

To Mayor Boshcoff

June 19/2025

This letter has two purposes.

First is to share with you a petition in support of a bylaw that reroutes heavy thru traffic trucks off Arthur St W onto Hwys 11/17 and 61. And to share the reasoning for such a bylaw.

Second is to pose questions on how to address the more complex situation of rerouting of heavy thru traffic trucks off Dawson Rd

The Petition to City Council

The Clerk's office has been requested to include a copy of the petition which over 200 persons have endorsed.. It states ...

"We respectfully petition The City Council to vote in support of a bylaw that redirects through traffic heavy trucks off Arthur St W and onto Highway 11/17."

This petition was in progress when I participated in a Deputation to the Committee of the Whole on June 2 2025

Why are the petitioners and so many other users and residents that rely and depend upon Arthur St as their access route are in support of redirecting heavy thru traffic trucks off Arthur St W.?..

Here are the reasons.

Rerouting some 300 heavy thru traffic trucks/vay would result in easing the numerous issues directly affecting the 548 homes and 61 businesses and 8 public services located along and dependent upon Arthur St W as their sole access to the City.

There would be a reduction in

- 1/ accidents and injuries to vehicles, drivers, cyclists and walkers
- 2/ health risks due to carcinogenic particulates from diesel fumes & braking
- 3/ stress to travellers due to the volume and congestion
- 4/ vibrations, noise and smells from heavy diesel trucks plus their trailers
- 5/ hesitancy of businesses & residents to build & invest in areas dependent on Arthur St W

The trucking sector would experience drawbacks and some offsetting benefits

The drawbacks would be....

- 1/ a 5 km added travel distance and 2 minute longer travel time.
- 2/ using the truck stops will entail traveling 1.6 km further off Hwy 11/17.

This will be safer when the new traffic lights at twin City Rd are operational in 2026.
3/ employers will need to compensate drivers for the extra time and/or kms

However the offsetting benefits would be

- 1/ a safer all /Hwy route with with higher design, repair and maintenance standards
- 2/ consistent flow of traffic by not having traffic to and from side streets and driveways,
- 3/ no stops, no school or city buses to contend with
- 4/, higher diesel fuel efficiency by travelling at 90 km/hr vs 80 and 50 km/hr,
- 5/ less stress as the a large majority of the traffic is also through traffic

The City should also benefit in saving on the repairs and replacement to the roadbed of Arthur St W which may offset the added enforcement costs of such a bylaw.

And as these Arthur St thru traffic heavy trucks are predominantly headed south on Hwy 61 or east on the Harbour Expressway, thus there is no additional traffic added to the Hwy 11/17 East and the intersections at Oliver, John, Red River Rd and Balsam St

In conclusion, a bylaw that redirects heavy thru traffic trucks off Arthur has a substantial array of public benefits and with three confined drawbacks affecting only the heavy thru traffic trucking sector.

The second purpose of this letter is to pose questions relating To Dawson Rd.

The diversion of heavy thru traffic trucks off Dawson Rd would require some 1300 trucks/day to travel on Hwy 11/17 from Sistonen Corners and through Kakabeka village. The surrounding municipalities of Conmee and Oliver Paipoong are most concerned about this added volume of trucks on top of the current high volume of trucks using Hwy 11/17.

MTO has the mandate to manage these issues and they have various planning studies underway. These projects will take considerable number of years to come to completion.

Prompt mitigation measures are needed to address present and especially the proposed and needed redirection of thru heavy truck traffic off Dawson Rd

Thus MTO working with these municipalities needs to provide these interim measures promptly so that the City put into operation their bylaw to redirect heavy thru trucks off Dawson Rd

Can options such as the following be looked into for Kakabeka village

A/ a stop light (or crosswalk) with advanced warning lights so truckers have time to reduce speeds and be prepared to come to a safe stop

B/ a pedestrian overpass with observation function as the City has across Water St

C a pedestrian tunnel similar to the one under Hwy 11/17 east of Red River Rd

These types of improvements will continue to serve a need and be used even after MTO constructs a bypass around Kakabeka village and other upgrades along Hwy 11/17 These options and others will take some time for MTO to investigate and construct.

Is it possible to amend the proposed bylaw to include a separate implementation clause for Arthur St W and for Dawson Rd . This would allow Arthur ST W to have prompt implementation while Dawson Rd implementation would be scheduled to give the MTO time to work with the 2 municipalities to put in place mitigating measures for Kakabeka village and elsewhere where most needed along Hwy 11/17 ?

In short there are two objectives

A/Prompt passage of a bylaw to reroute heavy thru traffic off Arthur St W,

On behalf of the 200 plus persons who signed the petition and for all persons who need to use and live along Arthur St W., I respectfully ask that the rerouting of heavy thru traffic trucks off Arthur St W proceed without further delay as there are no unresolved issues in doing so.

B/ Provide Prompt Mitigation Measures in Kakabeka village before the City diverts heavy thru trucks off Dawson

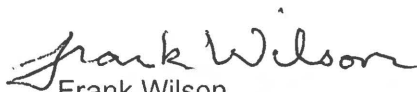
The Dawson Rd rerouting issues should be provided further time to expedite mitigation measures that can reduce the negative impacts of increasing thru heavy truck traffic by some 1300 trucks/day

Thus the question

Can the proposed bylaw be amended so that the long standing and growing issues on Arthur St W can be dealt with quickly. And the Dawson Rd issues are recognized and provided a future date or time line for bylaw implementation. With this timeline, MTO can further address and then provide prompt mitigating measures for the Kakabeka village issues etc?.

Thank you for your ongoing work to mitigate the severe traffic issues on Arthur St W

Sincerely



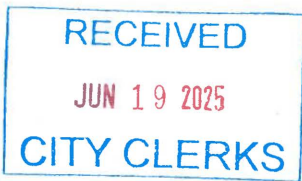
Frank Wilson

In my volunteer role as deputent and petitioner

Thunder Bay /Binesii M'wikwedong

P7E3N5

CC Kayla Dixon Commissioner of Infrastructure and Operations



PETITION June 2025

We respectfully petition the City Council to vote in support of a bylaw that redirects through traffic of heavy trucks off Arthur St W and onto Highway 11/17

| Page 1 Name ...First & Last Print Clearly | Address | Signature |
|---|--------------------|-----------|
| ALLAN SPELCOVE | 671 Porcupine Blvd | |
| Colleen Spelcove | 671 Porcupine | |
| Jan Sakter | 66 Hull St N | |
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| Ken Allan | 590 Beverly St | |
| JEFF WARK | 1610 Mountain Road | |
| Mahammad Noroozi | 354 High St N | |
| FRANK DENSON | 256 Francis St. E | |
| Mona Chasson | 256 Francis St E | |
| Allison Luthin | 148 PPHold St | |
| Emily Ainsworth | 3 Pike Lake Rd | |
| Dana Smith | 104 Henric Place | |
| Nouh Filipovic | 868 Pike Lake Road | |
| Stephen Kissin | 95 Regent Street | |
| BILL BOYCE | 404 Van Norman | |
| Mike Davis | 48 Prospect Ave | |
| Griffin Abbott-Davis | 48 Prospect Ave | |
| Nigel Kingston | 368 Van Horne St | |
| Aimee Chiurze | 154 College St | |
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