City of Edmonton
Goods Movement Strategy Industry Consultation Workshop
World Trade Centre, 6th Floor
9990 Jasper Avenue
Edmonton, Alberta
April 10, 2013
8:30 a.m. to 12:00 noon

Workshop Summary and Minutes

Workshop Summary

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 characteristics[1] 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 with frequently-mentioned items in bold.

- **Direct routes**
- **Time is money**
- **Congestion, especially on Yellowhead Trail**
- **Safety**
- **Conflicts with other modes of transportation**
- **Community livability**
- **Public education and awareness**
- **Regional planning**
- **Technology for routing and real-time incident reporting**
- **Road repair and construction**
- **Harmonize regulations and centralize permitting authorities**
- Connections to Provincial highways
- Regional coordination of infrastructure priorities and investment
- Develop the high load corridor network and provide better information
- Coordinate signals for large vehicles on truck routes, especially Yellowhead Trail
- Free-flow roads are ideal
- Road design should keep up with growing vehicle size
- Pull-out lanes and staging areas on city's edge
- Access to industrial areas from major routes
- Group industrial land uses together
- On-street loading, turnarounds and accesses

[1] See Workshop Minutes below for list of characteristics.

In the second part of Table Discussion #1, participants were asked to respond to the following question "If it couldn't be everything you wanted but was still 'pretty good,' which characteristics would be there and which might be missing?" The following is a summary of the key themes.

- Safe, direct routes that don't compromise other land uses
- Alignment and coordination of regional infrastructure
- Routes for large and high loads
- Harmonize regulations and centralize permitting authorities
- Connections to Provincial highways

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

In Table Discussion #2, participants were asked "How does the goods movement network impact and benefit these interests?" with respect to communities, the economy and the environment. The major themes that emerged are listed below.

Communities

Impacts

- Safety risk, noise, vibration, air quality, asphalt rutting, congestion, quality of life
- Splitting of residential areas
- Street design: wide roads are not aesthetically pleasing, trees are not good in industrial areas

Benefits

- Distribution of goods minimizes need to travel
- Cost-effective
- Job creation and local employment
- Thriving communities are more attractive

The Economy

Impacts

- Time = money
- Cost of delivery is borne by consumers
- Growth is hampered by lack of access to routes

Benefits

- Economy is enhanced by efficient transportation system
- Industrial development
- Ability to attract investment stimulates the economy, improving quality of life

The Environment

Impacts

- Emissions, noise, vibration and pavement runoff
- Wildlife impacts
- Fuel efficiency decreases because of stop and go
- Consolidation of loads at depots and terminals

Benefits

- Smooth traffic flow and more direct routes reduce impacts
- Land use planning can mitigate environmental concerns

Table Discussion 3: Where do we focus future efforts?

In Table Discussion #3, 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

- Continue engaging the industry
- Anthony Henday Drive has provided a good east-west connection
- Increased communication with the public by message boards and internet
- Other themes are listed in the minutes

Obstacles Remaining

- Inner ring road: truck route gap on 75 Street and Yellowhead Trail signal coordination
- Road conditions, maintenance and snow clearing
- Not enough use of technology to ease congestion and report incidents
- Refer to the minutes for further themes

Minutes of Workshop

Time	Activity
8:30-9:00	Light Breakfast
9:00-9:15	**Welcome, Introductions and Meeting Purpose** Speaker: Michelle Chalifoux, City of Edmonton
9:15-9:30	**Presentation: *Goods Movement Strategy Stakeholder Consultation Workshop*** Speaker: Howaida Hassan, City of Edmonton • The presentation is attached following the workshop minutes
9:30-9:45	**Presentation: *Best Practices in Urban Goods Movement*** Speaker: David Kriger, David Kriger Consultants Inc. • This presentation is attached after the one above
9:45-10:30	**Table Discussion 1: What does efficient and safe goods movement look like?** Question 1: How important do you feel the following characteristics are to ensuring a safe and efficient goods movement in Edmonton? Truck routes are generally direct • Need solution to 75 Street truck route • Important • Very important – efficiency; better flow in non-truck areas; important to balance with community livability • Somewhat – Edmonton is not a typical model for distribution to consumers – fragmented • Very important • Very important. Time = money • Shippers (supply): 10, time=money, shortest-time route (≠ direct?); Consumers (demand): 5, end requirement is delivery, doesn't matter how, won't like higher cost of inefficient delivery No congestion or bottlenecks on truck routes (or short-lasting) • Yellowhead and 184 St bottleneck – vital to movement • Important • Important – e.g. Yellowhead slow; more focus on maintenance impact on delays; delays are costly; if it is bad now, how can we accommodate growth?; north-south connectivity is a problem • Very important – affects production and delivery times; perishable goods and/or jobsite delays/waiting • Very important • Ties into above, very important and again TIME=MONEY • Shippers (supply): 10, similar to directness, it's time minimization; Consumers (demand): 6, people don't like sitting in traffic jams with big trucks

All major freight generators and terminals are connected

- Important
- Important – also need infrastructure to move goods into core; keep terminals around outer edge; smaller vehicles move inwards
- Important to intermodal and freight traffic
- Very important
- Not as important. Diverseness of customer bases throughout
- Shippers (supply): 10, strategic, high-level connectivity is the first step; Consumers (demand): 5, public/business more focused on localized impacts

Minimal routing through residential areas

- Legislate truck routing to specific times for residential access
- Important
- Very Important; QOL; safety, emissions; reduce business activity out of residential; bylaw 16271 zoning – will allow more commercial within communities; with movements to increase density this will need to be monitored; GPS technology – possibilities if done right
- Very important – safety; road conditions (wear and tear); community reaction; not usually a direct route
- Very important
- Very important. Less disturbance
- Shippers (supply): 6, carriers don't want to annoy communities or be impacted by slower roads/traffic; Consumers (demand): 9, residents concerned about safety, noise impacts, air quality, damage to roads

Consistent, clear signage and truck route regulations/designations

- Less important – increase technologies to provide routing etc.
- Less important: electronic devices, increase technology etc.
- Important as long as it enforced; how do you support inner small business – education to industry
- Very important – in order to follow bylaws need access to info – signage is essential
- Very important
- Important. Better forewarning to avoid traffic tie-ups, incidents. Truck route app
- Shippers (supply): 7, leads to efficiency, drivers generally "professionals" who know what they are doing; Consumers (demand): 7, expect adherence to rules and regulations

Signal timings / coordination on arterials appropriate for trucks

- Less important
- Important where there are big trucks; need to allow enough time; Yellowhead bad where trucks don't have enough time; important also to regulate free-flow truck speed; enforcement; non-truck lanes would

	allow cars to flow • Need more frequent monitoring and adjustment; very important on truck routes – impacts congestion • Very important • Not important because it's not really feasible • Shippers (supply): 9, congestion/minimize travel time; Consumers (demand): 9, support smooth flow of traffic generally Appropriate geometric design (e.g. intersection turning radii) • More important, especially with modular goods and larger/higher loads • Very important • Intersection design important – need space between intersection • Very – safety concerns; trucks turning and using 2 lanes; sightlines • Very important • Very important. Better access and less chance of tie-ups/incidents. • Shippers (supply): 6, trucks need to be able to "use" the roads, but they make it work; Consumers (demand): 6, at signals, can't see past opposing trucks (left turn) Minimal conflicts with other traffic, including pedestrians and cyclists • Important – safety etc. • Very important: safety • Very important to separate trucks from vehicles/pedestrians; bigger trucks to the outside – Henday; heavy industry move to outside • Very important – public awareness, education; safety concerns; needs to be separation between trucks and pedestrians • Very important • Very important. Both sides. Don't cut off ability for alternate transportation as well as allowing alternatives for public • Shippers (supply): 4, also important to truckers, but lower priority; Consumers (demand): 6, trucks conflict/delay general traffic, non-truckers want separation Minimal on-street loading • Businesses need to provide good access – 124 St; safety issues; car dealers; delivery in non-peak times; auto parts – late-night access • Important but difficult to change on existing streets; should be considered in new development • Very important • Not as important. Encourage alternatives to this with new buildings. • Shippers (supply): 4, depends on what goods are; Consumers (demand): 4, depends on road context Industrial land uses grouped together and easily accessed • Important – more efficient use of routes • Important – makes routing easier • Very important – e.g. Nisku – high load access; heavy equipment on

	Yellowhead – not good example; strong tie between transportation and land use; encourage moving heavy uses to outer edge • Extremely/vital – traffic flow; design infrastructure to accommodate trucks; adjacent to main routes • Very important • Important but hard to achieve at this point. Viable from start. • Shippers (supply): 3, can't change the bulk of what exists in current patterns; Consumers (demand): 5, public wants separation of residential/industrial Site design promotes off-street loading and good truck access • Important – decreases congestion • Responsibility of businesses – land use; link development permits and licenses to requirements for adequate loading • A must – traffic flow; important depending on truck size/tenant requirements; off street – traffic flow consider • Very important • Very important. Must be done and thought of at design stage. Can't be an afterthought. High priority Other characteristics: • Wide load/high load corridor: maximize growth of goods-producing economy; large loads out of city/centralized area in south and larger staging area • Regionalization of road structure: maximize infrastructure spending • Public awareness: educate, increases economic component • Pull-outs on Henday • Centralized and standardized permitting: increases efficiency • Response to traffic emergencies – time: very important – investigations interfere with goods flow • Road maintenance and conditions on truck routes: truck routes (roads) built to different standards; preventative maintenance; consistent budgeting and long-term spending reliable; privatization of maintenance contracts and asset management • Connections (clear, easy, safe) to Provincial highways • Multiple access routes to Provincial highways • Consistency with regulatory authorities between all groups • Proper rest/pull-out/staging areas near city (ring road) • Centralized permitting/quicker permitting turnaround time • Infrastructure design and maintenance • High load corridors are designed/maintained and communicated properly • Regional network planning • Load movement coordination (night/day) • Public education/awareness about goods transportation • Truck service to local destinations (residential/commercial): Shippers (supply): 8, need to access final destinations (e.g. turnarounds, loading);

	Consumers (demand): 8, locals get most impacted/concerned about impacts close to home Question 2: If it couldn't be everything you wanted, but was still "pretty good," which characteristics would be there, and which might be missing? • Multiple routes that can accommodate a variety of shipping needs, e.g. heavy and high load corridors • Alignment in regional infrastructure • Access in and out of the city (maximize road uses i.e. night traffic) • Parallel routes to major routes for high loads/LTL freight • Safe movement – limited interaction with the public/4-wheel traffic/buses; public awareness/education • Wider truck lanes on truck routes and/or designated truck lanes on truck routes • Priority/ideal is safe, low-travel-time routes that don't "destroy" adjacent land uses
10:30-10:40	**Break**
10:40-11:10	**Table Discussion 2: How are we doing with goods movement in Edmonton today?** Worksheet 2: How does the goods movement network impact and benefit these interests? Impact on communities • Safety: various road use conflicts • Should be a balance of goods and services to communities for sustainable living – lack of creates a "vehicle reliant" community • Land use/planning • Roadway degradation/failure • Must be done safely • Minimal impact to communities • Splitting of residential areas • Congestion, vibration, safety, noise, quality of life • Education • Zoning and planning should be improved • Noise • Safety • Emissions • Congestion • Aesthetics etc., neighbourhood quality – negative connotation • Congestion/noise/safety risk • Barriers between community amenities • Reduced air quality • Misuse of roads

	• Impact on roads • Stay on designated roads (collector) • Location of retail impacts goods movement • Reduced air quality • Zoning and planning should be improved • Safety: various road use conflicts • Should be balance of goods and services to communities for sustainable living – lack of creates a "vehicle-reliant" community • Land use/planning • Roadway degradation/failure Benefit to communities • Access to goods/services minimizing travel • As business – local community support • Expand economy in community • Facilitate employment • Essential (i.e. fuel delivery, goods delivery) • Safe and efficient (timing) • Cost-effectiveness • Must be done safely • Brings goods into the community • Jobs • Increased development associated with transportation (truck stops) • Communities receive the goods • The goods movement network • Efficient movement of goods • More attractive to move to Impact on the economy • Time = money • Business groups will seek best operational locations and ease for both goods movement and consumer access • The most efficient system (roads) is impact of cost to consumer, cost to delivery + producer • Investment is limited to the access of routes • Time / money • Increase/support local growth/GDP • Citizens are consumers Benefit to the economy • Economic growth/development • Employment • Allow for clustering • Better economy, greater population, greater funding • Economy is driven by efficient transportation system/network (infrastructure, energy, labour)

	• Ability to attract other investors associated with transportation-related companies (spinoffs) • Routes = attractive to investors – increases growth (access) • Efficiencies • Promote economic development • Economic trickle-down • The ability to move goods in an efficient/least-impact manner should aim to also have the least impact on the quality and standard of living • Ease of goods to market for consumption • Ease of goods to markets outside of Edmonton Impact on the environment • Negatives: emissions/noise • Environmental impact studies • Improved roadway free-flow lessens emissions • Emissions • Increased pavement runoff • Noise pollution • Wildlife disruption • Air/noise pollution • Fuel efficiency/stop and go • Emissions, greenhouse gases, carbon Benefit to the environment • Lessened emissions • Land use/planning can mitigate environmental concerns • Reduced travel time = $ and environmental • Direct routes = lower carbon footprint, lower gas/fuel usage, less idling at lights • Have direct routes (+ efficient) will reduce environmental consequences • Reduced environmental impact/carbon footprint
11:10-11:30	**Table Discussion 3: Where do we focus future efforts?** What is working really well with goods movement in Edmonton right now? What can we capitalize on? Working best: • Engaging the industry • Anthony Henday is a good east-west connection • Increased communication with the public with the messaging boards (ITS on Whitemud; good web communication) Other themes: • Dual ring road is working well • Data gathering is important

	• Rail (integration of rail and truck movement; intermodal yards are working well; increase rail line capacity – investment, analysis, weather obstacles) • Truck network is working well overall • There is less congestion than other large centres (efficiency of getting from EIA into downtown) • Improved emissions controls on large trucks What obstacles or issues do we need to address with goods movement in Edmonton? The greatest challenges: • Inner ring road (Yellowhead Trail signal coordination; incomplete inner ring road (75 St)) • Road maintenance and conditions / snow clearing • Technology use for accidents / congestion Other themes: • Centralized permitting • YHT – reserve centre lane for through traffic • Rail crossing at 149 St and YHT • Improved connectivity to / from AHD and inner ring road • Overpasses needed on Yellowhead Trail • Overpasses for pedestrians on AHD • Regional coordination – network planning and data sharing, strategy needs to have a local, provincial and regional focus • Road design needs to reflect users • Land use planning along Anthony Hendy Trial to encourage industrial development near AND • Truck route implications to communities – safety, density development, noise, emissions, air pollution • Load consolidation for movements in the urban area – Loads half empty, half full, lack of coordination • Limited downtown access • Congestion – Limit the number of traffic signals • Access to high load corridors • Limited rail and air integration • Service problems at CN/ CP • Poor signage for Truck Routes – overhead obstructions and restrictions • No signals on AND – use cloverleaf interchanges • Bus traffic and truck interactions • Parking – loading and off loading areas • Limited integration of rail and airport

11:30-11:50	**Prioritization Exercise** Working best: • Engaging the industry • Anthony Henday is a good east-west connection • Increased communication with the public with the messaging boards (ITS on Whitemud; good web communication) The greatest challenges: • Inner ring road (Yellowhead Trail signal coordination; incomplete inner ring road (75 St)) • Road maintenance and conditions / snow clearing • Technology use for accidents / congestion
11:50-12:00	**Conclusion** Speakers: Howaida Hassan, Rhonda Toohey