

## Finch West Goods Movement Stakeholder Workshop

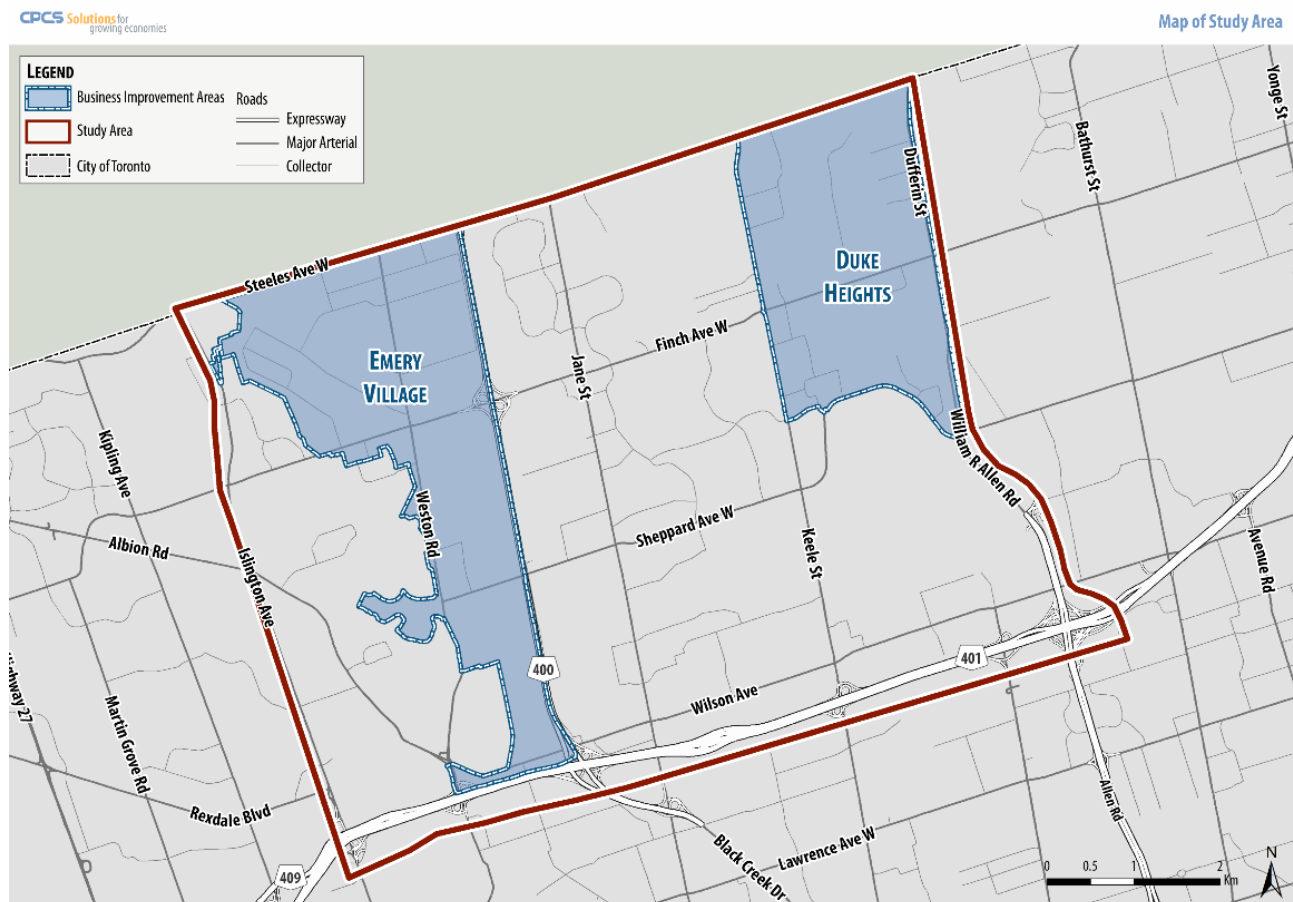
### Workshop Background

Over the next four years, Metrolinx will be constructing a new light rail transit (LRT) on Finch Avenue West from Highway 27 to Keele Street. The LRT will require some permanent changes to the road network, and will affect traffic patterns and potential truck route options.

The City is developing the Finch West Goods Movement Transportation Master Plan (TMP) to consider the LRT related changes, as well as to recommend other opportunities to provide for safe, efficient, and effective transportation of freight in the area. More information is provided in the attached backgrounder.

A consultant team led by Wood (woodplc.com) and CPCS (cpcs.ca) is supporting the City's completion of the study and will facilitate the workshop. The workshop is being held early in the project to seek the input of local businesses that depend on commercial shipping and freight delivery, to understand your transportation needs and to discuss issues and solutions in a small-group setting among your peers. **Study Area**

The study area is bounded by Dufferin Street and Islington Avenue (east-west), and Highways 407 and 401 (north-south). This includes the Emery Village and Duke Heights Business Improvement Areas (BIAs).



## **Study Background**

In late 2014, a Truck Technical Working Group was established as part of the Finch West LRT stakeholder engagement consisting of the Emery Village (BIA), the Canadian Fuels Association (CFA) and others. This group met on four occasions and arrived at a consensus to conduct an area-wide transportation study to examine freight related solutions.

Additionally, a number of other initiatives have also identified potential improvements in the area. This includes the Downsview Area Transportation Master Plan (2016), the Downsview Area Secondary Plan (2010), the Emery Village Transportation Master Plan (2009), and the Emery Village Secondary Plan (2001), among others.



*Photo of a double tanker in the study area. Source: CPCS*

The City of Toronto Transportation Services Division is building on these past studies by conducting the Goods Movement TMP, which is being prepared in accordance with the Municipal Class Environmental Assessment (EA) process. The study will identify and prioritize short-term (“quick win” 0-3 years), medium-term (5+ years), and long-term (10+ years) improvements to the transportation network.

## **Workshop Format**

The workshop will consist of a formal presentation and two rounds of small-group discussions. During these discussions, the workshop facilitator will propose a short series of questions similar to the ones below. Participants will also be provided comment forms where they can record their ideas. The first round will focus on discussing trends and needs, while the second round will focus on issues and solutions. The second round will include full-size printouts of the study area on which participants can mark location-specific feedback.

## **Topics for Discussion**

We understand that, depending on the supply chain and type of company, some shippers operate their own transportation equipment while others rely on transportation/logistics companies for shipments and deliveries. These transportation operators will have good working knowledge of the routes they take and the issues they encounter. **We encourage invitees to consult with their transportation/logistics partners** in advance of the workshop as necessary, by inviting their feedback on the topics in this backgrounder. These partners are also encouraged and welcome to attend the workshop as your guests should they wish to do so.

The topics and questions for discussion at the workshop will include:

### *Trends and Needs*

1. The Finch West area is undergoing changes with new public transit investments (Toronto-York Spadina Subway Extension, Finch West LRT) and new residential developments (high-rise and in-fill subdivisions). Yet Emery Village and Duke Heights also remain important employment centres for the city's economic prosperity. How do you see this area changing over the next 10+ years and beyond?
2. Every business has somewhat unique needs with regard to their supply chain, transportation, and deliveries. What are some important features of your transportation needs that should be considered (some examples below)?

**Figure 1: Trends and Needs (Examples)**

| Consideration           | Examples   |
|-------------------------|--|
| Types of Vehicles       | Types of vehicles can range from 53-foot trailers to parcel delivery vehicles. Some businesses have needs for specialized equipment, combination vehicles (e.g. double tankers), and oversize-overweight vehicles – which have unique needs (e.g. turning at intersections). |
| Routes and Destinations | Oftentimes direct and easy access to the highway network is the number one priority. Some companies avoid Highway 407 even if it is most direct, because of the tolls.   |
| Time of Day Patterns    | Truck activity is often greatest in the morning, peaking around 10 – 11 a.m.   |
| Technology              | Most trucks have GPS systems for navigation, accounting for truck-specific restrictions (e.g. low bridges).  |
| Transportation Data     | Businesses are welcome to share data on their use of the transportation system that would support the study.   |

### *Issues and Solutions*

3. What do you consider the most important transportation / goods movement issues impacting your business (general or location-specific)?
4. At this early stage of the project, the study team has not yet identified any specific solutions for analysis beyond those which have been identified through previous studies. Are there any particular solutions that you would recommend be considered?

Figure 2: Issues and Solutions (Examples)

| Types of Issues for Consideration (Examples)   | Types of Solutions for Consideration (Examples) |   |
|--|---|---|
| Congestion/delay<br>Safety concerns<br>Non-signalized intersections<br>Facility access (“final 50 feet”)<br>Highway access<br>Street grid connectivity<br>Roadway geometric issues (e.g. turning radius)<br>Long wait times (queuing) at intersections<br>Conflicts between different transportation modes<br>Poor pavement quality<br>Parking/loading areas | <b>Short-Term</b>                               | Signal-timing<br>Way-finding<br>Pavement marking improvements<br>Demand management (e.g. time-of-day)           |
|  | <b>Medium-Term</b>                              | Turn lanes<br>Curb radius / geometry adjustments  |
|  | <b>Long-Term</b>                                | New connections<br>New roads<br>New bridges<br>Major intersection improvements<br>Road widenings<br>Truck lanes |

**Further Information**

If you require any further questions, please do not hesitate to contact the City of Toronto or study team (contact information on letter of invitation).

Please find attached further details on accessing the event venue on the day of the workshop.