



## McIntyre Ward Meeting Agenda

Wednesday, February 18, 2026, 7:00 p.m.

North McIntyre Rec Centre  
2051 Government Road

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Pages

1.	<b>McIntyre Ward Meeting 01-2026</b> Chair: Councillor Albert Aiello	
2.	<b>Resource Persons</b> Katie Piche, Council & Committee Clerk Yvonne Opoku, Council & Committee Clerk  Sergeant Justin Dubuc , Thunder Bay Police Service	
3.	<b>Welcome and Opening Remarks</b> The Chair to provide introductory comments.	
4.	<b>Minutes of Previous Meeting</b> Minutes of the McIntyre Ward meeting held on October 1, 2025, for information.	2 - 7
5.	<b>2026 Budget Overview</b> The Chair to provide an update.	
6.	<b>Designated Truck Route Enforcement Review</b> Sergeant Justin Dubuc will give an update on the Designated Truck Route enforcement.	
7.	<b>Ward &amp; City Issues</b>	
8.	<b>Adjournment</b>	



## **McIntyre Ward Meeting Minutes**

**Wednesday, October 1, 2025, 7:00 p.m.**

**Thunder Bay 55 Plus Centre**

**700 River Street**

### **1. McIntyre Ward Meeting 03-2025**

Chair: Councillor Albert Aiello

### **2. Resource Persons**

Matthew Miedema, Director-Engineering

Katie Piché, Council & Committee Clerk

### **3. Guests**

Rick Harms, Consultant - RJ Burnside & Associates Ltd.

Adam Rose, Consultant - RJ Burnside & Associates Ltd.

### **4. Welcome and Opening Remarks**

The Chair provided introductory comments and welcomed those in attendance.

There were approximately 38 people in attendance.

### **5. Minutes of Previous Meeting**

Minutes of the McIntyre Ward meeting held on June 25, 2025, for information.

### **6. Northwest Arterial**

Director-Engineering Matthew Miedema provided an overview relative to the Northwest Arterial (NWA) project and information relative to the updated environmental study on the project.

Further discussion was held on the following:

- recent correspondence to residents
- open house

- environmental study addendum
- awaiting further information on public feedback
- working closely with province (Ministry of Transportation)
- MTO providing city updates on design process
- future plans for the northwest arterial project and potential timelines
- NWA will help service the north west part of the city
- City is looking to share costs with MTO

Residents expressed concerns related to the project, including wanting to re-route traffic instead of building an overpass; trucks possibly having to use Highway 102 once NWA is in place; emergency vehicle routes; hospital access; infrastructure needs; safety concerns; foot traffic (concerns with crossing four lanes); homeowners nearby affected; noise from additional traffic (will there be sound barriers?); and how the nuclear waste route may be affected.

Concerns were raised relative to reassessing the project as the design started in 1992. Director Miedema advised that plans have changed over time and that the project is based on the official plan and permitted growth in the area. It was also noted that the design was started to deal with congestion and not created to service homes.

It was noted that although the City is working closely with the province on this project, the city has no jurisdiction over it.

A concern was raised relative to traffic and John Street Road and Hutton Park Drive, and if this area is classified as a collector route. The constituent inquired about when this was approved as it is not classified as a collector route in the city's official plan and transportation master plan. Administration will follow up.

A question was asked regarding Council's next steps for the Northwest Arterial. Would anything further be presented to Council? Administration will follow up.

The following questions were received prior to the ward meeting:

1. We just received the letter from the City September 10/25 - NW Arterial Municipal Class Environmental Assessment Addendum Study. The notice states a 30-day review period beginning August 30th until September 29th, and we are already well into the review period, with receiving it today. (11 days into the review period) Would the City not have sent these letters well in advance to affected residents who will be impacted?

Response from Administration: If you need additional time to submit your comments, please reach out to me: [Matthew.Miedema@thunderbay.ca](mailto:Matthew.Miedema@thunderbay.ca)

2. The addendum states that the preferred alignment has now shifted east. What factors contributed to this shift?

Response from Administration: The Northwest Arterial (NWA) alignment was shifted from the original 1992 study alignment between Pioneer Drive and Paquette Road. The revised alignment was moved slightly east to follow the existing Hydro corridor. This change was made to improve the intersection with Pioneer Drive, which was originally skewed, and to provide a larger treed buffer for the residential properties along Newcastle and Minstrel Bay. Please refer to the maps on the Get Involved website for more details:

<https://getinvolvedthunderbay.ca/>

3. The map seems to indicate the highway will run quite close to end of our street (hydro corridor) where our home is which is on Regina Avenue. How do we determine how far the proposed site will be from our home (which is next to the Keefer St. Road access).

Response from Administration: The Northwest Arterial is located on the West side of the Hydro corridor and has a 30 metre road right of way corridor.

4. Is this a four-lane highway?

Response from Administration: It is a 4 lane arterial road. This is not a highway under Provincial control.

5. Is this highway elevated above street level?

Response from Administration: Final elevations and grades of the Northwest Arterial will be confirmed as part of the detail design phase.

6. What will be done to reduce the noise?

Response from Administration: A detailed noise assessment was completed as part of the study. The results indicate that the noise impact from the construction of the NWA will be within acceptable limits. There is one location along the corridor that may require noise attenuation. This will be confirmed during detailed

design, as the final posted speed will influence noise levels and the potential need for noise barriers. Please refer to the reports for more information.

7. How do they determine the noise factor when this currently does not exist?

Response from Administration: As part of this study, a Noise Impact Assessment was completed for the proposed road. The assessment evaluated the potential impact on nearby residential properties under two scenarios: if the NWA is built and if it is not. The analysis was carried out in accordance with the Ministry of Transportation's Noise Guide.

8. Will a study be conducted after implementation?

Response from Administration: Once built, there are no follow-up studies completed.

9. Was there a public consultation regarding the shift? We don't recall receiving a letter. If one was sent, when was it sent out?

Response from Administration: The shift of the road alignment was presented at the December Public Open House last year.

**7. Designated Truck Route**

Director-Engineering Matthew Miedema provided an update relative to the Designated Truck Route, which came into effect October 1, 2025.

Residents expressed the following concerns:

- Timelines for signage being installed (signage currently being installed, cannot be enforced until all signs are up)
- Fines associated with the DTR
- lobbying to the government for a bypass (ie: similar to Kenora bypass)
- concerns related to the city hiring consultants
- advocating through Inter-Governmental Affairs Committee
- concerns relating to construction and how to navigate with the DTR in place.

The following questions were submitted prior to the ward meeting:

1. Whom do we call when we see trucks violating the DTR?

Response from Administration: The Designated Truck Route By-law can be

enforced by Thunder Bay Police, and Municipal Law Enforcement Officer.

2. How often will police be doing enforcement patrols?

Response from Administration: Patrols and enforcement will be managed by the Thunder Bay Police. I can't speak to the frequency of enforcement, as it will be managed at their discretion as part of broader traffic enforcement.

3. Where is the information/educational info to the trucking industry/association and how did the engineering department inform them?

Response from Administration: The City has posted the designated truck route information on the City's webpage. You can find the information under Designated Truck Route - City of Thunder Bay. In addition to this, the City has reached out to trucking associations, truck training centres, MTO, and Chamber of Commerce.

4. How has Google maps/way finder/applemaps been informed and where/when is the signage going up? Will it be very well marked?

Response from Administration: Yes, the City has reached out to several digital map service providers on the designated truck route. New permissive truck route signs will be installed along Highway 11/17, Highway 61, and Harbour Expressway. New billboard signs advising of the weight restrictions on Arthur Street and Dawson Road are being installed on Highway 11/17 west of the City. For further details on the location and sign design, refer to the City's website.

4. How are the problem corners being addressed provincially for the Kakabeka Falls provincial Park intersection and the school intersection?

Response from Administration: This section of roadway is a provincial highway and is under the control of the Ministry of Transportation. It is important to note that Highway 11/17 through Kakabeka is designed to a higher design standard than Highway 102, which means Highway 11/17 has better road alignments, longer sight lines, and is maintained to a higher standard, making it a better route for trucks travelling through Thunder Bay.

5. How is the city Traffic Control department adjusting the lights and intersections along the 11/17 expressway?

Response from Administration: These intersections are under the jurisdiction of the Ministry of Transportation.

6. How is the engineering department addressing the intersections like Mapleward Road along the 11/17 that have no beacon lights and not enough signage of important intersections?

Response from Administration: Intersections along Highway 11/17, like Mapleward Road, are under the control of the Ministry of Transportation, and is subject to the provincial design standards.

**8. Unsheltered Homelessness**

Discussion was held relative to unsheltered homelessness and the Temporary Shelter Village site (Hillyard), approved by Council. Concerns were raised regarding the management of the site, once in operation; Council Notice of Motion and change of site location; City's human rights-based approach to unsheltered homelessness; duration of temporary village project; and policing of site.

**9. New Governance Model**

The Chair provided an overview of the City of Thunder Bay's new governance model, including information on the new meeting schedule and types of meetings available to the public (Standing Committees and City Council). Further detail on the new model is available on the City's website.

**10. Ward & City Issues**

A concern was raised pertaining to excessive salt application and water contamination in the Dog Lake Road area. Administration will follow up.

A question was asked regarding Council's next steps for the Northwest Arterial. Would anything further be presented to Council? Administration will follow up.

**11. Adjournment**

The meeting adjourned at 8:40 p.m.