

City of Edmonton
Goods Movement Strategy Community Consultation Workshop
Queen Alexandra Community Hall
1425 University Avenue
Edmonton, Alberta
May 2, 2013
5:30 – 8:30 p.m.

Workshop Summary and Minutes

Workshop Summary

Group Discussion #1: What is goods movement?

To begin the workshop, participants were asked what comes to mind when they think about goods movement. The following were the responses:

- Road maintenance
- Vibration
- Location
- Times of day
- Trucks carrying merchandise
- Noise
- Designation of truck routes
- Dangerous goods routes
- Safety
- Vehicle size
- Traffic congestion
- Citizens/economy

Table Discussion #1: What does efficient and safe goods movement look like?

In Table Discussion #1, participants were asked to reflect on the question “How important do you feel the following characteristics¹ are to ensuring safe and efficient goods movement in Edmonton?” in regard to a list of characteristics of the goods movement environment. Participants were asked to express the importance of each and why it is important. The key themes that emerged from that discussion are listed below:

- Minimize noise and other impacts in communities
- Safety is key priority
- Bike and truck routes shouldn't be on same road
- Arterial and local roads must adequately support system
- Better designed truck routes should be designated and enforced; minimizes shortcutting and creates more efficient system

¹ See Workshop Minutes below for list of characteristics.

In the second part of Table Discussion #1, participants were asked to determine which of the characteristics was a necessity to the goods movement system or a 'nice to have'. The following are the characteristics identified as necessities by the majority of participants as well as the characteristics that participants were divided on.

Necessity

Noise is minimized in residential areas
Safety of motorists, cyclists and pedestrians is a priority
Property values are not impacted
Minimal routing through residential areas
All major freight generators and terminals are connected
Consistent, clear signage and truck route regulations/designations
Minimal conflicts with other traffic, including pedestrian/cyclists
Industrial land uses grouped together, easily accessible

Divided

Truck routes are not directly adjacent to residential
Truck routes are generally direct (minimal circuitry)
No congestion or bottlenecks on truck routes (or shortcutting)
Appropriate geometric design (e.g., intersection turning radii)
Minimal on-street loading
Site design promotes off-street loading, good truck access

Group Discussion #2: How are doing with goods movement in Edmonton today?

In this discussion, participants were asked "How does the goods movement network impact and benefit these interests?" with respect to communities, the economy and the environment. The key areas of focus are below:

Communities

Impacts

- Noise
- Traffic congestion
- Safety risk
- Increased pollution
- Truck routes divide communities
- Road misuse (trucks using Yellowhead Trail short-cutting through neighbouring communities)
- Existing infrastructure that is going to stay and economically not going to move
- Infrastructure deficit – this is why trucks are short cutting. We do not have proper arterial road system.
- Shortcutting through communities—trucks go through neighbourhoods to avoid traffic lights; community is at risk

Benefits

- Goods are available and plentiful in Edmonton – economy and quality of life are good

The Economy

Impacts

- If network is inefficient it will compromise Edmonton's ability to be an economic powerhouse
- We need transportation infrastructure to support our economy
- Property values

Benefits

- Generally goods movement is doing well
- Economy is good

The Environment

Impacts

- Pollution
- Land use is an important consideration—agricultural land is impacted by infrastructure development
- Building an efficient transportation network that minimizes impact to the economy may have a significant cost

Benefits

- Long range benefits could be realized by an efficient transportation network
- Rail is most efficient way to transport goods; Edmonton is part of extensive rail network

Table Discussion #2: Where do we focus future efforts?

In Table Discussion #2, participants were asked “What is working well with goods movement in Edmonton right now?” and “What obstacles or issues do we need to address with goods movement in Edmonton?” The major themes that emerged are indicated below.

Working well:

- Movement of goods to market
- Development of freight terminals with a focus on shipment by smaller trucks. This helps relieve congestion in the inner core. Located strategically on the ring road.
- Anthony Henday Drive
- Specific elements of goods movement infrastructure—Whitemud Drive, 23 Avenue interchange, upgrades to 17 Street

Refer to minutes for further comments

Obstacles remaining:

- General community impacts, including noise, congestion, pollution, shortcutting, etc.
- Designate lanes for trucks and bikes; not on same roadway
- Locate freight generators near Anthony Henday Drive
- Enforcement of truck routes—local roads should not be used by trucks
- Signage for and communication with industry
- Separate truck and bike lanes/routes

Refer to the minutes for further comments

Minutes of Workshop

Time	Activity
5:00-5:30	Light Dinner
5:30-5:45	<p>Welcome, Meeting Purpose and Introductions Speaker: Jacqueline Schimpf, Jacqueline Schimpf Communications</p>
5:45 – 5:50	<p>Group Discussion #1: What do you understand goods movement to be?</p>
5:50 – 6:10	<p>Presentation: <i>Project Overview and Goals, Goods Movement Best Practices:</i> Speaker: Howaida Hassan, City of Edmonton</p> <ul style="list-style-type: none"> • The presentation is attached
6:10 – 7:05	<p>Table Discussion 1: What does efficient and safe goods movement look like?</p> <p>Question 1: How important do you feel the following characteristics are to ensuring a safe and efficient goods movement in Edmonton?</p> <p>Noise is minimized in residential areas</p> <ul style="list-style-type: none"> • Important to very important • Important • People want quiet residential neighbourhoods • People bought in neighbourhoods knowing what/where network is • Use of sound barriers • Proposed rail intermodal at 43 Ave SE – unwanted (noisy) • Truck routes shouldn't be added without trees, berms or fences to reduce noise • Speed limits should be enforced to reduce noise <p>Safety of motorists, cyclists and pedestrians is a priority</p> <ul style="list-style-type: none"> • Very important • Importance depends on context – Yellowhead not as important as residential • Very important • Very important • 10/10 in importance • Bike routes shouldn't be constructed on truck routes • Crossing 99 Street at 89 Avenue and near J.H. Picard School Between 70 and 72 avenues) is dangerous <p>Property values are not impacted</p> <ul style="list-style-type: none"> • Not as important • Very important • You buy on a truck route—buyer beware • Important

	<ul style="list-style-type: none">• Very important• The expectation that property will retain its value shouldn't be undermined by surprise plans to build a truck route• New homeowners in an area shouldn't "have the rug pulled out from underneath them" by the announcement of a new truck route followed by a decline in property value <p>Trucks are easily able to deliver goods to my home</p> <ul style="list-style-type: none">• Not that important—Can deviate from truck routes• Important depending on size of truck route• Issue in areas where streets are not wide• 5/10 importance• Downsize truck size• 5/10—downsize trucks• There is no problem now. They do not have to stay on the truck route if they have a delivery. There is almost no truck route enforcement at this time.• Community residents may be willing to pay more for goods if it meant that industry had to use smaller (and presumably more expensive) trucks to deliver goods into their communities <p>Truck routes are not directly adjacent to residential</p> <ul style="list-style-type: none">• Arterial road systems need to work for all users• Low priority—they have to be everywhere• Buyer beware• Everyone needs to share the load of trucks• Are there alternatives?• Check the context• Depends on the size of truck• Important to very important• 7/10• 8/10• 10/10 importance—could be ok with proper separation and buffering• More use should be made of restricted hours for truck travel next to residential areas• People shouldn't have to travel long distances to buy their goods, so some truck routes adjacent to residential areas are good (so these goods can be delivered into the communities) <p>Minimal routing through residential areas</p> <ul style="list-style-type: none">• Very important• 10 importance• High—trucks shouldn't go through residential areas• Shouldn't add routes to areas• There are 17 schools on 144 Avenue between 66 Street and 97 Street, yet trucks travel there frequently. It is a very dangerous situation.
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	<p>Truck routes are generally direct</p> <ul style="list-style-type: none">• Truck routes need to be sized differently• Important—very• Others think time is more important than direct• Truck routes are direct—need to review truck routes and sizes of trucks on truck routes and times• 2/10 importance• Not important to residents (2/10)• Not all important—it is cheaper and quicker to go around than through• 3/10• 2/10• 2/10 <p>No congestion or bottlenecks on truck routes (or short-lasting)</p> <ul style="list-style-type: none">• Shortcutting?• Timing of signals• Speed of through traffic• High—perspective of a citizen this isn't really important• This is not important to residents; more so for truckers• 6/10 – designate lanes• 7/10• 6/10 – designate truck lanes; designated truck speeds• 4/10• 0/10 – congestion is for everyone, better quality roads <p>All major freight generators and terminals are connected</p> <ul style="list-style-type: none">• Important—but not next to community• Large terminals—external to city• Important• 8/10• 7/10• 7/10• 8/10• 4/10 – this could be done through land swaps <p>Consistent, clear signage and truck route regulations/designations</p> <ul style="list-style-type: none">• Very important• But it is the truck drivers job to know this• 5/10• 5/10 – enforcement• 8/10 – signs are cheap to buy• 7/10 <p>Signal timings / coordination on arterials appropriate for trucks</p>
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	<ul style="list-style-type: none">• Increased use of ITS• Minimally important• 8/10• 8/10• 8/10• 5/10 – on large truck routes• Pedestrians most important• 7/10 – timing for trucks is not the same as it is for cars <p>Appropriate geometric design (e.g. intersection turning radii)</p> <ul style="list-style-type: none">• Right now it is too easy• Residential areas – no• Depends on the context—non residential areas? On truck routes?• 10/10 Anthony Henday Drive• 2/10 local• 9/10 – coordination between city and province; fewer truck routes but design really well (167 and 187)• 8/10• 10/10 on large truck routes, 2 on local truck routes to reduce their desire to use local truck routes• 10/10 on Henday• 7 – Suitable for how big a unit• 10/10 in importance on roads for trucks like Anthony Henday Drive• 2/10 in importance on local roads—poor design of local roads will discourage trucks from using them (which is seen as a positive thing)• There should be fewer, but better designed, truck routes• The emergency access road at 167 Avenue and Anthony Henday Drive is so poorly designed (it’s hard to get to) that emergency vehicles don’t even use it• Sight lines are poor on 144 Avenue at 66 Street when a bus is stopped at the bus stop there—trucks edge out into the intersection, creating a dangerous situation <p>Minimal conflicts with other traffic, including pedestrians and cyclists</p> <ul style="list-style-type: none">• Very important• 8/10• 6/10• 10/10• 7/10• 10/10• 6/10• 10/10• 10 – all truck routes should be like the Whitemud• With the lane for parking on 97 Street (south of Argyll Road), there isn’t enough remaining room for safe travel• Too much is being asked of some roads; they’re being made to
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	<ul style="list-style-type: none">• accommodate too many modes at once• No parking should be allowed on major roads <p>Minimal on-street loading</p> <ul style="list-style-type: none">• Good to reduce congestion• Prince Charles Community League experiences this as a concern• This is a planning issue not a truck route• Not very important• Depends on what they are loading• Important for downtown couriers• 2/10• 8/10• 8/10 – not on rush hour; loading is very important for commerce• 8/10• 2/10• 3/10• 10 – businesses should have off street loading – for how big a unit?• Trucks shouldn't be allowed to block traffic during rush hour• On-street loading is acceptable as long as it doesn't block traffic• Loading zones are important for commerce <p>Industrial land uses grouped together and easily accessed</p> <ul style="list-style-type: none">• Ideal – very important• 10/10• 9/10 – best practices Boston• 10/10• 10 – if done it should limit the need for through city routes• 10/10• 10 – land swaps <p>Additional characteristics and comments:</p> <ul style="list-style-type: none">• Site design promotes off-street loading and good truck access• Planning - need to design arterial road network to accommodate both truck and commuter traffic• Trucks parked on side of road for more than 24 hours – designated parking sites in the city• Signage – turning and height signs provided well in advance• Enforcement 10 – Necessity; service car/truck stopping on road near bus stops; police tickets• Road bands? 10 – Necessity• Speed Limits 10 – Necessity• Snow removal 10 – Necessity; snow removal should be done ASAP off the road.• No trucks in school area/recreation area – Importance High• Size of truck
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- Potholes/construction affect traffic. City needs to complete ASAP e.g., Jasper Avenue – three years.
- Need to keep good farmland; natural areas, green areas. New land use policy to protect good farmlands.
- Have fewer but better designed truck routes and reduce the number of crossing city/through city truck routes.
- On local routes/roads truck size should be limited to small service or delivery (cube) sized vehicles.
- Have fewer, superior built truck routes that go around the city with proper/generous turning radii, few access points to allow free flow; few signals, reasonable speeds; built to carry loads.
- Limit the number of through city truck routes and they should be limited to smaller sized delivery service vehicles.
- Do proper land/transportation planning so that we don't permit residential development 1m adjacent to high traffic corridors. Limit commercial (consumer based) development as well. Focus industrial based commercial development on high traffic, around the city routes.
- Implement proper noise reduction tools where traffic affects residential areas – berms, fencing, set backs, tree berms.
- Limit the number of through city truck routes
- The full completion of Anthony Henday Drive be evaluated as this strategy is considered.
- Regional land/transportation planning (and cost/revenue sharing) MUST be done.
- Truck routes should not be added to streets that are congested now. Importance – 10+2+10 - very important.
- The current truck route system must be working quite well because we can get anything that we want when and where we want it. Importance – 10
Necessity – 10

Question 2: What would an ideal goods movement system be? What characteristics would be necessities? What characteristics would be 'nice to have's'?

Necessity

- Noise is minimized in residential areas
- Safety of motorists, cyclists and pedestrians is a priority
- Property values are not impacted
- Minimal routing through residential areas
- All major freight generators and terminals are connected
- Consistent, clear signage and truck route regulations/designations
- Minimal conflicts with other traffic, including pedestrian/cyclists
- Industrial land uses grouped together, easily accessible

Divided

- Truck routes are not directly adjacent to residential
- Truck routes are generally direct (minimal circuitry)

	<ul style="list-style-type: none"> • No congestion or bottlenecks on truck routes (or shortcutting) • Appropriate geometric design (e.g., intersection turning radii) • Minimal on-street loading • Site design promotes off-street loading, good truck access <p><i>Nice to have</i></p> <ul style="list-style-type: none"> • Trucks are easily able to deliver goods to my home • Signal timings/coordination on arterial appropriate for trucks
7:05 – 7:15	Break
7:15 – 7:45	<p>Group Discussion #2: How are we doing with goods movement in Edmonton today?</p> <p>Impact on Communities</p> <ul style="list-style-type: none"> • Noise • Traffic congestion • Safety risk • Negative impact on property values • Increased pollution • Decreased quality of life • Truck routes divide communities • Infrastructure deficit (arterial road system) • Road misuse (trucks using Yellowhead Trail) • Land use impacts historical land uses in inner city. • Children have to cross roadways in central core where trucks are • Existing infrastructure that is going to stay and economically not going to move • Intermodal at Whyte Avenue will always exist – 103 – Environmental impact is very large if they move • Infrastructure deficit – this is why trucks are short cutting. We do not have proper arterial road system. • Shortcutting through communities—trucks go through neighbourhoods to avoid traffic lights; community is at risk • Stopping/idling costs money • Truckers do not pay attention to signs • Accidents involving trucks is growing issue • Truck routes dissect communities • There are fewer schools now, so students have to travel further on average. They cross more roads doing so • The proposed 43 Avenue SE intermodal yard would be seen as having a negative impact • The existing infrastructure deficit leads to inappropriate use of the roads. With better infrastructure, trucks would go where they're supposed to go • Accidents involving trucks is a growing issue

	<p>Benefits to Communities</p> <ul style="list-style-type: none">• Goods are available and plentiful in Edmonton – economy is good• Quality of life is good• If goods are moved well the people benefit <p>Impact to the Economy</p> <ul style="list-style-type: none">• If quality of life goes down in core then people will leave the City• It is a systems issue• If network is inefficient it will compromise Edmonton’s ability to be an economic powerhouse• Businesses might leave.• We need transportation infrastructure to support our economy• Load efficiencies are an important thing to look at• Edmonton is a great place to move goods by all modes• Truckers would love to have full loads at all times because of driver shortage• 5% of GDP in Edmonton for trucking is enabling for manufacturing• We will see and feel trucking more than other cities because we have lots of trucks.• Travel times are short here in this city• Property values• The infrastructure deficit compromises Edmonton’s ability to achieve its full potential <p>Benefits to the Economy</p> <ul style="list-style-type: none">• Generally goods movement is doing well• Economy is good• Eighty percent of Alberta manufacturing takes place in the Edmonton region• Average truck travel times in Edmonton are low and serve as an asset; they are better here than in Calgary and Vancouver <p>Impacts to the Environment</p> <ul style="list-style-type: none">• Local roads are in bad shape due to trucks using them—potholes• Pollution• Arterial roads and good ways to get places reduces impact on environment• Super ideal system is going to cost money.• Long run costs are important. Look at life cycle costs• Using agricultural lands to build roads and support more industrial lands• Another ring road around the city would have a huge impact• Planning is inept for agricultural land• Rail transport has a large environmental input; rail network is here• Intermodals should be outside city, not inside because communities are very impacted• Land use is an important consideration—agricultural land will be
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	<p>impacted by development of proposed second ring road</p> <ul style="list-style-type: none"> • Building an efficient transportation network that minimized impact to the economy may have a significant cost • Industrial and transportation • Local roads are in bad shape because of use by trucks. Many are in worse shape than the arterial roads • Pollution - e.g., idling, stop lights • Goods roads, including good signage and grade separation, will cost more, but doing things right initially will cost less in the long run • Big infrastructure eats up prime farmland <p>Benefits to the Environment</p> <ul style="list-style-type: none"> • Arterial roads and infrastructure to get trucks from A to B more quickly will benefit the environment • Rail is most efficient way to transport goods; Edmonton is part of extensive rail network
<p>7:45 – 8:05</p>	<p>Table Discussion #2: Where should Edmonton focus future efforts?</p> <p>What is working really well with goods movement in Edmonton right now? What can we capitalize on?</p> <p>Working well</p> <ul style="list-style-type: none"> • Development of freight terminals with a focus on transshipment to smaller trucks would help relieve congestion in the Inner Core. Located strategically on ring road (Anthony Henday Drive) • Moving major good movement facilities and routes further away from the core area and towards the periphery. (e.g., Henday, inter-modal yard) • Movement of manufactured goods to the market • Ability for trucks to leave routes for delivery (limited regulations) • Retain traffic signals on Yellowhead to prevent speeding • Anthony Henday Drive • Henday is a gift, improving road systems. Strong transportation assets (road, truck, rail, air). Growing warehouse and distribution capacity. • We are planning and have efficient goods routes. • Goods movement now generally is functional. • We can get whatever we want whenever we want it. (System works well). • Improved balance/emphasis on pedestrian, cyclists and public transportation • Whitemud Drive works well. The rest of the inner ring should be developed to the standard used on the Whitemud at 114 Street. • Gateway and 23 Avenue interchange. (except for \$\$) • Hwy 216 (Anothony Henday) will make a big improvement when complete. • The upgraded 17 Street is an improvement. <p>What obstacles or issues do we need to address with goods movement in</p>

	<p>Edmonton?</p> <ul style="list-style-type: none">• On Yellowhead designate 1 or 2 lanes for trucks that cars can also use) and 1 or 2 lanes designated for only cars.• Keep bike lanes separated from roadways used by trucks.• Establish truck lanes or “auto only” lanes to enable traffic to flow at their own rates.• Basic road design for truck routes needs to be improved.• Mix of trucks and bikes on bike routes (designate bike routes).• Mix of bikes and trucks (e.g., 100 Street and 76 Avenue) 100 Street to Saskatchewan Drive. Intermodal traffic uses this route.• Signage (truck routes, height, directional)• Signage (i.e., Keep out of residential areas).• Truck signage: Are they visible to truck drivers? Education of truck drivers?• Truck route communication.• Poor communication between city and communities on truck routes concerns.• Clarification on what trucks allowed on what routes.• Goods movement is a result of history of the development of Edmonton, since 1920’s. Particular impacts in the inner core.• Complete inner ring road.• Ring road not completed.• Respond to community concerns about shortcutting quickly by implementing traffic calming strategies.• Enforcement of routes.• Deploy traffic calming, one-way streets, cul-de-sac to control/direct where trucks travel.• Speeding• Put and move freight generators and terminals along Anthony Henday so freight can be loaded onto smaller trucks for delivering within the City.• Stations for trucks to unload and load so they don’t need come into the city and community.• Designated parking lots for trucks parking overnight and longer periods.• Difficult to move goods on transit.• Cut up neighbourhoods.• Local roads must not be used by trucks. If uses exist that require trucks on local roads; City needs to facilitate relocation of businesses.• Because of our efficiency we have more trucks using our routes causing residual problems.• Access to small industry inefficient through residential areas.• Impact on communities.• Load covers (lack of).• Land use by law is out of synch with initiatives of other departments including strategic directions of City Council.• Environmental farmland use.• Community impacts. Truck traffic adjacent to, within or between
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	<p>communities impacting them regularly with noise, congestion, pollution, wear and tear on roadways, through-cutting, decreased safety, increased conflicts between trucks, pedestrians, biker and vehicles.</p> <ul style="list-style-type: none"> • Noise in community. • Controlled emission on trucks to reduce pollution. • Esthetics of transportation corridor (Yellowhead). • Congestion. • Truck sizes; viz-a-viz access to locations.
<p>8:05 – 8:20</p>	<p>Prioritization Exercise</p> <p>Working well:</p> <ul style="list-style-type: none"> • Movement of goods to market • Development of freight terminals with a focus on shipment by smaller trucks. This helps relieve congestion in the inner core. Located strategically on the ring road. • Anthony Henday Drive • Specific elements of goods movement infrastructure—Whitemud Drive, 23 Avenue interchange, upgrades to 17 Street <p>Obstacles/Issues:</p> <ul style="list-style-type: none"> • General community impacts, including noise, congestion, etc. • Designate lanes for trucks and bikes; not on same roadway • Locate freight generators near Anthony Henday Drive • Local roads should not be used by trucks • Signage for and communication with industry • Enforcement of truck routes • Cutting through communities
<p>8:20 – 8:30</p>	<p>Conclusion</p> <p>Speakers: Howaida Hassan, Stephanie McCabe</p>