

# Agenda

## Rapid Transit Implementation Working Group

1st Meeting of the Rapid Transit Implementation Working Group

February 21, 2019, 4:30 PM

Council Chambers

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request for any City service, please contact [accessibility@london.ca](mailto:accessibility@london.ca) or 519-661-2489 ext. 2425.

Pages

1. **Call to Order**
  - 1.1 Disclosures of Pecuniary Interest
2. **Organizational Matters**
  - 2.1 Election of Chair and Vice Chair for the Term Ending November 30, 2019
3. **Scheduled Items**
  - 3.1 4:30 PM J. Kostyniuk, Traffic and Transportation Engineer - Autonomous Vehicle and Ridesharing 2
    - a. Individual Introductions
    - b. Moderated Discussion Panel
    - c. General Questions from the Rapid Transit Implementation Working Group
4. **Consent**
  - 4.1 5th Report of the Rapid Transit Implementation Working Group 8
  - 4.2 Municipal Council resolution adopted at its meeting held on December 5, 2018, with respect to the Appointments to the Rapid Transit Implementation Working Group 9
5. **Items for Discussion**
6. **Deferred Matters/Additional Business**
7. **Adjournment**



# MEMO

**To:** Rapid Transit Implementation Working Group

**From:** Jennie Ramsay, P.Eng.  
Project Director  
Rapid Transit Implementation

**Date:** February 15, 2019

**Re: RTIWG February 21, 2019 Meeting Agenda  
Autonomous Vehicle and Ridesharing Expert Panel**

---

## Introduction

The contents of this memo contain background information on the Council-directed request to engage with an autonomous vehicle and ridesharing expert. The adopted Council amendment on December 18, 2018 is as follows:

**That an expert in the field of autonomous vehicles and ridesharing be engaged to speak to the Rapid Transit Implementation Working Group (RTIWG) in the first quarter of 2018 about the coming smart transit technologies and the likely timelines for their commercialization.**

From this resolution and in concert with a previous June 12, 2018 Council direction to develop a Connected and Autonomous Vehicle Strategic Plan, staff have assembled a three-speaker panel to both address the Rapid Transit Implementation Working Group (RTIWG) inquiries and the City of London's related project.

## Expert Panel Format

The Expert Panel will be moderated by Jon Kostyniuk and will include the following components discussed further below:

- Individual expert introductions and subject matter background (approximately 20-30 minutes);
- Moderated discussion panel (approximately 25-30 minutes); and
- General questions from RTIWG chair and members.

## Speaker Biographies



**Barrie Kirk, B.Sc., P.Eng.** is the Executive Director of the Canadian Automated Vehicles Centre of Excellence (CAVCOE). He is a well-known consultant, speaker, and broadcaster on automated vehicles, and has advised many public and private sector organizations on planning for the AV era. Barrie and CAVCOE are now starting their third AV research project for the City of Toronto. His other roles include the Board of Directors of Unmanned Systems Canada, the Automotive Advisory Board of Centennial College, and the Canadian Advisory Committee for ISO TC204. Prior to this, he worked in the technology industries in Canada, the US, and the UK, including senior management positions in Ottawa-area companies. Barrie received a B.Sc. (Honours) in Electrical Engineering from Coventry University, UK and is a Professional Engineer.



**Edwin Olson, Ph.D.** is an Associate Professor of Computer Science and Electrical Engineering at the University of Michigan, and co-founder/CEO of May Mobility, Inc., which develops self-driving shuttles. He earned his Ph.D. from MIT in 2008 for work in robot mapping. He has worked on autonomous vehicles for over a decade, including work on the 2007 DARPA Urban Challenge, vehicles for Ford and Toyota Research Institute, and now May Mobility. His academic research includes work on perception, planning, and mapping. He was awarded a DARPA Young Faculty Award, named one of Popular Science's "Brilliant 10", and was winner of the 2010 MAGIC robotics competition. He is perhaps best known for his work on AprilTags, SLAM using MaxMixtures and SGD, and Multi-Policy Decision Making.



**Dr. Amer Shalaby, Ph.D., P.Eng.** is a Professor of Transportation Engineering and Planning at the University of Toronto and Associate Director of the iCity Centre for Automated and Transformative Transportation Systems. He is specialized in urban transit planning and operations, intelligent transportation systems, and transportation planning for large-scale events and mega cities. His research program has been sponsored by numerous public agencies and private companies in Canada, the US, and internationally. Dr. Shalaby has also led consulting projects for many clients in Canada and internationally, and he has offered short courses on public transit planning and modelling to the professional community since 2008. Dr.

Shalaby is an appointed member of two transit technical committees of the TRB, he serves as associate editor of the Canadian Journal of Civil Engineering and he sits on the editorial board of two international journals. Dr. Shalaby has also served on expert and advisory panels of several transit projects in Canada and internationally. Between 2008 and 2010, Professor Shalaby held an honorary appointment of a visiting scholar at Carnegie Mellon University.

## **Autonomous Vehicle and Ridesharing Background Information**

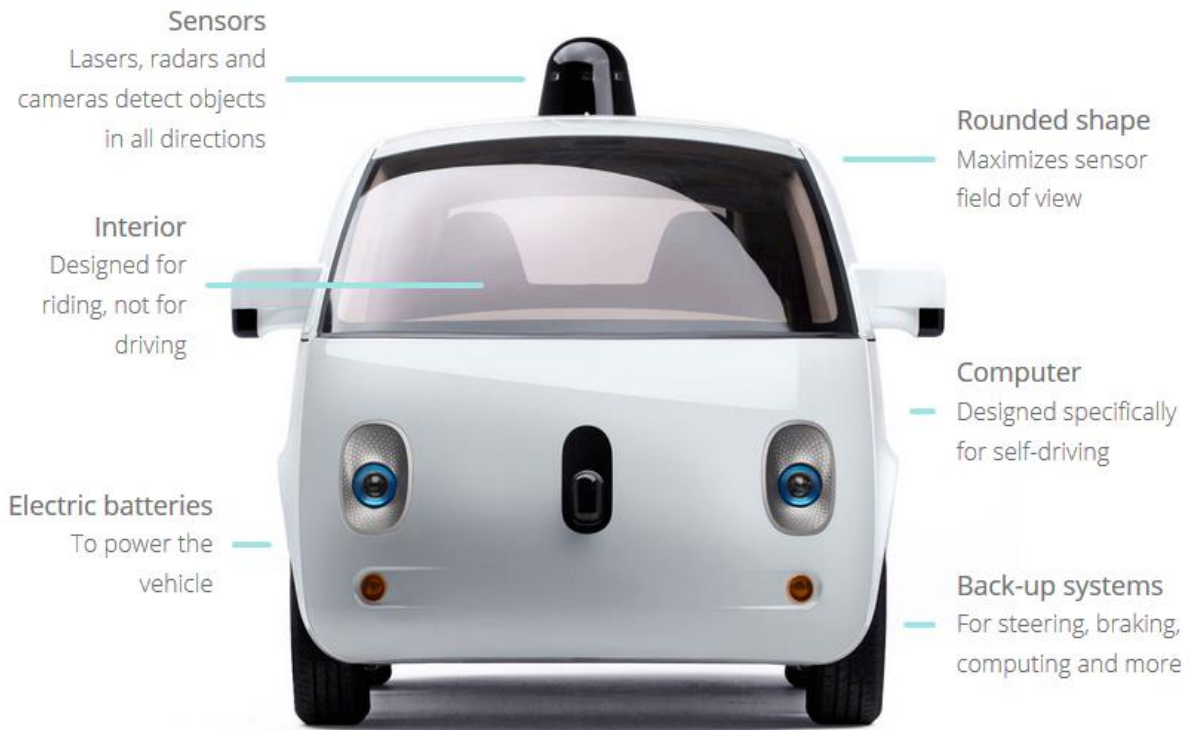
### *Autonomous Vehicles (AVs)*

Driverless or self-driving vehicles that are capable of detecting the surrounding environment in order to safely navigate a transportation system.

Generally, autonomous vehicles detect the surrounding environment using:

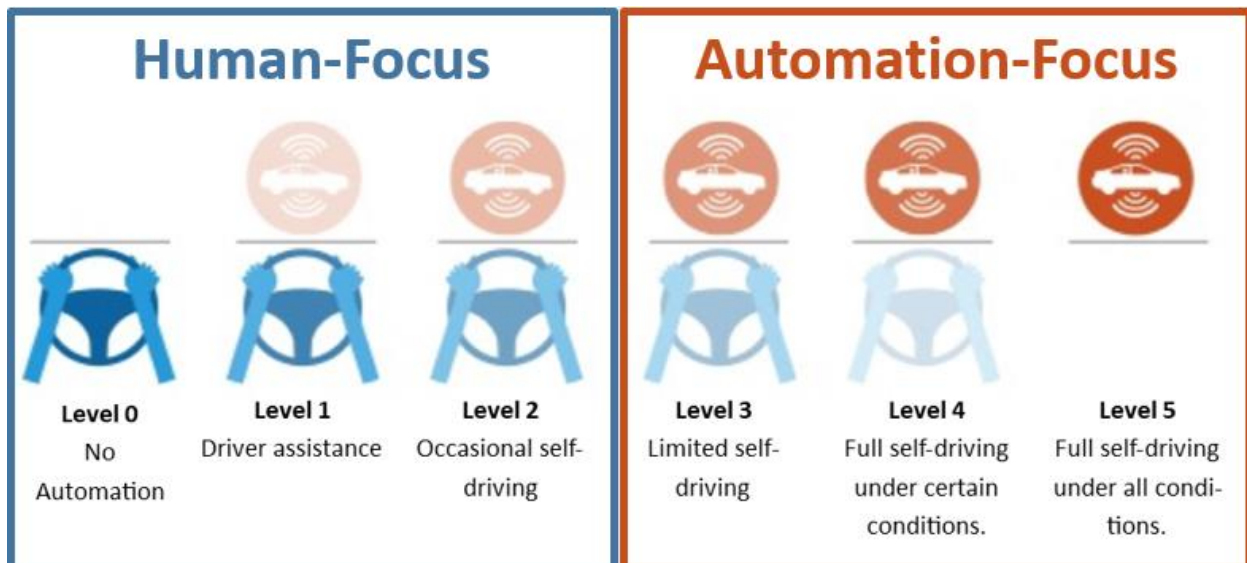
- A variety of sensors;
- A Global Positioning System (GPS); and
- Computer algorithms based on Artificial Intelligence (AI).

### Typical Autonomous Vehicle Components



Source: <https://www.theurbanist.org/2016/01/07/the-good-and-the-bad-of-driverless-cars-for-cities/>

All autonomous vehicles are not created equal, the [Society of Automotive Engineers \(SAE\)](#) classifies the levels of automation as follows:



The key distinction is between SAE Levels 2 and 3, where SAE Level 3 begins to focus more on the automated systems monitoring the environment and performing the entire driving task.

A short video (3:16) explaining the SAE levels of automation is found here:  
<https://www.youtube.com/watch?v=Eq89YGbERzs>

### *Connected Vehicles (CVs)*

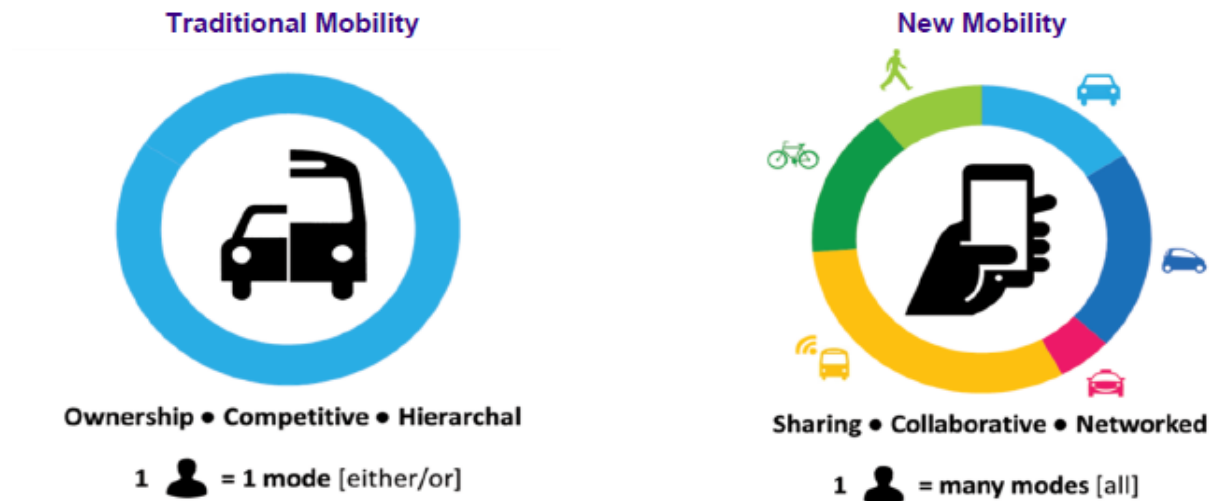


Autonomous vehicles may receive up to date information through connected vehicle technology, which primarily communicates through three different channels:

- **Vehicle-to-Vehicle (V2V):** Enhance situational predictability (AVs travelling together in close proximity).
- **Vehicle-to-Infrastructure (V2I):** Directly communicate the status and condition of nearby infrastructure. Includes Smart Traffic Signals and Smart Parking to manage transportation demands and to avoid congestion.
- **Vehicle-to-Everything (V2X):** A more general term for communications with the surroundings in addition to V2V and V2I, such as pedestrian/bicycle communication.

### Ridesharing and Mobility-as-a-Service (MaaS)

Many companies such as Uber, Lyft, and others are developing their own autonomous vehicle products and incorporating these vehicles into their business models. These app-based transportation services target lower journey prices, increased convenience, and improved rider amenities.



Related to ridesharing is Mobility-as-a-Service (MaaS), which expands upon the ridesharing concept. MaaS describes a shift away from personally-owned modes of transportation and towards mobility solutions that are consumed as a service.

MaaS is enabled by combining transportation services from public and private transportation providers through a unified gateway (e.g. a mobile app) that creates and manages the trip, which users can pay for with a single account. Users could subscribe to various transportation service packages (similar to existing cellular phone or cable subscriptions) tailored to the needs of individuals, couples, or families.

In addition to and including ridesharing, MaaS may include services such as:

- Real-time transit and/or commuter rail schedule integration;
- Traditional taxi integration;
- Car sharing and car rental integration;
- Bicycle sharing integration; and
- Other third-party service integration.

A short video (2:10) explaining MaaS is found here:

[https://www.youtube.com/watch?v=ZQieTU7\\_5xo](https://www.youtube.com/watch?v=ZQieTU7_5xo)

# Rapid Transit Implementation Working Group

## Report

5th Meeting of the Rapid Transit Implementation Working Group  
November 8, 2018  
Council Chambers

### Attendance

PRESENT: S. Rooth (Chair), Councillors P. Hubert, T. Park, P. Squire, H. Usher and M. van Holst, D. Sheppard and P. Shack (Secretary)

ABSENT: Mayor M. Brown and Councillor J. Helmer

ALSO PRESENT: A. Kemick, K. Paleczny, A. Rammeloo, J. Ramsay and M. Ribera

The meeting was called to order at 4:30 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 Bus Rapid Transit Project Update

That it BE NOTED that the Bus Rapid Transit Project Update presentation from J. Ramsay, Project Director and K. Paleczny, General Manager, London Transit Commission, as included on the November 8, 2018 Rapid Transit Implementation Working Group Agenda, was received.

### 3. Consent

#### 3.1 4th Report of the Rapid Transit Implementation Working Group

That it BE NOTED that the 4th Report of the Rapid Transit Implementation Working Group, from its meeting held on July 5, 2018, was received.

### 4. Items for Discussion

That it BE NOTED that the Rapid Transit Implementation Working Group did not discuss the following items:

#### 4.1 Bus Hailing Web Application being tested in the City of Bellville

#### 4.2 Test of Driverless Shuttles Performed in the City of Edmonton during the week of October 9, 2018

#### 4.3 Potential Rapid Transit Overlap with Opportunities for London as part of the Autonomous Vehicle Innovation Network

#### 4.4 Request an Expert on the Autonomous Field to Speak to the Committee

### 5. Deferred Matters/Additional Business

None.

### 6. Adjournment

The meeting adjourned at 6:15 PM.





London  
CANADA

P.O. Box 5035  
300 Dufferin Avenue  
London, ON  
N6A 4L9

December 6, 2018

Rapid Transit Implementation Working Group

I hereby certify that the Municipal Council, at its meeting held on December 5, 2018 resolved:

That Councillors M. van Holst, P. Squire, M. Cassidy, J. Helmer, A. Kayabaga, S. Hillier, E. Pelosa, A. Hopkins and M. Lehman BE APPOINTED to the Rapid Transit Implementation Working Group for the term December 1, 2018 to November 30, 2019;

it being noted that the City Clerk is undertaking a review of Advisory Committees, Working Groups and Task Forces and will be reporting on this matter in 2019.  
(4.32/1/SPPC)

C. Saunders  
City Clerk  
/hw

cc: Councillor van Holst  
Councillor Squire  
Councillor Cassidy  
Councillor Helmer  
Councillor Kayabaga  
Councillor Hillier  
Councillor Pelosa  
Councillor Hopkins  
Councillor Lehman