



FREIGHT INITIATIVES COMMITTEE

Commissioner Stephen Shaw, Chair
Commissioner Sara Sooy, Vice Chair

Meeting Agenda October 19, 2026 1:00 PM (Eastern Daylight Time)

Join Zoom Meeting

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Meeting ID: 915 9072 4183

Passcode: 777344

833-548-0276 (Toll Free)

- I. Roll Call
- II. Approval of Minutes
- III. Update on NJTPA Freight Division Activities – Sofia Kyle, Central Staff
- IV. Presentations: Urban Delivery Management
 - **Urban Curb Management Strategies: The State of the Practice Post-Pandemic** – Michael Willson, Transportation Planner, Arup
 - **Paris Logistics Microhubs** – Reece Fisher, PhD Student, Laboratory Cities, Mobility, Transport - Logistics City Chair, Université Gustave Eiffel
 - **MicroFreight DC Pilot** – Laurina Bird, Transportation Planner, Curbside Management Division, District Department of Transportation
- V. Two-Minute Reports on Freight Activities from Committee Members
- VI. Next Meeting: Monday, December 21, 2026 (Virtual)
- VII. Adjournment



Charles Kenny, Chair
Jason J. Sarnoski, First Vice Chair
David W. Behrend, Executive Director

FREIGHT INITIATIVES COMMITTEE

Commissioner Stephen Shaw, Chair
Commissioner Sara Sooy, Vice Chair

Meeting Minutes
August 17, 2026

I. Roll Call of Members

Freight Initiatives Committee (FIC) Chair Stephen Shaw, Morris County Commissioner, called the meeting to order at 1:00 p.m. and 10 voting members were present.

II. Approval of Minutes

Union County moved the minutes of the June 15, 2026 meeting and City of Newark seconded. The minutes were approved by voice vote with one abstention from Ocean County.

III. Update on NJTPA Freight Division Activities

Sofia Kyle, Central Staff, said NJTPA is continuing work on the Freight Concept Development Program Studies, which includes the Southern Middlesex County North-South Truck Corridor Project, and the East Hanover Avenue Bridge Catenary Rail Clearance Project.

She said one of today's presenters is going to discuss NJTPA's new E-commerce Delivery Mitigation Study. Additionally, the Passaic County Urban Core Trucking Study is underway.

IV. Presentation: Urban Delivery Strategies

The Chair opened the discussion on Urban Delivery Strategies by introducing Dr. Giacomo Dalla Chiara of the University of Washington's Urban Freight Lab; Dr. Farah Ghizzawi, who recently completed her doctorate in civil engineering at the University of Toronto; and Dr. Alison Conway from the City College of New York and Dr. Branislav Dimitrijevic, Associate Professor of Civil Engineering at NJIT, who are leading NJTPA's E-commerce Delivery Mitigation Study.

Dr. Chiara presented research on commercial vehicle load zone programs in U.S. cities and explained that his work focuses on the last 50 feet of delivery. These are activities that begin when a driver reaches the customer area, including finding parking, cruising, idling, walking, handling goods, and returning to the vehicle. Studies using GPS data from several delivery sectors in Seattle and Stockholm found that drivers spent more than half of their time on these

activities, showing that parking access and customer access are a major part of urban delivery operations but are not fully considered in vehicle routing.

His study defines a commercial vehicle load zone program as the full set of infrastructure, policy, pricing, regulatory, and enforcement strategies used to manage commercial vehicle parking, and not just simply the allocation of curb space.

The team reviewed municipal codes, ordinances, policies, and available curb data for about 13 U.S. cities. Dr. Dalla Chiara noted that cities define commercial vehicles and authorized loading-zone users differently. Definitions may be based on vehicle size, weight, design, licensing, displayed commercial markings, or the activity performed. Cities also differ on whether they include service vehicles, online food and grocery delivery, and commercial passenger transportation.

Load-zone types also vary and may include general commercial zones, truck zones, neighborhood or residential zones, entertainment or hotel zones, green zones for zero-emission vehicles, smart zones with monitoring technology, mixed passenger and freight zones, paid parking, alleys, and limited use of double-parking or no parking areas. Pricing approaches include fleet permits, pay-per-use systems, and fees paid by businesses that request installation and maintenance of loading zones. Seattle's permit-based program dates to 1989, costs about \$250 per year, and has averaged roughly 4,000 permit applicants over time.

Dr. Dalla Chiara said common violations can include exceeding time limits, and unauthorized use. The most common time limit is 30 minutes, and fines range from about \$30 to as much as \$600 in Miami Beach. Available curb data showed wide differences among cities, from about eighty loading zones in Minneapolis to more than one thousand in New York City, with roughly 0.1 percent to 10 percent of allocated curb space reserved for commercial vehicles. Allocation is usually ad hoc or request-based; New York City was identified as using a legislatively required, more data-driven method.

Dr. Dalla Chiara concluded that cities lack standardized curb data, consistent definitions, shared performance measures, knowledge exchange, and sufficient freight-stakeholder involvement, and he invited participants to contact him with questions.

Dr. Farah Ghizzawi presented a downtown Toronto pilot conducted by the University of Toronto with Purolator and the City of Toronto. The project replaced traditional light-duty box truck routes with electric cargo tricycles operating from a neighborhood microhub and evaluated operational performance, environmental effects, and the potential for citywide expansion.

Dr. Ghizzawi said freight accounts for about 42 percent of Canada's transportation-related greenhouse gas emissions and could overtake passenger vehicles as the largest source by 2030. Delivery trucks compete for limited curb space and create congestion and safety concerns in dense neighborhoods as e-commerce demand grows. Toronto has committed to a 40 to 45 percent reduction in greenhouse gas emissions by 2030 and net zero by 2050.

She said the pilot began in August 2022 on the University of Toronto's St. George campus and covered three adjacent neighborhoods. Its Urban Quick Stop was a remodeled shipping container occupying five curbside parking spaces, serving as a customer pickup and drop-off point, shipment storage area, and overnight tricycle storage and charging site. Each tricycle replaced one truck route, while one larger truck remained for oversized or heavy parcels.

Ontario launched a five-year pilot in 2021 that allowed electric tricycles on public roads. Toronto opted in and later removed a 120-kilogram weight restriction. The project then obtained an 18-month on-street parking permit by using an existing food-truck pilot as an approach.

The evaluation used GPS trajectories, delivery records, shipment logs, and air-quality sensors. It covered 48 pre-pilot truck tours and, during the pilot, 55 tricycle tours and 78 truck tours. Tricycles traveled slightly farther because of the bike network and made more, smaller stops, but their average service time was 7.2 minutes per stop compared with 17.8 minutes for trucks. They parked closer to customers, reducing walking distance. Farah said these operating differences did not compromise efficiency.

The team built an optimization model using observed pilot capacity and range, 2023 shipment demand across Toronto's 597 traffic analysis zones, and hub and delivery-tour costs to test city-wide expansion. The model produced a network of 79 microhubs and 237 tricycles: 11 hubs downtown and 68 across the inner urban area. Ten of the 11 downtown hubs were projected to operate above 50 percent utilization, compared with 24 percent of the inner urban hubs. Sensitivity testing showed that downtown results were more constrained by capacity, while lower-density areas were more sensitive to hub cost. Dr. Ghizzawi said this supports prioritizing downtown and other high-density areas.

She concluded that these policy recommendations included dedicating curbside or off-street space for microhubs, designing cycling infrastructure for wider cargo tricycles, including microhub space in development approvals, using incentives such as low- or zero-emission delivery zones, and focusing first on high-density areas. Planned research includes oversized shipments, multi-day demand variation, shared hubs for multiple carriers, and a second pilot phase.

Dr. Branislav Dimitrijevic introduced NJTPA's new E-commerce Delivery Mitigation Study. He said U.S. e-commerce grew from about 8 to 8.5 percent of retail sales in 2017 to about 16 to 17 percent in the first quarter of 2026. Increasing doorstep deliveries can increase congestion, travel time, idling and emissions, reduce safety for cyclists and pedestrians, create inefficient curb use, lengthen freight operations, and affect quality of life in urban neighborhoods.

He said the study will consider on-street and off-street microhubs, parcel lockers, bicycles, tricycles, carts, and curb-management policies. Dr. Dimitrijevic emphasized that no strategy works everywhere; the right approach depends on delivery demand, land use, neighborhood conditions, infrastructure, and available curb space. The study will review best practices, identify

and describe appropriate strategies, locate areas in the NJTPA region where they could be most effective, and develop concepts and action plans with extensive community and stakeholder engagement.

Dr. Alison Conway outlined the work plan. She said the best-practices review will cover U.S. and international case studies, academic research, agency reports, pilot programs, and interviews with operators and public agencies. The team will examine infrastructure, commodities, vehicles, business models, parcel-market density, built environment, traffic conditions, regulations, stakeholder roles, and performance measures that explain successes or failures.

Nest steps include evaluating existing conditions, identifying locations needing mitigation, matching strategies to those locations, conducting local outreach, developing detailed concepts and implementation plans, and publishing a final report. The analysis will use NielsenIQ data to estimate parcel-delivery demand, U.S. Census data to model demand factors, and Geotab's Altitude platform to examine delivery-vehicle movements, tours, parking activity, and stop duration.

Dr. Conway said stakeholder engagement will continue throughout the study through the Technical Advisory Committee, interviews with people who have implemented similar programs, local community outreach, conversations with operators and technology providers, and concept-review meetings with municipalities and community representatives. The study will begin with the best-practices review, followed by location analysis, strategy and concept development, and a final report over the next 17 to 18 months.

Questions and responses can be found in the meeting [recording](#).

V. Two-Minute Reports on Freight Activities from Committee Members

The Chair asked for updates from committee members. Commissioner Shaw reported that the Morris County Board of County Commissioners awarded a \$358,000 contract to rehabilitate the Union Street and Mercer Street rail crossings in the town of Dover. He said the two crossings are located along the county-owned Dover and Rockaway Railroad. Commissioner Shaw thanked the New Jersey Department of Transportation (NJDOT) for their continued support and funding for the repairs. Nipa Maniar, NJDOT, said the agency is currently working on their truck parking study.

VII. Next meeting: October 19, 2026 (Virtual)

VIII. Adjournment

Middlesex County made a motion to adjourn at 2:37 p.m., the City of Newark seconded, and it carried unanimously.

Freight Initiatives Committee

Attendance

August 17, 2026

VOTING MEMBERS

- Chair: Hon. Stephen Shaw, Morris County
- Vijayant Rajvanshi, Middlesex County
- James D. Adams, City of Newark
- Mark Jehnke, Ocean County
- Blair Gerold, Governors Authorities Unit
- Alan Kearns, NJ TRANSIT
- Nipa Maniar, NJDOT
- Jay Shuffield, Port Authority of New York and New Jersey
- Charles Burton, Citizens Representative
- Kamal Saleh, Union County

OTHERS

- Varius members of Central Staff, NJTPA
- Dr. Giacomo Dalla Chiara, Urban Freight Lab at University of Washington
- Dr. Farah Gjizzawi, University of Toronto
- Dr. Alison Conway, City College of New York
- Dr. Branislav Dimitrijevic, NJIT
- Mark Kataryniak, Hudson County
- Tanner Thul, Hudson County
- Bob Hornby, Hunterdon County
- Vincent Palmieri, Monmouth County
- Halleigh Johnston, Middlesex County
- Chris Townley, Middlesex County
- John Hayes, Morris County
- Trevor Howard, City of Newark
- Gavin White, Passaic County
- Jason Miranda, Passaic County
- Moses Dodd
- Krishna Murthy, EZ Ride
- Kristen Scudder, CPCS
- Tom Drabic, Sussex County
- Ricardo Matias, Union County

- Leslie Fordjour, NYMTC
- Jonathan Eagle, Warren County
- Dan Farina, DVRPC
- Liz Ward
- Chris Wichman, Geotab
- John L
- Ken Escobar
- Tamer William, NJDOT
- Alan Kearns, NJ TRANSIT
- Andras Holzmann, Passaic County
- Charlie Romanow, WSP
- Chris Lutick, New Jersey Motor Truck Association
- Michael Fesen, Norfolk Southern
- Jack Kanarek, Dewberry
- Peter Trunch, Jersey City
- K. Bucklew
- Kim McNabb, BXBPO
- Bob Werkmeiser
- Fateme
- Travis Pollack, MAPC
- Allison Felix, MAPC
- Vincent Masciandaro
- Sandra Rothbard
- Ryan Sprong
- Rob Schiffer
- Alexander Wolfowitz