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

POLICY STATEMENT

It is the policy of the City of Thunder Bay to consider implementing traffic calming measures on municipal roadways to reduce vehicle speeds to appropriate levels, discourage through traffic on streets that are not intended to function as such, and enhance safety for people using the road, especially pedestrians and cyclists where the traffic calming measures are deemed appropriate with regard to the factors as set out in this policy.

PURPOSE

The purpose of this policy is to establish a standard process for the review, design, and implementation of traffic calming measures within the public right-of-way in the City of Thunder Bay (City).

APPLICABILITY

This policy applies to all municipal roadways owned and operated by the City. The policy aligns with the City's Transportation Master Plan and the Active Transportation Plan.

IMPLEMENTATION

The process for consideration and implementation of Traffic Calming Requests will follow the attached Traffic Calming Procedure which may be amended from time to time, at the discretion of Administration.

DEFINITIONS

“Arterial Roads” refers to roads which are planned, designed, and constructed to carry large volumes of through traffic (vehicles, transit, pedestrians, cyclists) at high to moderate speeds – while facilitating the movement of goods throughout the City. The primary function of these roads is to support traffic flow and goods movement with minimal interruptions.

“Collector Roads” refers to roads which are planned, designed, and constructed to carry moderate volumes of traffic (vehicles, transit, pedestrians, cyclists) at moderate speeds while facilitating the movement of goods to destination points. Equal importance is placed on traffic flow and land access.

“Local Roads” refers to roads which are planned, designed, and constructed to provide property access and carry low volumes of traffic (vehicles, pedestrians, cyclists) travelling at relatively slow speeds between points of origin and collector roads. Access to land is the primary function of the street.

“Non-Restrictive Traffic Calming Measures” refers to traffic calming techniques or devices that slow down traffic or improve safety without impeding or diverting the normal flow of vehicles. This traffic calming measure focuses on education.

“Restrictive Traffic Calming Measures” refers to traffic calming methods that establish physical impediments or restrictions to limit the flow of vehicles, reduce speeds, and discourage through-traffic. These measures may establish access restrictions or involve vertical and horizontal alignment changes.

“Technical Review” refers to the evaluation of the traffic issues and potential solutions to assess the technical feasibility, safety, and adherence to engineering standards, guidelines, and best practices as conducted by Engineering staff or designated reviewers.

“Traffic Calming Measures” refers to the use of traffic management measures to reduce vehicular travel speeds and discourage through traffic on roadways that are not meant to provide such functions, to create safer conditions for all users, including pedestrians and cyclists. Measures can include physical street design elements that act as vehicle self enforcing methods. Educational techniques may also be used to inform the drivers.

1.0 IMPLEMENTATION

1.1 REQUESTS AND INITIAL REVIEW CRITERIA

A request for a Traffic Calming Measure may be initiated according to the process as outlined in the Traffic Calming Procedure (Procedure) – Initiating a Request.

Petitions will be received by the Engineering Division outside of the Petitions Policy 03-03-13.

For a roadway section to be eligible for consideration for the implementation of Traffic Calming Measures, it must meet the minimum threshold outlined in the Procedure. Screening criteria includes, but are not limited to, adjacent land-use, traffic data, and roadway design (“Initial Screening”).

1.2 TECHNICAL REVIEW AND DESIGN

The Technical Review and design will follow the latest City Engineering and Development Standards, Ontario Traffic Manuals, and other applicable design guidelines referenced in the Procedure.

When Traffic Calming Measures are warranted as determined by the Initial Screening, the Engineering Division is to undertake a Technical Review to assess issues, evaluate possible solutions, review feasibility including a costs analysis, and develop a design.

The design will consider the impact the Traffic Calming Measure will have on diverting traffic to nearby Arterial roads or other surrounding Local roadways.

Traffic calming measures must comply with the following eligibility criteria:

1. Only Non-Restrictive Traffic Calming Measures will be applied to Arterial Roads. Traffic Calming Measures on Local and Collector Roads can be Restrictive or Non-Restrictive.
2. Restrictive Traffic Calming Measures will only be considered on roads within the urban limits as defined by the Official Plan.
3. The Traffic Calming Measure should not significantly obstruct or negatively impact the travels of pedestrians and cyclists through the area.
4. The Traffic Calming Measure shall not hinder emergency services (Thunder Bay EMS, Fire, and Police) by causing delays, restricting access, or impairing response times.
5. Traffic Calming Measure shall not cause delays, unwanted route deviations, impact safety, or present accessibility challenges for Thunder Bay Transit.
6. Restrictive Traffic Calming Measures shall not be permitted on road grades equal to or greater than 8%.

1.3 APPROVAL

Before implementing Traffic Calming Measures, resident input from the fronting properties will be sought to gauge support for the proposed solution. While resident feedback is considered, the Engineering Division may still proceed with recommending a Traffic Calming Measure to Council.

1.4 IMPLEMENTATION

Recommendations on the preferred Traffic Calming Measure will be presented to Council for approval. If approved, the measures will be prioritized and scheduled into the City's Capital Budget, based on a priority sequence and available funding.

REFERENCE

Report No. 004-2025-Infrastructure & Operations - Engineering

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