PROJECT OVERVIEW

SHARE YOUR VOICE

The City of Lloydminster is completing a study to update and develop the Dangerous Good Routes (DGR) and Truck Routes within municipal boundaries.

The purpose is to provide safe and efficient options for travel and transportation within the area.

Phase 1 was completed in October and included stakeholder meetings, a Your Voice event and an online survey.

TIMELINE

PHASE 1 - PRELIMINARY ENGAGEMENT
(October)

- Introduced the study
- Facilitated stakeholder meetings
- Public pop-up event
- Online engagement

PHASE 2 - PRESENTING OPTIONS
(December)

- Devlop options for Dangerous Goods Routes and Truck Routes
- Gather public feedback on the draft concepts through Your Voice Open House and Stakeholder Workshops

NEXT STEPS

- Refine concept options based on stakeholder and public feedback
- Council and Committee presentations and formal review

WHY DO WE NEED THESE ROUTES?

SHARE YOUR VOICE

The City of Lloydminster is impacted by the movement of goods and dangerous goods. These goods not only pass through the city, but are often delivered to, or generated from sites within City limits and serves as an important aspect of economic activities.

Trucking and deliveries are an essential element to almost all business operations. These businesses range in type of industry and in services. These businesses may include:

- Gas stations
- Grocery stores
- Pools
- Hospitals
- Car dealerships
- Restaurants

WHAT ARE DANGEROUS GOODS?

Dangerous goods are products which host a specific risk or safety concern. Dangerous goods may be gases, liquids or solids which could be explosive, flammable, combustible, oxidizing, poisonous, nuclear or corrosive.

When transporting, these materials must be properly identified with a placard on the shipping container or truck.

WHAT ARE TRUCK ROUTES AND DANGEROUS GOODS ROUTES?

A truck route is designated by the City of Lloydminster for vehicles over 7,500 kilograms in maximum gross weight or longer than 11 metres.

Did you know that dangerous goods routes must be a part of the designated truck routes, but not all truck routes are considered dangerous goods routes?

WHAT WE HEARD

SHARE YOUR VOICE

On October 17, 2019, we hosted stakeholder meetings and a Your Voice event to gather feedback on the current truck network, challenges, concerns and preferences for future routes within the municipal boundaries.

KEY THEMES WE HEARD

Dangerous goods routes and truck routes should avoid:

- City centre
- Recreation facilities and areas
- Schools
- Residential areas

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

Many participants were in favour of a by-pass around the city for trucks

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

A number of participants were in favour of the established routes avoiding:

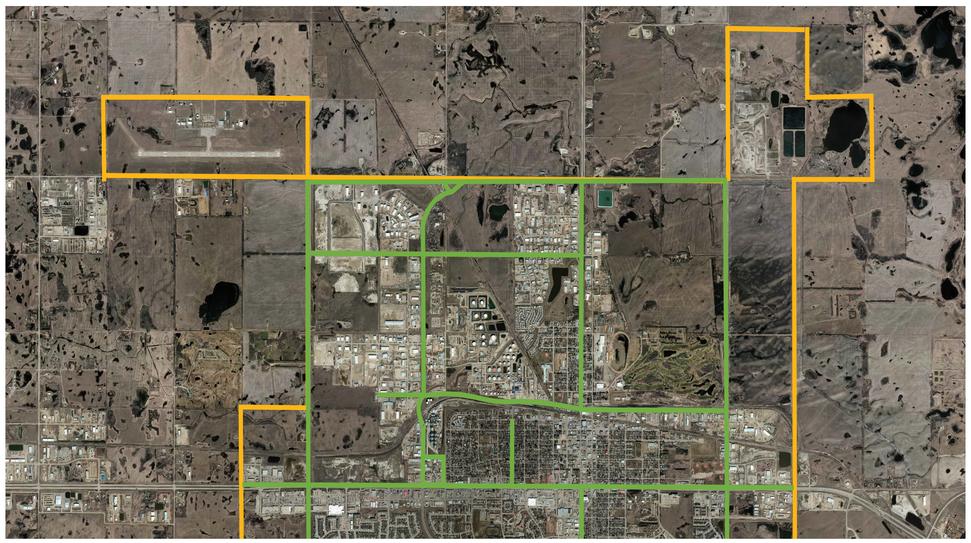
- Highway 16
- Highway 17
- 25 Street
- College Drive (ring road)
- 12 Street

TRUCK ROUTES - NORTH

In the space below, use the sticky notes provided to describe your level of support for any or all of the options.

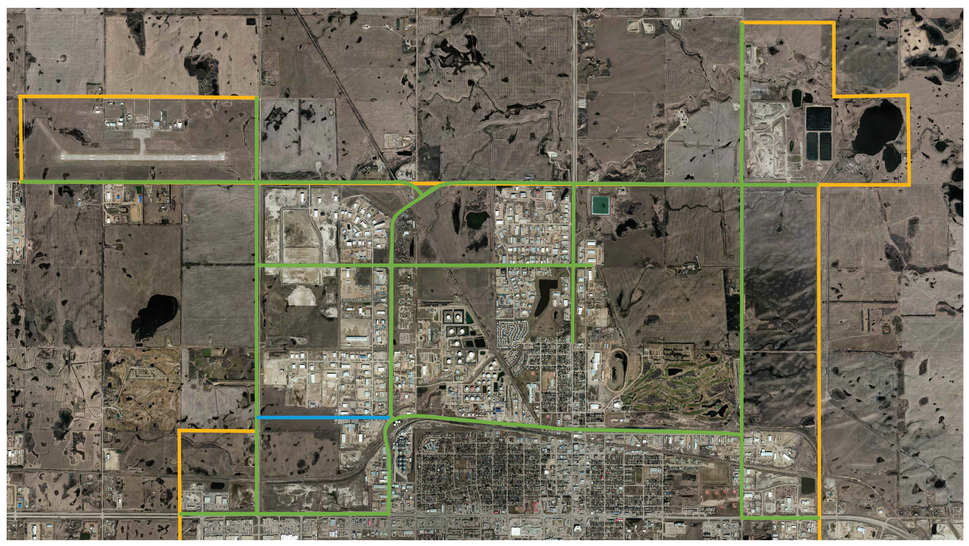
SHARE YOUR VOICE

Existing Routes as per Traffic By-law



Option 1 - Industrial Arterials Only

This option focuses on the main arterial roads only



24 Hour Truck Route
Restricted Truck Route
Future Truck Route
City Limits

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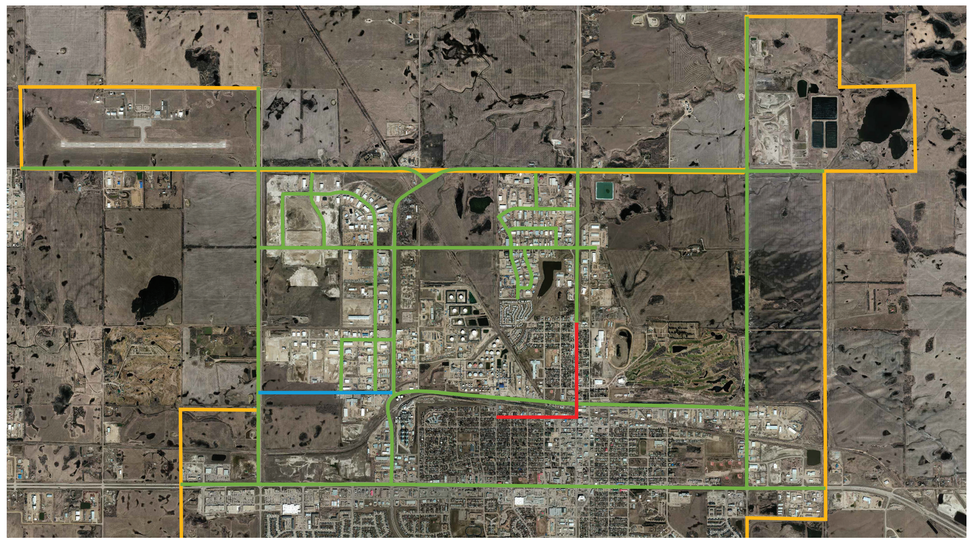
TRUCK ROUTES - NORTH

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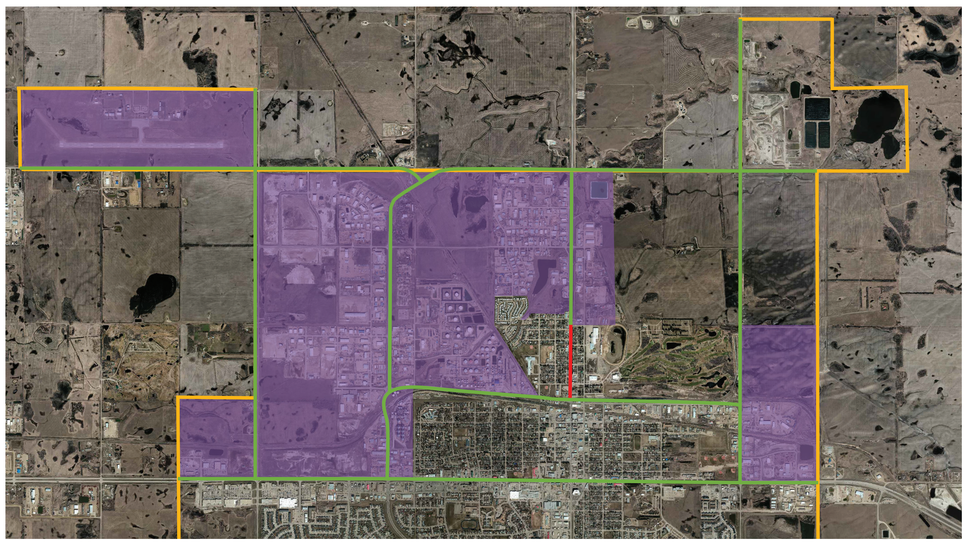
Option 2 - Arterials and Industrial Roads

This option builds on existing truck routes and includes more industrial roads.



Option 3 - Arterials and Industrial Areas

This option combines option 1 and 2 to create industrial areas.



24 Hour Truck Route
Restricted Truck Route
Future Truck Route
City Limits
Industrial Areas

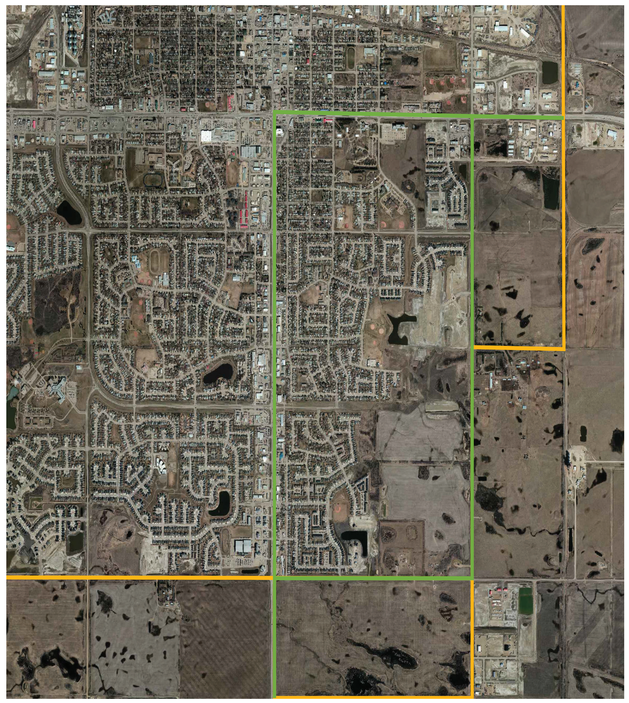
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TRUCK ROUTES - SOUTHEAST

In the space below each map, use the sticky notes provided to describe your level of support for any or all of the options.

SHARE YOUR VOICE

Existing Routes as per Traffic By-law



Option 1 - Perimeter Arterials

This option only uses the roads on the perimeter of the city.



24 Hour Truck Route
Restricted Truck Route
Future Truck Route
City Limits

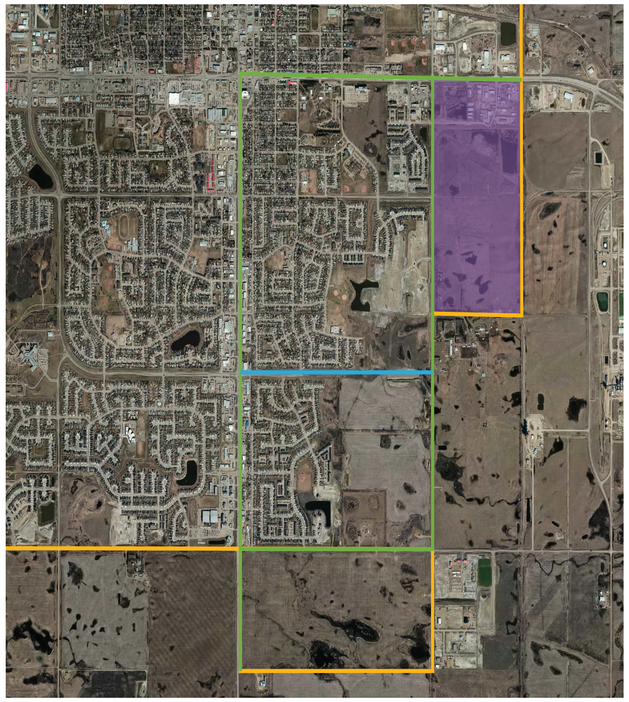
TRUCK ROUTES - SOUTHEAST

In the space below each map, use the sticky notes provided to describe your level of support for any or all of the options.

SHARE YOUR VOICE

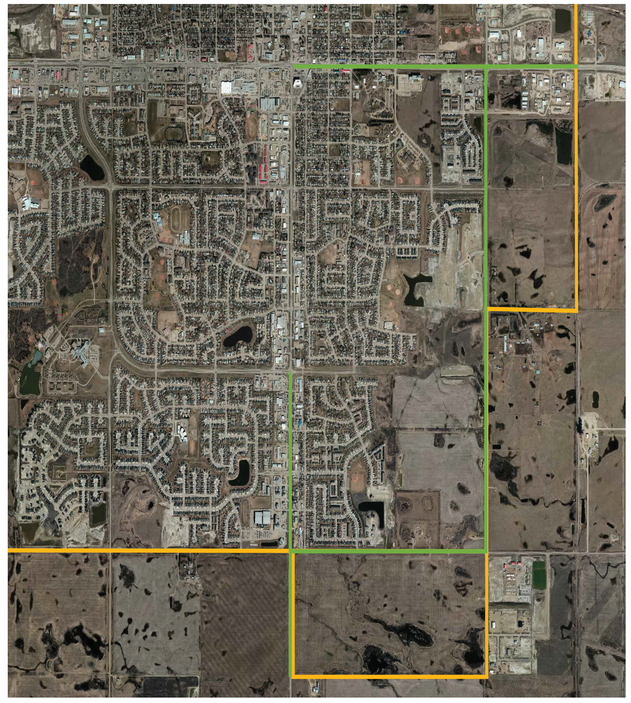
Option 2 - Arterials and Industrial Area

This option keeps the existing truck routes and adds 25 Street as a future truck route.



Option 3 - Perimeter and part of Highway 17

This is the same as option 1 and adds part of 50 Avenue from 12 Street and 25 Street and 44 Street from 40 Avenue to 50 Avenue



24 Hour Truck Route
Restricted Truck Route
Future Truck Route
City Limits
Industrial Areas

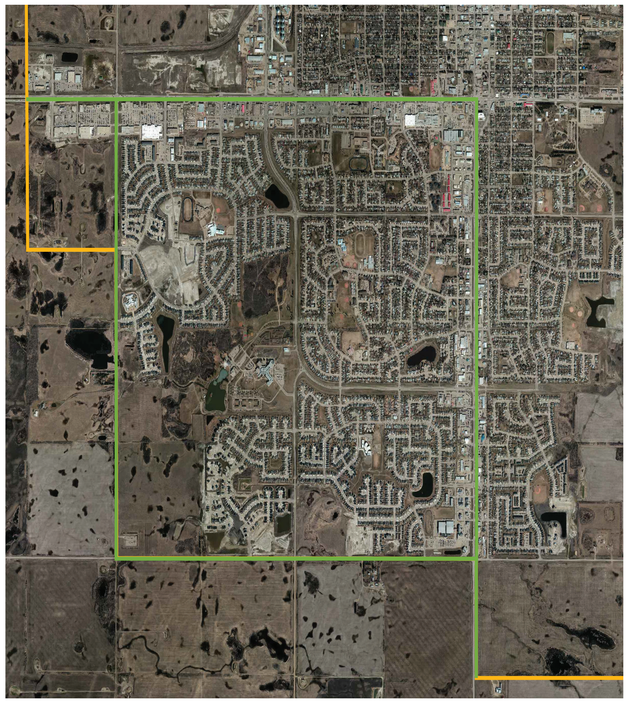
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TRUCK ROUTES - SOUTHWEST

In the space below each map, use the sticky notes provided to describe your level of support for any or all of the options.

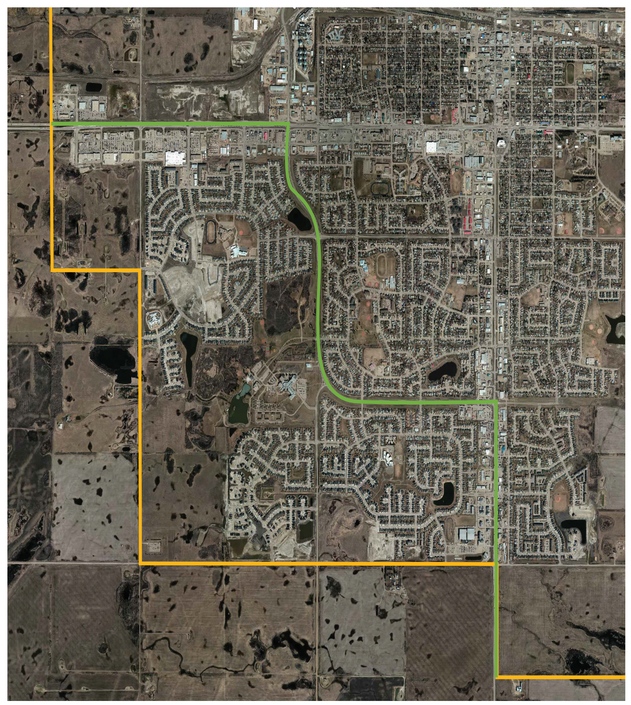
SHARE YOUR VOICE

Existing Routes as per Traffic By-law



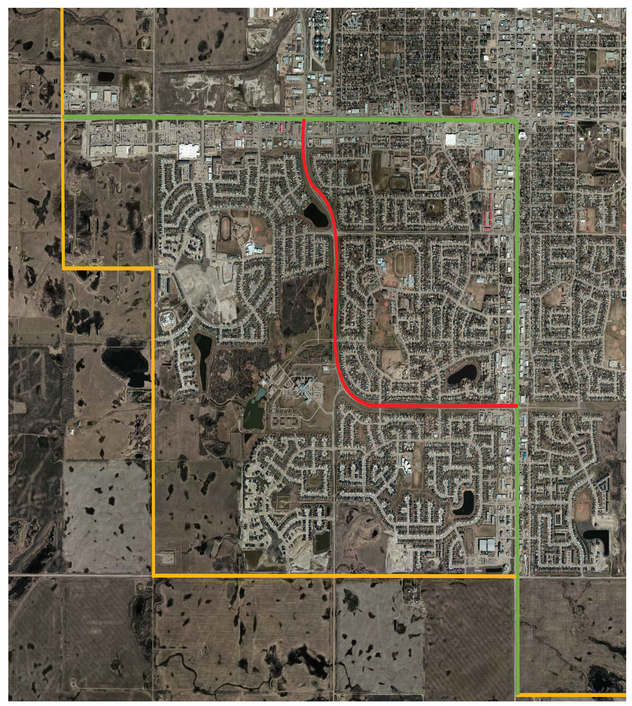
Option 1 - Central Arterials

This option focuses routes in the centre of the southwest quadrant.



Option 2 - Northeast Arterials

This option keeps some existing truck routes and adds College Drive (25 Street and 62 Avenue) as a restricted truck route.



24 Hour Truck Route
Restricted Truck Route
Future Truck Route
City Limits

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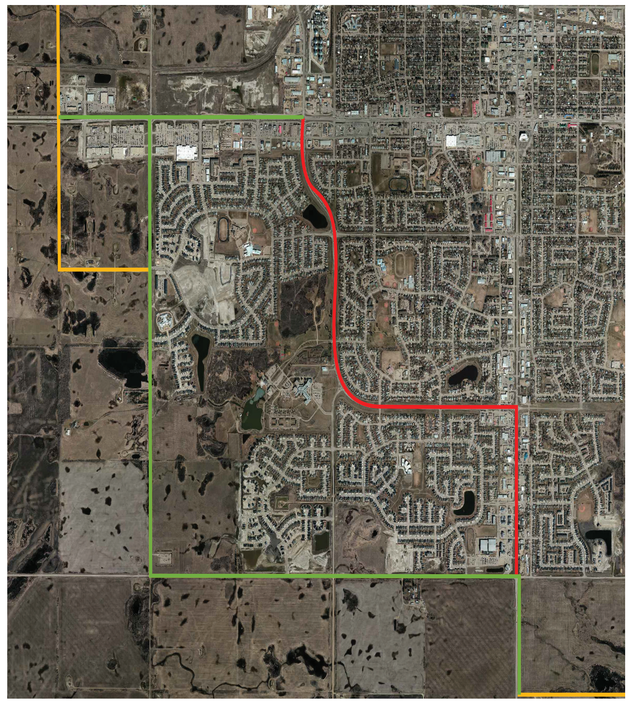
TRUCK ROUTES - SOUTHWEST

SHARE YOUR VOICE

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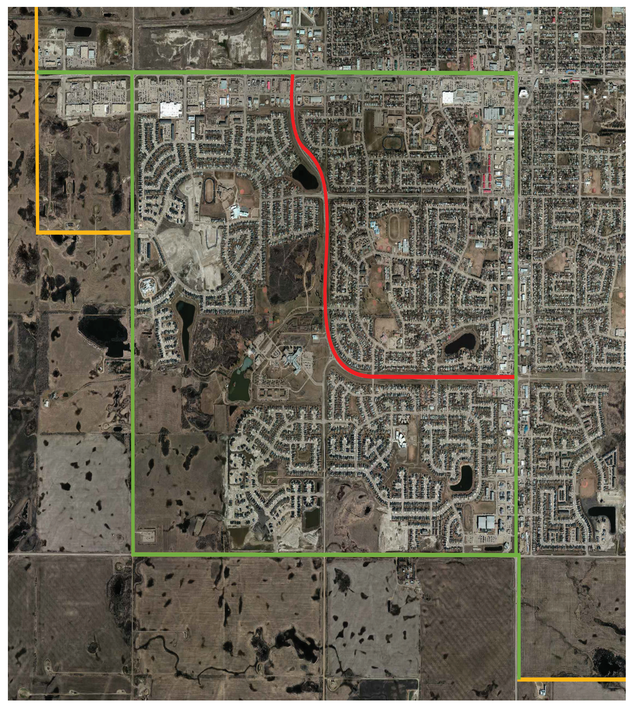
Option 3 - Southwest Arterials

This option keeps some existing truck routes and adds College Drive (25 Street and 62 Avenue) as a restricted truck route.



Option 4 - All Arterials

This option uses all the arterials in the southwest quadrant with College Drive (25 Street and 62 Avenue) added as a restricted truck route.



24 Hour Truck Route
Restricted Truck Route
Future Truck Route
City Limits

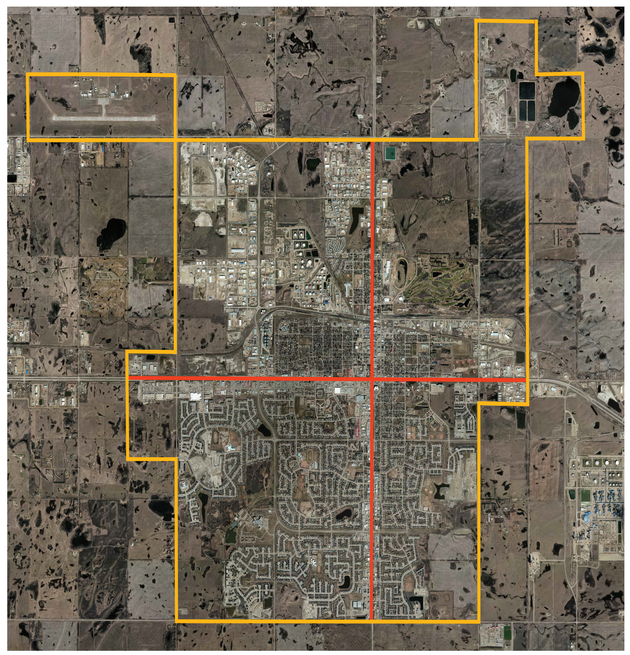
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DANGEROUS GOODS ROUTES

In the space below each map, use the sticky notes provided to describe your level of support for any or all of the options.

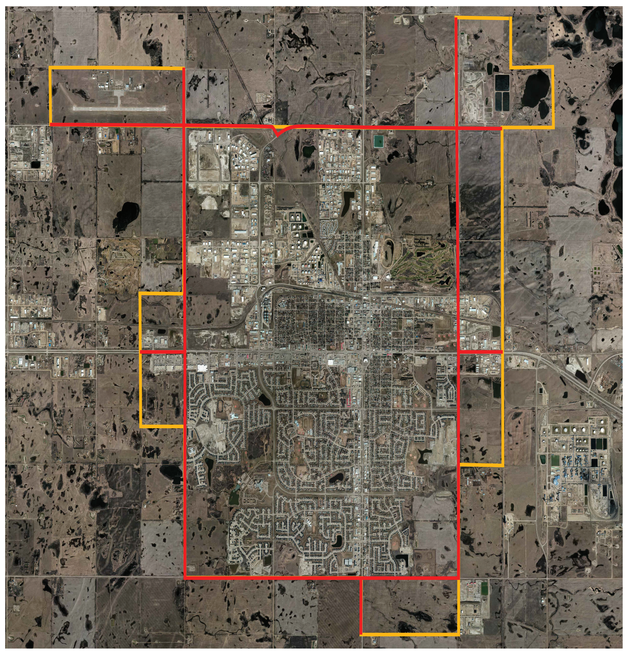
SHARE YOUR VOICE

Existing Routes as per Traffic By-law



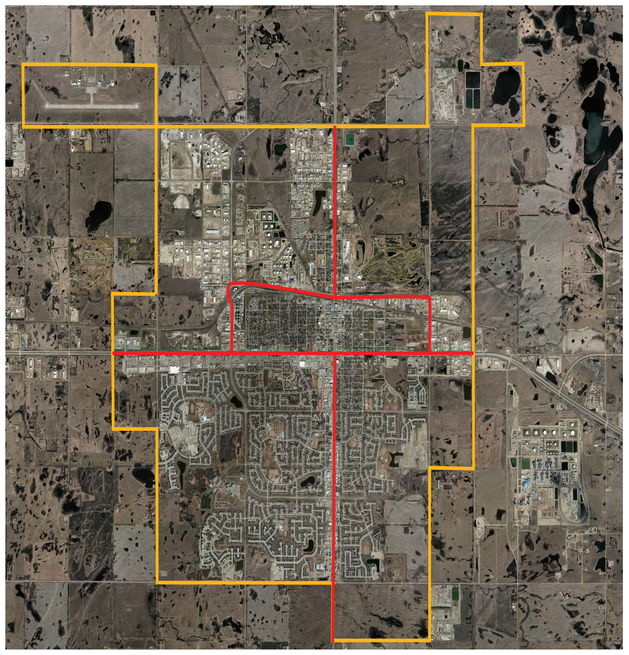
Option 1- Perimeter Routes

This option uses the outer roads as dangerous goods routes.



Option 2 - Interior Routes

This option only has roadways within the city desginated as dangerous goods routes.



Dangerous Goods Route
City Limits

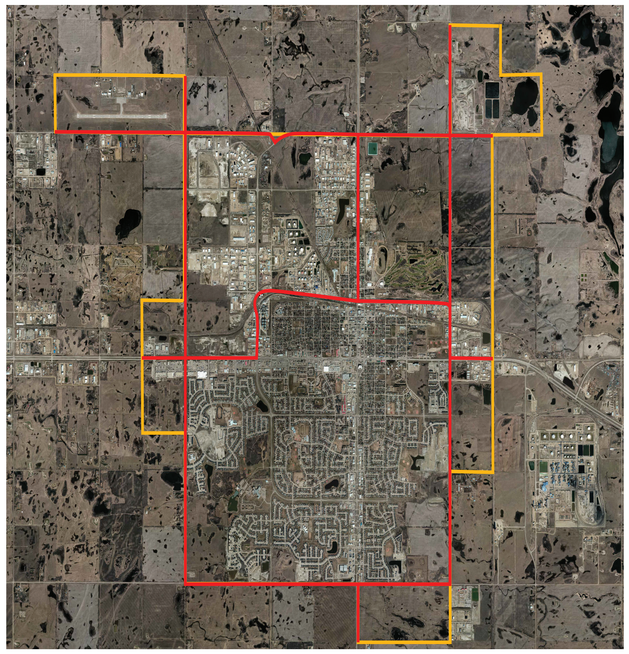
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DANGEROUS GOODS ROUTES

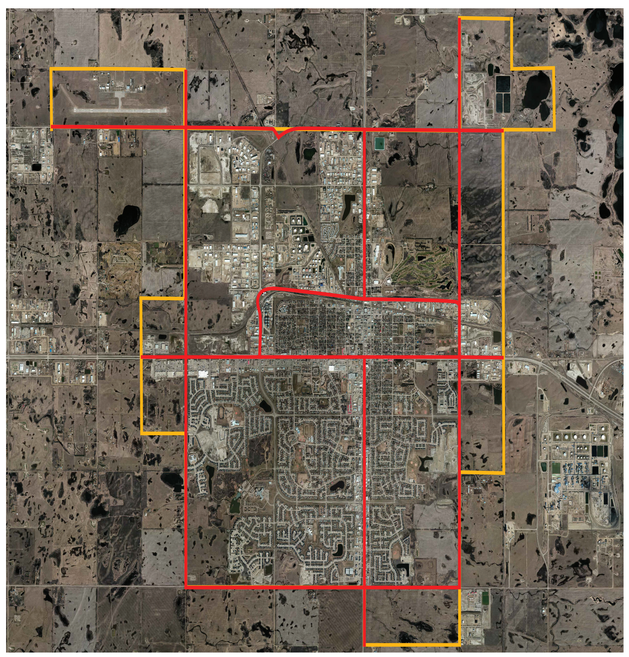
In the space below each map, use the sticky notes provided to describe your level of support for any or all of the options.

SHARE YOUR VOICE

Option 3 - North Interior Routes
This option uses the perimeter and roadways in the north half of the city



Option 4 - All Interior and Perimeter Routes
This option combines option 1 and 2.



Dangerous Goods Route
City Limits

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EVALUATION FACTORS

SHARE YOUR VOICE

These are the factors the City of Lloydminster will consider when designating truck routes and dangerous goods routes.

TRUCK ROUTES

Network Functionality	• Route Purpose • Network Connections • Reduces Trip Length • Reduces Off-Route Trips
Route Performance	• Roadway Classification - local, collector, arterial roads • Roadway Geometrics - lane width, available shoulders, intersections • Surface Conditions and Structural Capacity • At-grade Rail Crossings • Land Use Compatability • Supports Future Development

DANGEROUS GOODS ROUTES

Route Functionality	• Route Purpose • Network Connections • Route Compatability • Reduces Trip Length • Reduces Off-route Trips
Safety Assessment	• Roadway Geometrics - lane width, available shoulders, intersections • At-grade Rail Crossings • Access Control (signals) • Traffic Efficiency • Collisions • Environmental Impact • Population Exposure/Land Use • Population Responsiveness/Evacuation Potential • Emergency Response