
SECTION:	ROADS & TRAFFIC
DEPARTMENT/DIVISION:	INFRASTRUCTURE & OPERATIONS / ENGINEERING
SUBJECT:	COMPLETE STREETS POLICY (DRAFT)

POLICY STATEMENT

It is the policy of the City of Thunder Bay to build a network of streets that are safe, comfortable, and functional for all users, regardless of their age, ability or mode of transportation.

PURPOSE

The purpose of this policy is to establish standards to design and construct streets in ways which will accommodate users by providing a safe, comfortable, and functional space within the public right-of-way network in Thunder Bay.

APPLICABILITY

The policy shall apply to all new road construction and re-construction projects, including bridges and intersections.

Planning, design, construction, operation, and maintenance will be carried out according to Complete Street principles and City of Thunder Bay Engineering Design Standards. The planning and design process will start with the assumption that all modes must be accommodated in each project, however, not all projects will be able to accommodate all modes to the highest level of service. Where constraints exist, planners and designers will need to demonstrate that the proposed design provided appropriate consideration for all modes within the community context, as well as the intended function of the street, and an integrated network approach.

Exceptions shall only be granted if:

- a. the use of a corridor by a specific user group (i.e. motorized or non-motorized) is prohibited by law, in this case efforts shall be made to accommodate the prohibited user group on a parallel route;
- b. the cost of accommodation is disproportionate to the need or probable use;
- c. there is a documented absence of current or future need; or
- d. there are constraints related to physical space, emergency vehicle clearance, or right-of-way acquisition.

All exceptions shall only be granted by the City Engineer.

Where jurisdiction is held by or shared with other levels of government or other agencies, all efforts shall be made to work with partner agencies to implement the Complete Streets principles on all projects. Additionally, private developers shall adhere to this policy in the construction or re-construction of public streets, sidewalks, laneways, trails, and parking lots.

Implementation of this policy will be ongoing and applicable to all City of Thunder Bay processes related to streets, including planning, design, operations, and maintenance projects and activities.

NETWORK APPROACH AND COMMUNITY CONTEXT

The City of Thunder Bay shall develop and maintain integrated networks of transportation facilities that prioritize each group of street users (goods movement, driving, transit, cycling, walking, emergency vehicles, and other modes of active transportation). While every corridor will not be able to accommodate every mode, it is integral that each mode is supported within its own connected and robust network.

The specific elements of Complete Streets to be implemented will be based on the local context for each individual project and intended function, and projected use of the street, while keeping the network approach in mind.

DESIGN GUIDANCE AND PERFORMANCE MEASURES

The design of road right of way will be based on the thoughtful application of engineering and urban design principles and standards to achieve the Complete Streets vision. Designs will follow the latest and approved design standards, best practices and guidelines. This includes, but is not limited to:

- City of Thunder Bay Active Transportation Plan
- City of Thunder Bay Engineering & Development Standards
- City of Thunder Bay Image Route Guidelines and Detailed Streetscape Designs
- City of Thunder Bay Parks & Open Spaces Section – Standards and Specifications
- City of Thunder Bay Road Maintenance Objectives
- City of Thunder Bay Transportation Master Plan
- City of Thunder Bay – Urban Forest Management Plan
- City of Thunder Bay – Urban Design and Landscape Guidelines
- Integrated Accessibility Standards Regulation Guidelines Part 4.1 – Design of Public Spaces Standard
- Traffic Calming Primer – MORR Transportation Consulting
- Transportation Association of Canada – Canadian Guide to Traffic Calming
- Transportation Association of Canada – Geometric Design Guide for Canadian Roads
- Ontario Provincial Standards

- Ontario Traffic Manual Books 1 through 18
- Waterfront Image Route Guidelines and Detailed Streetscape Designs – Phase 2

The design solutions shall be flexible to balance all users and modal needs, and provide each mode of travel a safe, connected, and comfortable corridor to use. Flexible and innovative design concepts shall be evaluated against the latest design standards and emerging industry best practice guidelines.

Some examples of Complete Street elements include, but are not limited to, new or wider sidewalks, pedestrian scale lighting, accessibility improvements, street trees, street furniture, dedicated cycling facilities, transit amenities, vehicular travel lanes, vehicular parking, bicycle parking, traffic calming measures, and accessories such as patios.

REFERENCES TO EXISTING PLANS & POLICIES

- Age Friendly City Services Action Plan
- City of Thunder Bay Multi-year Accessibility Plan 2019-2024
- City of Thunder Bay Transit – Accessibility Plan 2015-2025
- City of Thunder Bay Asset Management Plan
- City of Thunder Bay Official Plan
- Climate-Ready City: City of Thunder Bay Climate Adaptation Strategy
- Climate Forward City: Thunder Bay Net-Zero Strategy
- Corporate Policies and Procedures
 - Classification of City Streets 11-03-02
 - Sidewalk Construction In New Development Areas 11-03-07
 - Sidewalk Construction (Local Improvement Act) 11-03-08
 - Usage of City Streets 11-03-09
 - Quality Standards 11-05-01
 - Accessibility 08-01-04
 - Clean, Green, and Beautiful 02-05-01
- Earthcare Sustainability Plan 2014-2020
- Maamawe, Growing Together: 2023-2027 Corporate Strategic Plan

APPROVED BY:	City Council	Date:	TBD
Replacing/Amending:			
Originating Department:	Infrastructure & Operations – Engineering Division		
Contact:	Manager – Engineering		
Departmental Procedural Manual:	Not applicable		
Affected Departments:	All		