

June 13, 2019

Mayor Bill Mauro and Councillors
City of Thunder Bay

On behalf of Council and the residents of the Municipality of Oliver Paipoonge, I am requesting that City Council reconsider approving the Designated Truck Route By-Law at the June 17th meeting.

I am aware that some believe the By-Law is justified and removing heavy truck traffic from City Roads, particularly Arthur Street and Dawson Road, will help make these roads safer and increase their longevity. However, the perceived benefits gained through the Designated Truck Route (DTR) By-Law come with costs - costs that outweigh the benefits. These costs will be paid by not only your neighbors, but also your own residents.

In April 2018 the Municipality of Oliver Paipoonge engaged a consultant to do a heavy truck count at Sistonen's Corners. That study, which I am submitting to you again, indicated that the average daily number of trucks on Hwy 102 was **869** (Table at bottom of page 4). Those additional 869 trucks driving on Hwy 11/17 will have a tremendous impact on its safety. In May 2019 the Municipality of Oliver Paipoonge, again, engaged a consultant to do a traffic count in the Village of Kakabeka Falls. That study, which I am submitting to you, indicates the average daily number of trucks in the Village was **694** (1/2 of the 48 hour total in the table at the bottom of page 5). The May 2019 study also finds the average daily number of light vehicles (cars, pickups, vans, small trucks) was **6,229** (1/2 of the 48 hour total in the table at the bottom of page 5). Adding an additional **869** trucks will bring the total to **1,563** trucks per day, doubling the heavy truck traffic travelling through Conmee, Kakabeka Fall Village and Oliver Paipoonge. The truck diversion will bring the total traffic count, travelling through the Village daily, to $(6,229 + 694 + 869)$ 7,792 vehicles.

Kakabeka Falls Village encompasses an elementary school, a drug store/walk in clinic, a credit union, a liquor store, a grocery store, 3 gas stations, 3 restaurants, a hardware store, a farm supply store, 2 churches, a post office and a seniors' housing facility with 40 units. There are no lights or crosswalks on the Highway and Oliver Paipoonge has no authority to install these safety devices. On the western outskirts of the Village is Kakabeka Falls Provincial Park, which City tourism publications frequently feature. The Provincial Park annually draws an estimated 250,000 visitors.

Entering and exiting side roads, businesses and other properties is already difficult, due to the heavy traffic in the Village. Another 869 trucks would be disastrous. Again without traffic lights or crosswalks, crossing for pedestrians, particularly children and seniors, will be extremely dangerous. It will become more difficult for tourists, some pulling trailers or driving recreational vehicles, to enter or leave the Park. The May 2019 Village traffic count revealed an average of 53 trucks per hour between the hours of 8:00 a.m. and 9:00 a.m. and 3:00 p.m. and 4:00 p.m. Turning School buses already have to deal with that truck volume now, additional trucks will make matters worse, perhaps even deadly.

Diverting heavy truck traffic from Arthur Street and Dawson Road onto Hwy 11/17 will transfer their safety problems not only to Hwy 11/17, but also to the Thunder Bay Expressway. The Expressway is already a congested and frequently deadly roadway. Forcing the trucks that now use Dawson Road to travel on the Expressway from or to Hwy 11/17, will only exacerbate its safety problems. The heavy truck traffic diversion will mean every Trans-Canada truck will go on the Expressway, through Oliver Paipoonge including the Village of Kakabeka Falls and Conmee. Contrary to the statements made by some during discussion of this matter, there is significant development along Hwy 11/17 and the corridor is not capable of handling all Trans-Canada truck traffic safely.

During past discussions at the Council table, it was also noted that, while Arthur Street and Dawson Road are heavily developed, the Shabaqua Extension corridor is more or less devoid of development. This is correct as there is only one entrance in the City Limits. However, the Shabaqua Extension stops 1 km past the City Limits and becomes Hwy 11/17. From that point to Sistonen's Corners there are 226 entrances on the Highway. There are 33 road intersections, including 6 major ones, and 193 driveways, of which 42 are commercial and 8 are agricultural. The latter are of interest since slow moving farm tractors access Hwy 11/17 from these locations. Another 869 trucks on that stretch of Hwy 11/17 would not be without consequence.

You need to consider who will be affected by the additional truck traffic on Hwy 11/17. It was stated at previous City Council meetings, that the members were voted in by City residents and therefore must protect their interests first and foremost. How many of your friends and families spend their weekends and holidays at cottages and lakes west of Thunder Bay or go fishing and hunting west of the City of Thunder Bay? How do they travel to these areas every Friday and return the same route every Sunday evening? How many of your residents use Hwy 17 and stop in the Village of Kakabeka Falls to pick up last minute groceries, gas, liquor, fishing bait, and have that ice cream cone on their way back home? How many of your residents use the Thunder Bay Expressway? How many more rural residents will start using Arthur Street or Oliver Road to avoid the heavy truck traffic Hwy 11/17? I think the answers to these questions will confirm that City residents will most definitely be negatively impacted by the DTR By-Law.

Your neighbours (Conmee, O'Connor, Gillies, Nolalu, Oliver Paipoonge) will also be detrimentally impacted by the additional truck traffic on Hwy 11/17. Those using the roads daily to go to work in the City of Thunder Bay, the young rural residents travelling in school buses to their respective high schools in the City of Thunder Bay, the rural residents travelling to the City of Thunder Bay to attend Confederation College and Lakehead University, the rural residents going to the City of Thunder Bay to do their shopping, attend medical appointments, take part in

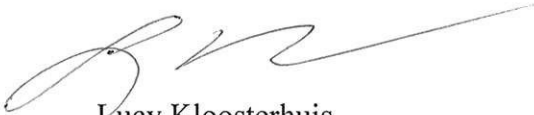
recreational activities such as concerts, movies, fairs being held in the City of Thunder Bay, and the tourists travelling from Kakabeka Falls Provincial Park to spend their tourism money in the City of Thunder Bay. While not your residents, these people are patrons of your City and deserve consideration from you.

Over the years there has been significant development on Arthur Street and Dawson Road. Homeowners, do not want to drive with trucks on those roads. Suggestions were made that the speed limits on Dawson Road and Arthur Street could be reduced, since it is well known that lower speeds improve safety. These suggestions were dismissed by City administration. Many people are probably unaware that gravel trucks hauling aggregates from pits north of Hwy 102 and Dawson Road will still be allowed to use Dawson Road. Due to their shorter wheelbase, gravel trucks cause more damage on roads than long haul trucks. Since these gravel trucks are usually hauling to the City and taking Hwy 11/17 would significantly add to transportation costs, gravel trucks are exempted from the DTR, despite their impact on safety and wear and tear on Dawson Road.

In conclusion, I would like to express my disappointment in the fact that the neighbouring Municipalities west of the City of Thunder Bay were never consulted on this By-Law. We would have sat down, face to face, and worked on a possible solution to this problem. There are no winners in this matter. The existing situation is not the best but, presently, it is the safest one. Let's work together to identify improvements and approach the Province, collectively, to petition for upgrades on the Expressway and Hwy 11/17 before moving the truck traffic onto one highway.

We (the rural Municipalities) are ready to confer with you and sincerely urge the council to reconsider the passing of this By-Law, **for the safety of your residents and ours.**

Respectfully Submitted,



Lucy Kloosterhuis
Mayor of Oliver Paipoonge

cc City of Thunder Bay Administration
 Ministry of Transportation (Thunder Bay)
 Minister of Transportation (Toronto)
 Rural Municipal Heads of Council
 Thunder Bay Chamber of Commerce
 Ontario Truckers Association
 Santorelli's