Dangerous Goods Route and Truck Route

What We Heard Report

November 2019

Communications Department

INTRODUCTION

The City of Lloydminster has initiated a study to update and develop the Dangerous Goods Routes and Truck Routes within the municipal boundaries. The purpose of this study is to provide safe and efficient options for travel and transportation within the City.

The City of Lloydminster currently has both Dangerous Goods Routes and Truck Routes. Revising the plans for Dangerous Goods Routes and Truck Routes will lessen risks involved with the transportation of dangerous goods and hazardous materials within the municipal boundaries. These plans must take into consideration industry and agricultural needs, economic impacts and the existing highways bisecting the City.

The City of Lloydminster wants to establish Dangerous Goods Routes and Truck Routes within the municipal boundaries that meet the needs of industry while maintaining a safe road network. The development of new routes will include studying the current conditions, reviewing existing Transportation Master Plans and reviewing the Traffic Bylaw. To develop comprehensive routes, gathering stakeholder and public feedback is required.

In Phase 1 of engagement (October 2019), the focus was hearing from stakeholders and the public to understand how the current truck network is working, any challenges or concerns and preferences for future routes within the municipal boundaries. Engagement opportunities in this phase of engagement include stakeholder meetings, a Your Voice event and an online survey.

ENGAGEMENT PURPOSE

The overall goal for engagement in this phase was to provide opportunities for invited stakeholders and members of the public to provide feedback on the current Dangerous Good Routes and Truck Routes within the municipal boundary

The feedback gathered from the stakeholder meeting, public open house and online engagement will inform the options created by the project team

Table 1: Level of Engagement

	CONSULT	INVOLVE
Purpose	To educate and collect public/ stakeholder opinion to improve decisions.	To stimulate public/ stakeholder debate, clarify values and broaden the information base to improve decisions.
Promise	We will listen, acknowledge and report concerns and aspirations about presented alternatives, and explain to the decision-maker how the public input influenced the recommendation.	We will work with the public/ stakeholders to ensure comments are directly reflected in the alternatives developed, report the comments received and explain how the input contributed to recommendation(s).

COMMUNICATIONS FOR PHASE 1

Below are the channels the stakeholder meetings and public open house were advertised on:

- Social Media (Facebook, Twitter, LinkedIn)
- Website (youvoicelloyd.ca/DGR and lloydminster.ca)
- Newsletters (Team News- City of Lloydminster)
- Invitations (76 invitations to local businesses)
- Newspaper (Meridian Source)
- Media Release (The Goat, Prime Time News, Meridian Source)

Table 2: Engagement Summary

EVENT/ACTIVITY	DATE AND TIME	LOCATION	PARTICIPANTS
Stakeholder Meetings	October 17, 2019	City of Lloydminster Operations Building	8
Public Pop-up Event	October 17, 2019 5:00 p.m. to 8:00 p.m.	Servus Sport Centre	25
Online Engagement	October 10 to 22, 2019	Your Voice, City of Lloydminster website	49

ENGAGEMENT PROCESS AND WHAT WE ASKED

Stakeholder Meeting

Several key stakeholders were identified and invited to attend one of four, 30-minute stakeholder meetings on October 17, 2019. Two maps were on display for stakeholders to use in discussions; one with the current Truck Routes the other with current Dangerous Goods Routes. Stakeholders were asked to share their experiences, concerns and feedback about the current routes. They were given a chance to ask the project team questions about the study and any other concerns regarding truck routes, Dangerous Goods Routes and permits.

Public Pop-up Open House

A public Your Voice event was held on October 17, 2019 at the Servus Sport Centre from 5:00 p.m. to 8:00 p.m. Stakeholders and members of the public were able to ask questions and share their thoughts on the current Dangerous Goods Routes and Truck Routes. Project team members were available to discuss the project and answer questions related to Dangerous Goods and Truck Routes within the municipal boundary.

Online Survey

An online survey was available on the City of Lloydminster's website from October 10, 2019 to October 24, 2019. A brief overview introduced the project and the survey. Participants were asked which roads they would like to see included in the draft Dangerous Goods Routes and Truck Routes, which roads they would like to see excluded from the draft Dangerous Goods Routes and Truck Routes and for any additional feedback.

STAKEHOLDER AND PUBLIC FEEDBACK SUMMARY

Stakeholder Feedback Summary

The following summary includes feedback and concerns regarding existing or future Dangerous Goods Routes and Truck Routes in the municipal boundary for the City of Lloydminster:

- Most of the dangerous goods and truck traffic is local and concentrated in the northwest corner of the City
- Public safety and minimizing risk are important factors to consider
- Avoiding trucks and dangerous goods from travelling through downtown on Highway 17
- Current truck routes serve industry well, dangerous goods could be added to those routes
- The City has a long history with trucks and moving dangerous goods, there is a 'truck culture' and trucks can often be found in residential areas
- Many stakeholders recognize and are concerned current routes are not enforced
- Concern about permits, how they could be processed and if there is a cost, what could that mean to businesses
- Preferred routes include:
    - 40 Avenue, 75 Avenue and 62 Avenue
    - 12 Street, 17 Street, 44 Street, 52 Street, 62 Street and 67 Street
- Suggested to have a designated route going in and around the industrial area, as direct as possible and limit trucks to these roads
- Many industries in the northwest area of the City have multiple trucks per day going to and from their facilities, many of the trucks are hauling dangerous goods or have dangerous goods residue
- Truck parking within or near residential areas is a concern

- With limited truck route signage and no dangerous goods route signage, drivers and industry feel like it is a “free-for-all” because there are no clear rules
- Routes should be efficient and as direct as possible

Public and Online Feedback Summary

The following summary includes feedback from the in-person event and the online engagement. Participants were asked questions about current routes, which routes should be excluded and which routes should be considered. The prevailing themes include:

- Several participants would prefer dangerous goods and truck traffic to stay out of the City, many referencing a ring road or by-pass and just wanting all truck to go around the City
- There are a number of concerns around public safety and truck traffic on current routes in or near residential areas and the city centre
- There are concerns with a limited number of routes in case there is a need to close a route due to weather or an emergency, it leaves limited options for dangerous goods and truck traffic
- Avoiding trucks and dangerous goods from travelling through downtown on Highway 17, roads are narrow and there are lots of pedestrians in the area
- There are many suggestions to build 75 Avenue into a four-lane road to handle more truck traffic
- Many participants suggested that any future considerations should avoid residential areas whenever possible
- Concerns about the uncontrolled rail crossings along 52 Street and the risk of an incident at these locations
- Participants suggested longer turning lanes for trucks turning north off Highway 16 into the industrial area
- Several participants want routes to avoid College Drive, Bud Miller Park, 59 Avenue and 25 Street
- Trucks are perceived as not obeying traffic signals, for example running yellow or red lights on Highway 16, which is a concern for traffic and pedestrian safety
- Turning lanes and corners, specifically at 12 Street and 75 Avenue, are not sufficient for trucks with trailers (or multiple trailers) and need to be upgraded if considered in the new routes
- Many are concerned about damage to roads with heavy loads
- Many participants are concerned about dangerous goods travelling along 12 Street and 25 Street, as they are next to a residential area

Key themes

- Dangerous goods and truck routes should avoid the city centre
- Public safety and keeping dangerous goods away from residential areas, schools, recreation and the city centre were important to many participants
- Continuing 52 Street west to 75 Avenue would create a direct route for dangerous goods and trucks into the industrial area
- Avoid Highway 16 and Highway 17, they are heavily congested and should be avoided for safety reasons
- Popular suggestions for dangerous goods and truck routes include:
    - 75 Avenue, 62 Avenue and 40 Avenue
    - 67 Street, 62 Street, 52 Street, 25 Street and 12 Street
- Popular suggestions to avoid for dangerous goods and truck routes include:
    - Highway 16 and Highway 17
    - 25 Street, College Drive and 12 Street
- Many participants want to see a by-pass around the City for trucks that are passing through

NEXT STEPS

The next steps for the Dangerous Goods Routes and Truck Routes project will include another Stakeholder Engagement Meetings and Public Open House on December 3, 2019. The project team will present options for the Dangerous Goods Routes and Truck Routes and gather feedback on the options.