2** The policy applies to City staff and Council with respect to addressing traffic calming requests received from the public.

2.0 Purpose

The purpose of this policy is to provide an objective and streamlined process for the initiation and evaluation of traffic calming initiatives along City roads.

3.0 Definitions

Within this policy:

Traffic Calming: The application of strategies, techniques, or physical roadway attributes to foster driver operating speeds that are suitable for the intended function of the roadway.

85th Percentile Operating Speed: The speed at or below which 85% of the total drivers actually travel.

Passive Traffic Calming: Speed management techniques that do not involve physical alteration to the roadway geometry, and may include signage, line painting or flexible speed signs.

Physical Traffic Calming: Speed management techniques that involve physical alterations to the travelled path of the roadway, and may include speed cushions, speed humps, lane narrowing.

Local Roadways: Municipal roadways that are intended to provide access to their adjacent land uses, generally carrying lower volumes and situated within residential communities.

Minor Collector Roadways: Municipal roadways that are intended to carry low-to-moderate traffic volumes with access to adjacent land uses and traffic movement demonstrating a similar level of importance, making them a common artery route for various communities.

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Flexible Speed Sign: Vertical, impact resistant speed signs installed in the centre of the road, between opposing traffic lanes and are designed to withstand impacts from, and avert damage to, vehicles if struck by collapsing and rebounding.

Speed Cushion: A raised, rounded surface placed across part of a roadway, with gaps on either side allowing vehicles with a wider wheel track (such as fire trucks, ambulances, and transit buses) to straddle the cushion, while standard passenger vehicles must pass over it, thus slowing them down.

4.0 Application

Traffic calming only applies to residential local and minor collector roadways.

5.0 Responsibilities

Infrastructure Services – Engineering:

- Undertake the process outlined within this policy and regularly review its conformance with applicable engineering guidelines such as the *Transportation Association of Canada (TAC)* and *Ontario Traffic Manuals (OTMs)*.
- Respond to any concerns or questions regarding this policy and its application.

6.0 Traffic Calming Process

The City of Welland shall apply a structured, transparent, and data driven approach to traffic calming requests. The process consists of five sequential stages: Initiation, Screening, Speed Data Analysis, Passive Measures, and Physical Measures. Each stage is designed to ensure that traffic calming interventions are justified, supported by residents, and appropriate for roadway function and safety.

6.1 Stage 1 - Initiation

Traffic calming requests may be initiated by:

- Residents;
- Members of Council; or
- City staff where a safety concern is identified.

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Requests must be made in writing and submitted to the Infrastructure Services – Engineering Division.

6.2 Stage 2 - Screening

Upon receiving a written request, staff shall complete an initial screening to determine traffic calming eligibility.

The roadway must meet all the following six (6) criteria:

- Classified as a local or minor collector roadway.
- Located within the City's urban area boundary.
- Meet the minimum required segment length of 150m.
- The Average Daily Traffic (ADT) volumes must be less than:
 - 3,000 vehicles for a local roadway.
 - 5,000 vehicles for a minor collector roadway.
- Posted speed limits must be less than 50km/hr.
- Traffic calming has not been requested or removed within two (2) years of the request.

If the roadway does not meet the screening criteria, the file shall be closed and the rationale communicated to the requester. The City may also consider installation of temporary speed radar signage and/or submit a referral to the Niagara Regional Police Service (NRPS) for monitoring.

6.3 Stage 3 - Speed Data Analysis

If the roadway passes the preliminary screening, traffic data will be collected to provide a better understanding of the current conditions and confirm traffic calming is warranted.

An analysis of the data will confirm traffic volumes and speeds. If the speeding threshold is exceeded, defined as the 85th percentile operating speed being more than 10km/hr above the posted speed limit, then traffic calming is considered warranted.

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If the speeding threshold is not exceeded, the file shall be closed and the rationale communicated to the requester. The City may also consider installation of temporary speed radar signage and/or submit a referral to the NRPS for monitoring.

Where roadways do not warrant traffic calming measures, residents may choose to re-initiate the traffic calming process after two (2) years.

6.4 Stage 4 - Passive Measures

Traffic calming is considered warranted once a request reaches this stage.

As the first tier of treatment, passive traffic calming measures will be implemented, specifically flexible speed signs, if the following criteria is met:

- The minimum lane width is 3.2 metres where there is no on-street parking or bike lanes present.
- The minimum lane width is 5.5 metres where on-street parking or bike lanes are present. (allowing for 3.5-metre vehicular travel lanes and 2 metres for cycling or parking).

Flexible speed signs installed in the roadway or on the centerline, increase driver awareness of the posted speed limit and are difficult to ignore. They are a visible, low-cost speed reducing measure that can be employed without physically restricting vehicle movement. Flexible speed signs are seasonal and removed to facilitate winter maintenance operations specifically during the months of November through March. The City may also consider complementary measures such as enhanced line painting and additional signage to further support the effectiveness of flexible speed signs.

Once implemented, flexible speed sign installations shall be monitored for a period of approximately six (6) months to assess effectiveness. Where these passive measures are effective, the project shall be considered complete, and the results communicated to the requester.

Where the criteria for flexible speed signs are not met or if installed, the flexible speed signs are ineffective, the process shall proceed to Stage 5.

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6.5 Stage 5 - Physical Measures

Physical traffic calming is considered warranted once a request reaches this stage and passive measures have been assessed and found to be unsuitable or ineffective.

As second-tier treatment, physical traffic calming measures, specifically speed cushions are more robust, permanent roadway modifications meant to reduce vehicle speeds and discourage undesirable traffic behaviour.

Speed cushions consist of a series of raised humps placed across the roadway with gaps that allow larger vehicles such as emergency apparatus or transit buses to straddle them, while still reducing the speeds of passenger vehicles.

The installation of speed cushions shall be subject to demonstrated community support, verified through a formal City-initiated survey. A minimum of **70% of affected households** must indicate their support for the installation before the project may proceed.

If the installation of speed cushions is not supported by the affected community, the file shall be closed and the rationale communicated to the requester. The City may also consider installation of temporary speed radar signage and/or submit a referral to the NRPS for monitoring and enforcement.

Where speed cushions are installed, staff will conduct follow-up speed studies to confirm their effectiveness and will continue to monitor safety performance to ensure the measures function as intended.

7.0 Removal of Traffic Calming Measures

The City of Welland reserves the right to remove any traffic calming measures if they are determined to be unsafe, consistently ineffective, or if they create undue hardship or adverse impacts on the surrounding community. Such removal will be undertaken in the interest of public safety and overall community well-being.

Residents may request the removal of physical traffic calming measures (speed cushions) with demonstrated community support, verified through a formal City-initiated

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survey. A request for removal may not be initiated until the speed cushions have been in place for a minimum two (2) years.

The survey will include the same number of affected households as the original survey conducted prior to installation, and at least **70% of those households** must indicate their support for removal before the City will proceed. This provision applies only to physical traffic calming measures and does not apply to passive traffic calming treatments.

Once physical traffic calming measures are removed, the roadway will not be eligible for reassessment for a minimum of five (5) years from the date of when the neighbourhood support is received by City staff.

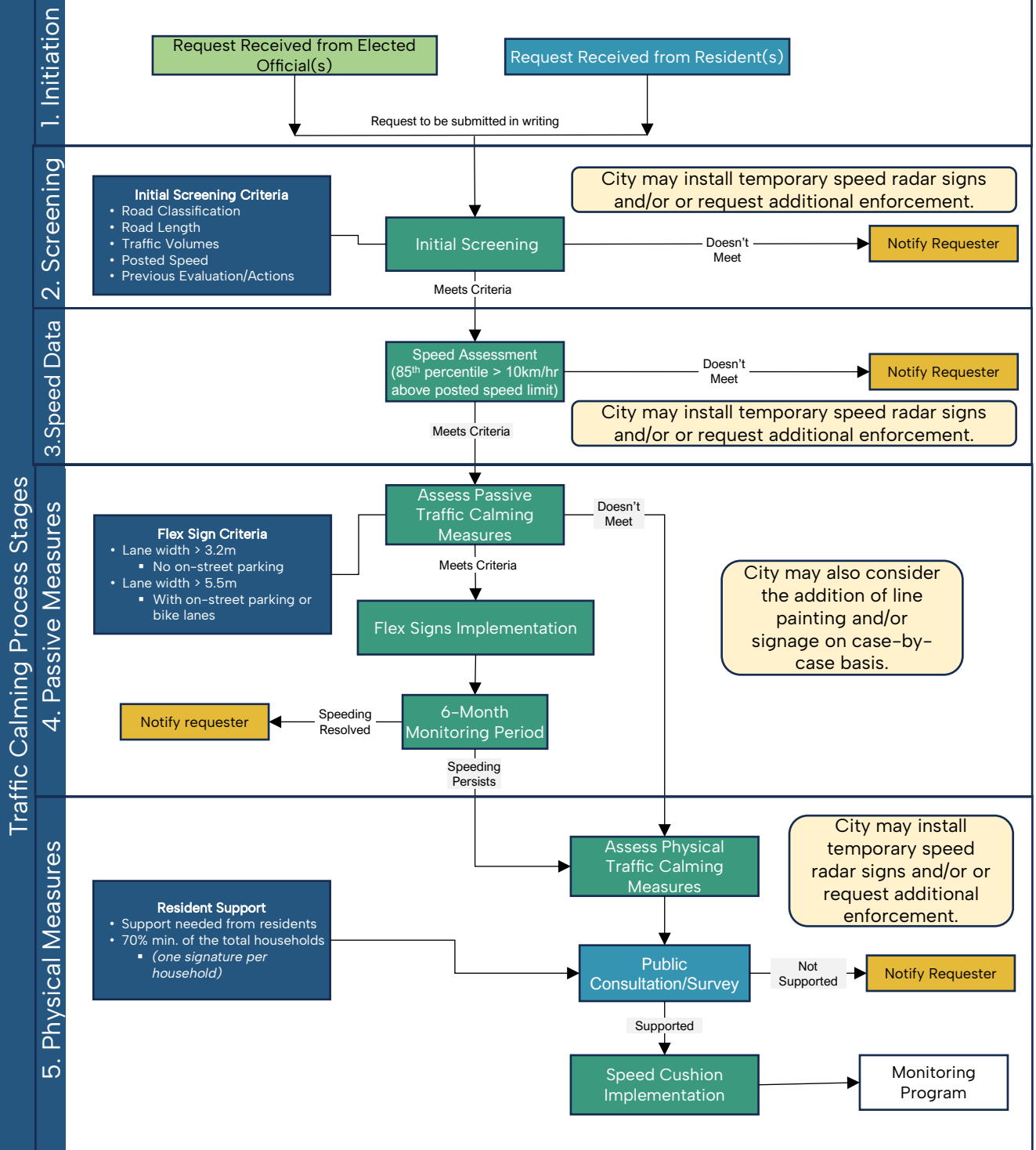
8.0 New Development

Developers must work with the City to provide street designs that manage driver operating speeds. The City reserves the right to incorporate traffic calming measures into development plans at its discretion.

Revision History

Date	Description of Change	Initials

Traffic Calming Process Flow Chart



Legend:

