

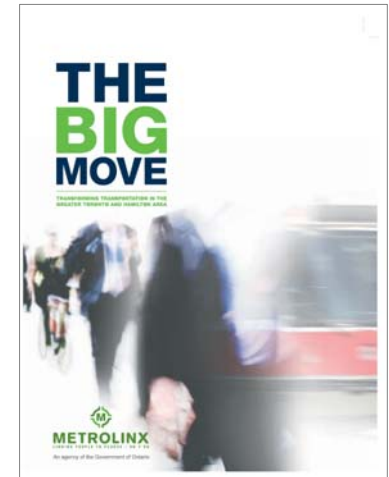
# GTHA Urban Freight Study

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# 9 Big Moves

- 1 A fast, frequent and expanded regional rapid transit network
- 2 High-order transit connectivity to the Pearson Airport District from all directions
- 3 An expanded Union Station - the heart of the GTHA's transportation system.
- 4 A complete walking and cycling network with bike-sharing programs
- 5 An information system for travellers, where and when they need it
- 6 A region-wide integrated transit fare system
- 7 A system of connected mobility hubs
- 8 A comprehensive strategy for goods movement**
- 9 An Investment Strategy to provide stable and predictable funding



# Background

- The Big Move:
  - Big Move #8: Develop a comprehensive strategy for the movement of goods and services within the GTHA and to adjacent areas with a focus on urban and regional freight that identifies opportunities and actions to:
    - improve efficiency
    - increase capacity
    - enhance the region's competitiveness
    - reduce emissions of GHG's and other pollutants
  - Establish a roundtable to steer the development of the strategy
- Ontario-Quebec Continental Gateway Initiative is addressing longer-haul goods movement on major corridors (expressways, class 1 railways, air and sea ways) in and through the region

# What is Urban Freight?

- Urban Freight is the shorter-haul, intra-regional movement of goods:
  - Shorter haul
  - Trips within and adjacent to the region
  - Arterial roads, regional rail and regional sea and air ways
  - Urban transportation & urban freight
  - GTHA region wide focus
  - The *last mile*
- Urban Freight has not been comprehensively studied in the GTHA

# Urban Freight Study Deliverables

- Compile information about movement of urban freight in the GTHA and the challenges facing industry and other stakeholders
- Review best practices for applicability to the GTHA region
- Develop urban freight objectives for the GTHA that align with The Big Move
- Identify opportunities and actions that could form the basis of a goods movement strategy for the GTHA
- Engage stakeholders on an on-going basis throughout

# Stakeholder Engagement

- Industry Roundtable
  - 5 meetings held between December 2009 and December 2010, 1 jointly with TWG
  - 1:1 interviews to discuss challenges and opportunities
- Technical Working Group
  - Comprised of municipalities, MTO, Transport Canada, CN and CP, and academic stakeholders
  - 3 meetings held, one jointly with Industry Roundtable
- Multi-stakeholder workshop
  - Involved a broader cross section of stakeholders e.g. aggregate industry, large retail operations (March 2010)



CANADIAN PACIFIC RAILWAY

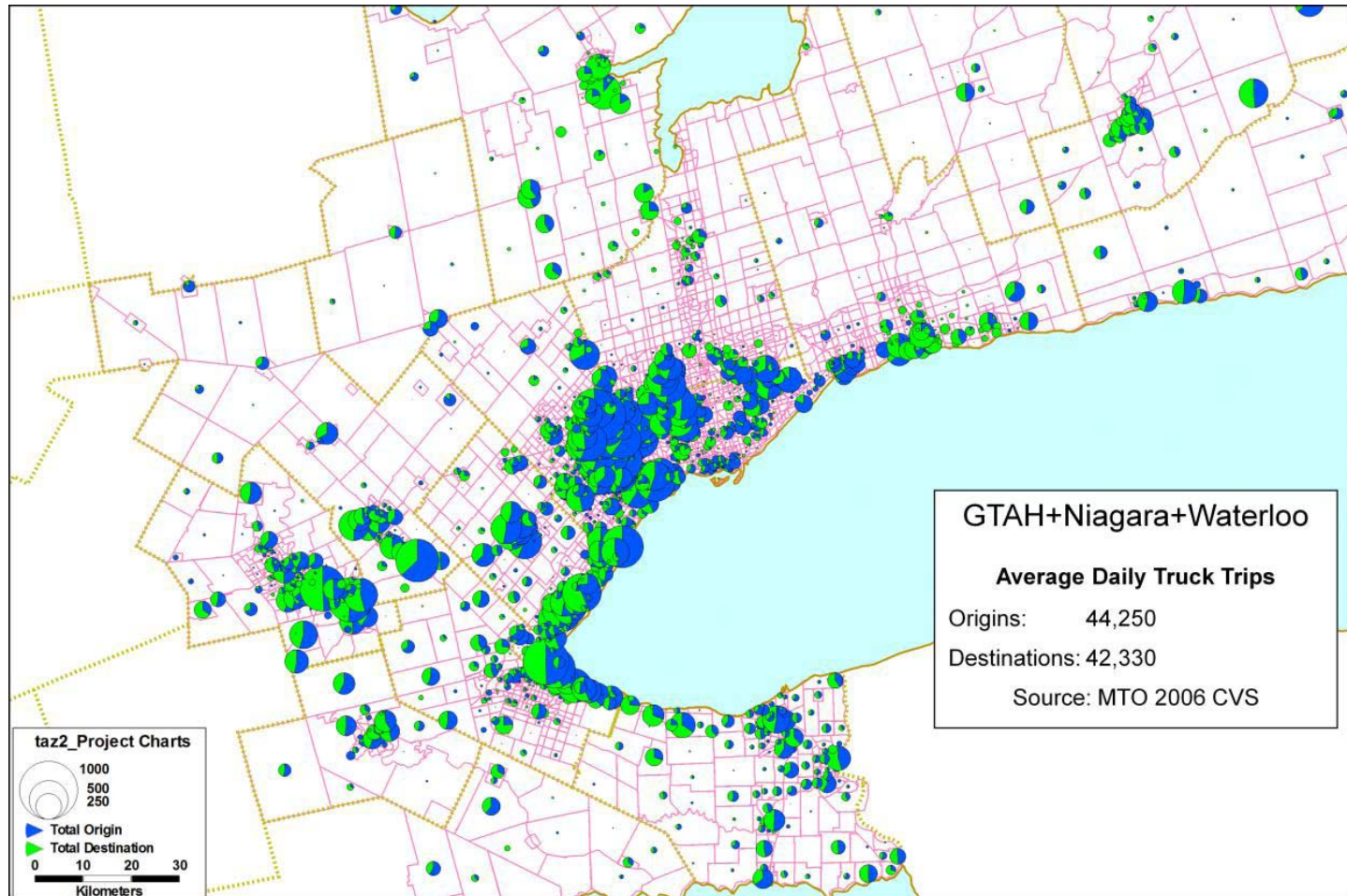


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# Industry Roundtable

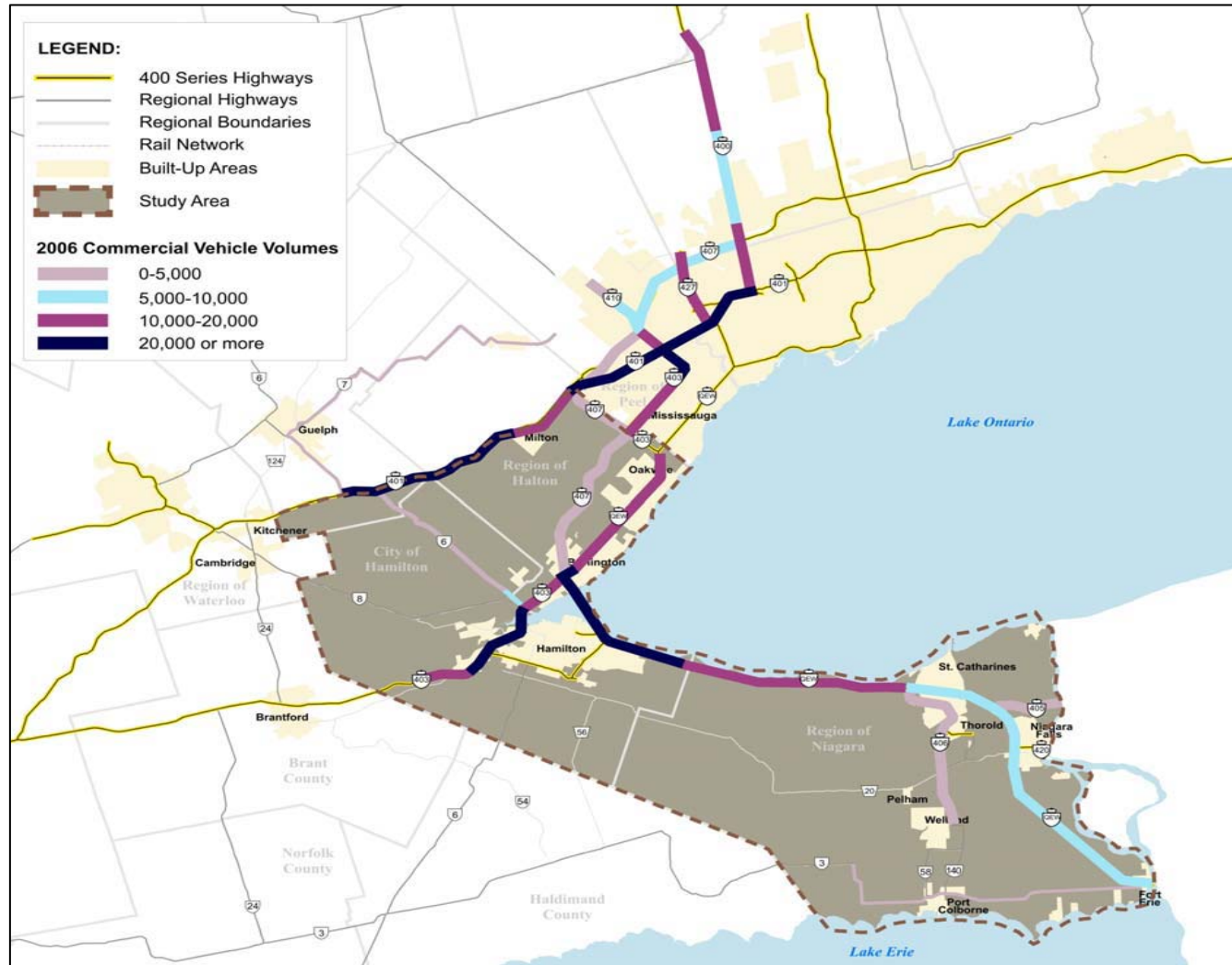
Bob Armstrong	President, Armstrong Trade and Logistics Advisory Services Inc. (ATLAS)
Brian Zeiler-Kligman	Director, Policy, Toronto Board of Trade
John Best	Executive Director, Southern Ontario Gateway Council
Perry Cloete	Manager, Air Service Business Development, Greater Toronto Airports Authority
Sabrina Como	Director, Solutions Development, Supply Chain Services, Wheels Group
Brian Crow	President, Ontario Motor Coach Association
Steve Dineen	Director, Customer Transition, Postal Transformation Project, Canada Post
Bill Fitzgerald	Vice-President, Operations, Hamilton Port Authority
Mark Hayward	Organizing Campaign Coordinator, Canadian Union of Postal Workers Messenger Services
Victoria Matthews	Product Manager, Transcore Link Logistics Ltd.
Bruce Richards	President, Private Motor Truck Council of Canada
Doug Switzer	Vice-President, Public Affairs, Ontario Trucking Association
David Turnbull	President, and CEO, Canadian Courier & Logistics Association
Ginnie Venslovaitis	Director, Transportation Operations, Hudson's Bay Company
Clarence Woudsma	Director, School of Planning, University of Waterloo

# Heavy Truck Flows in the GTHA

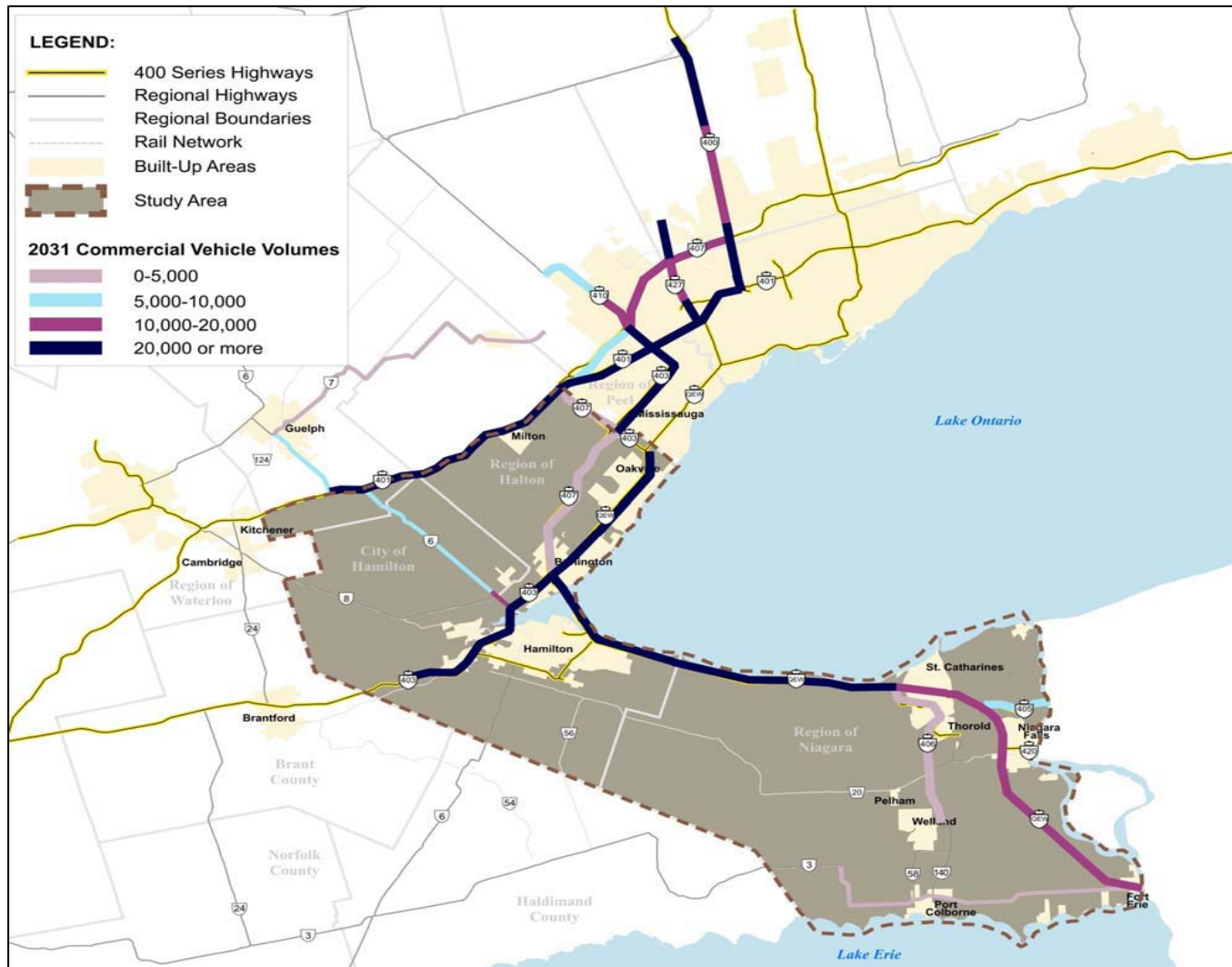




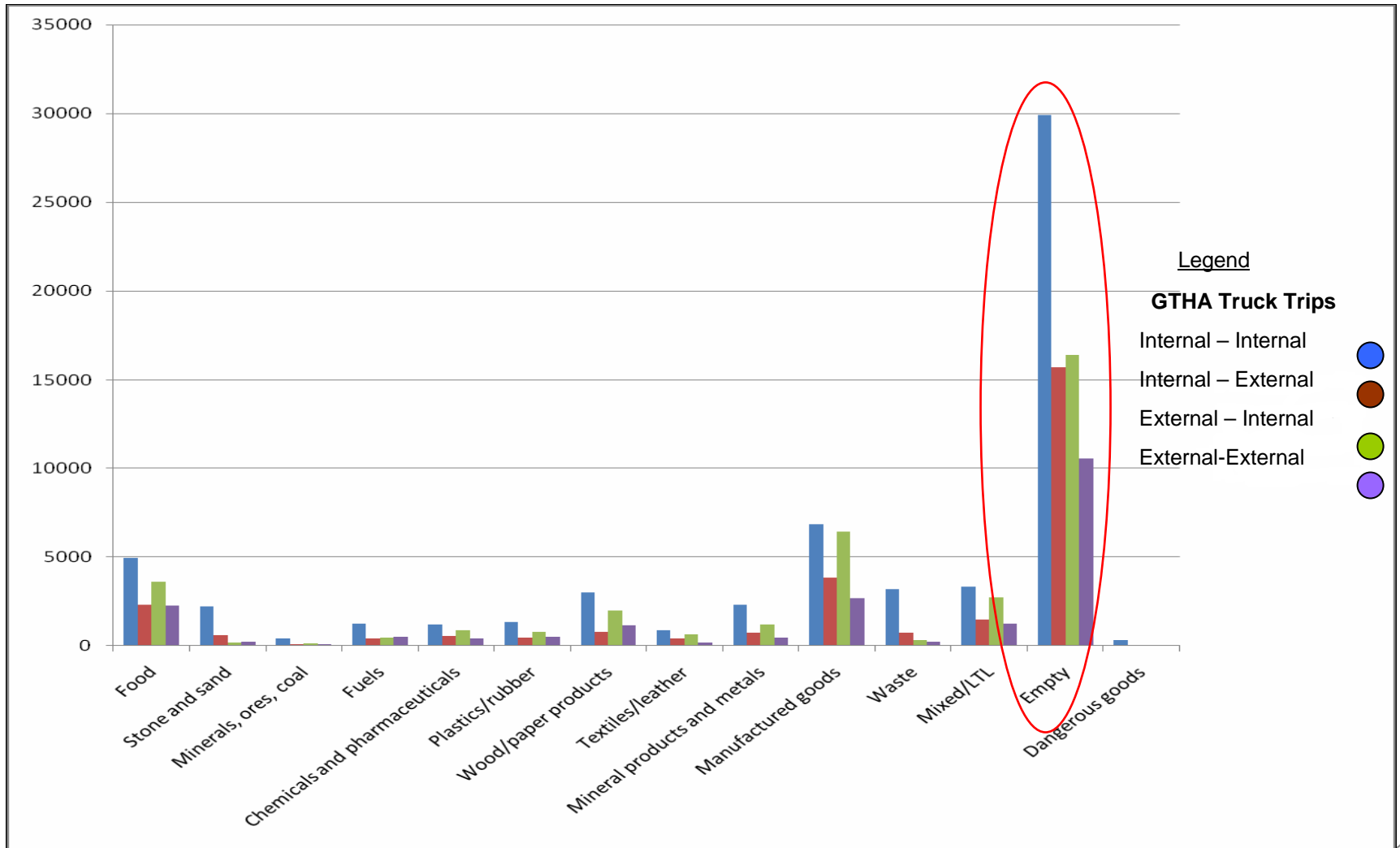
# 2006 Interregional Commercial Vehicle Volumes



# 2031 Interregional Commercial Vehicle Volumes



# Room for Improvement?



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# GTHA Urban Freight Challenges

- Stakeholders identified key challenges affecting efficient movement of urban freight in the GTHA:
  - Generally poor understanding of goods movement issues and lack information about goods movement in the GTHA
  - Lack of adequate capacity for growth in the freight industry
  - Poor coordination across sectors to improve efficiency of goods movement
  - Inconsistent planning timelines and approaches across sectors
    - Industry is impacted by changes in global conditions but governments react to local/provincial/national issues

# Objectives for Urban Freight

1. Increase availability of options for freight transport to:
  - Improve competition
  - Improve robustness of the system
  - Remove barriers for all modes
  - Better serve needs
2. Improve information for freight transportation
3. Reduce conflicts between modes
4. Promote active modes where practical
4. Engage public and private sectors in planning and data collection
5. Improve information on energy and emissions and on options to allow improved efficiency
6. Effective management of demand and capacity to ease peaking and reduce bottlenecks
7. Support use of best mode at each stage of goods movement trip
8. Coordinate land use planning and freight transport
9. Integrate freight transport investment with overall transport investment planning, and better reflect the costs of transport to all users so investment decisions can be more effective

# Urban Freight Study

## Strategic Directions & Potential Actions

### Build Collaboration and Support

Collaboration and support for improvements to urban freight transportation will require leadership, partnerships and active participation of all interested parties. Businesses must not simply be consulted, but actively and fully engaged in the planning and implementation of future actions.

- ACTION 1: Strengthen and collaborate with multi-stakeholder forums such as the Southern Ontario Gateway Council (SOGC)
- ACTION 2: Establish an inter-governmental freight committee with federal, provincial and upper/single tier municipal representatives
- ACTION 3: Improve and coordinate public outreach on urban freight to raise awareness of the importance of challenges of urban freight



# Urban Freight Study

## Strategic Directions & Potential Actions



### Improve Urban Freight Information

There is little comprehensive information about the movement of goods in the GTHA. Better information about the movement of goods throughout the region will provide a foundation from which infrastructure and regulatory solutions to improve efficiency and capacity could be implemented on a region-wide basis.

- ACTION 4: Improve data sharing on freight vehicles, routes and activities
- ACTION 5: Establish a GTHA urban freight data collection program to provide a consistent and reliable data source for freight planning and monitoring



# Urban Freight Study

## Strategic Directions & Potential Actions

### Increase Transportation Network Efficiency

The GTHA's road network supports the movement of both people and freight. Expected growth in GTHA population and employment will only increase pressure on the road system and heighten the urgent need for steps to maximize the efficient movement of goods. The following actions focus on ways to make best use of existing infrastructure to provide the most efficient use of the road network for trucks and passenger vehicles.

- ACTION 6: Develop and protect a strategic GTHA urban truck network
- ACTION 7: Harmonize truck route standards and mapping
- ACTION 8: Investigate intelligent lane utilization and truck-only lanes
- ACTION 9: Explore opportunities to move freight on transit





# Urban Freight Study

## Strategic Directions & Potential Actions



### Enhance Planning and Development

Increasingly, GTHA growth and intensification are placing constraints on urban freight. Proactive planning approaches are needed to ensure supportive forms of development, to enable the efficient location and concentration of freight facilities and to improve freight accessibility to existing development, including accessibility to inter-modal facilities.

- ACTION 10: Develop freight-supportive land use guidelines (currently MTO is working towards Ontario Freight Supportive Land Use Guidelines)
- ACTION 11: Support development of innovative freight hubs, along with other innovative handling and transfer facilities
- ACTION 12: Improve access to existing intermodal facilities
- ACTION 13: Plan and protect complementary land uses near major freight hubs

# Urban Freight Study

## Directions & Potential Actions

### Improve operational practices

Opportunities which lead to an improvement in efficiencies - without adding new freight infrastructure, such as by enabling better real-time management of truck operations, shifting freight activities outside peak hours, and better managing curbside delivery space should be explored further in the context of our region in a coordinated manner across all jurisdictions.

- ACTION 14: Use technology to optimize and manage the movement of goods
- ACTION 15: Explore opportunities for flexible freight delivery times
- ACTION 16: Enhance incentives to encourage off-peak deliveries
- ACTION 17: Implement reserved curbside delivery options



# Next Steps

- **Urban Freight Data Collection:** Metrolinx advance work with the Urban Transportation Research and Advancement Centre (UTRAC) at the University of Toronto and the McMaster Institute for Transportation and Logistics to develop and pilot an urban freight data collection program for the GTHA.
- **Goods Movement Website:** Metrolinx coordinate updates and improvements to the Metrolinx Goods Movement webpage with the Peel Region Goods Movement Task Force webpage in order to provide coordinated website communications and outreach activities. Other municipalities will be approached to participate.
- **Freight Supportive Guidelines:** Metrolinx staff will collaborate with MTO in the development of freight supportive guidelines. MTO has initiated a consultant study and Metrolinx staff will participate as a key stakeholder.
- **Truck Lanes Study:** Collaborate with Transport Canada, MTO and municipal partners on a Transportation Association of Canada (TAC) study examining policies and practices related to truck-only lanes in urban areas.
- **Big Move 2.0:** The findings of the Urban Freight Study will be integrated into The Big Move as part of the Big Move 2.0 workplan.
- **Coordinated Construction Information:** Metrolinx is collaborating with MTO and municipal partners to develop a shared database and information tool giving road disruptions due to planned events, construction and other incidents.