

Transportation Advisory Committee Work Plan - 2016

Date, 2016

	Project/Initiative	Background	Lead/Responsible	Proposed Timeline	Proposed Budget
1	Appoint a London Road Safety Strategy (LRSS) lead or subcommittee	<p>A LRSS lead or sub-committee will liaise with appropriate staff to brief the TAC on the progress of the 38 action items contained in the strategy and make recommendations as to how the committee can most effectively fulfill its mandate to</p> <ul style="list-style-type: none"> - publicize the benefits and importance, and - encourage public participation in the initiatives designed to achieve the objectives of the LRSS. <p>TAC will receive the annual report from the London Middlesex Road Safety Committee on the overall progress of the LRSS, and may provide comment on that report, creating a valuable opportunity to inform and engage the public on those initiatives.</p>		<p>Individual action items: ongoing</p> <p>Report: dependent on LRSS report schedule</p>	< 10 hours of staff time
2	Appoint a Transportation Master Plan (TMP) lead or subcommittee	<p>A TMP lead or sub-committee will liaise with appropriate staff to brief the TAC on the progress of the action items contained in the plan and make recommendations as to how the committee can most effectively fulfill its mandate to</p> <ul style="list-style-type: none"> - publicize the benefits and importance, and - encourage public participation in the initiatives designed to achieve the objectives of the TMP. 	Jon Kostyniuk	ongoing	< 10 hours of staff time
3	Appoint an Active Transportation and Transportation Demand Management (TDM) lead or subcommittee	<p>An active transportation and TDM lead or sub-committee will liaise with appropriate staff and follow relevant policy and procedure changes to brief the TAC on the progress of the active transportation and TDM action items contained in the TMP and elsewhere, and to make recommendations as to how the committee can most effectively fulfill its mandate to</p> <ul style="list-style-type: none"> - Assist the development of new active transportation and transportation demand management policies, strategies and programs, and - Advise on measures required to implement the City's commitment to active transportation <p>the initiatives designed to achieve the objectives of the TMP.</p>	Jon Kostyniuk	ongoing	< 10 hours of staff time

4	Create and maintain a committee-led means of engaging with the broader public on transportation issues.	<p>The TAC mandate includes engaging with the public on a number of topics, and as such, the committee will determine the best method of doing this on an ongoing basis and across all issues areas.</p> <p>An open channel of communication will also allow the committee to receive feedback from a broader group of citizens and better fulfill its mandate to assist in monitoring the effectiveness of active transportation facilities and support programs.</p>		Proposal to CWC for approval in February 2016	< \$250 1-2 hours of staff time
5	Create a program of education to ensure that TAC committee members are well-informed on the matters that fall within its mandate.	Recognizing that an advisory committee is made up of stakeholders bringing expertise and perspectives from various backgrounds, it would be helpful to ensure that all members are “up to speed” on practices and procedures by allowing 10-15 minutes per meeting to explore relevant topics. As TAC meetings are open to the public, these sessions would also create an opportunity for other citizens and stakeholders to become better educated about transportation policies and procedures.	Amanda Stratton	ongoing, schedule of topics to be coordinated with staff and set quarterly	12 hours of staff time (based on 1 hour prep and presentation each month)
6	Appoint a committee member(s) to review and, where applicable, call to the attention of the TAC, items before the Civic Works Committee and/or other standing committees, as well as the London Transit Commission.	<p>It has been noted that in the most recent year, the TAC has almost exclusively addressed those items brought to the committee by staff and has not been proactive in fulfilling its mandate to recommend and advise on new transportation planning initiatives.</p> <p>Appointing members of the committee to be responsible for reviewing the items before Council and its standing committees, as well as the LTC, will allow the committee to be much more proactive in providing comment where it is beneficial. Where possible, members may wish to attend meetings of those bodies.</p>		ongoing	could request funds for transportation and/or parking costs to attend meetings
7	Review and provide feedback on the city’s rapid transit strategy.	The TAC is in an excellent position to determine, in concert with the city and other key organizations, how community stakeholders can best support progress on the city’s rapid transit strategy, including funding requests to government, as well as inform Londoners on its progress.	Lindsee Perkins		
8	Investigate options for regulating electric scooters and other assisting mobile devices	It is the opinion of the committee that these devices, without stronger regulations, create safety concerns that warrant investigation.	Henk Ketelaars		

9	Dundas Flex Street	<p>The Dundas Flex Street proposal was brought to the TAC for comment in June 2015, but the city strike precluded timely input. Committee members would like to provide additional feedback on the proposed Dundas Flex Street, potentially on an ongoing basis as the process develops.</p>			
10	<p>Review roadwork policies and procedures with a view to identifying opportunities to make road construction less disruptive for drivers, transit users, and active cyclists</p>	<p>Potential topic areas for review include, but are not limited to</p> <ul style="list-style-type: none"> - detour routing and signage for all users - construction delays (including penalties, communicating delays to users) - process for prioritization of roadwork - timing of roadwork - quality of materials as it relates to regular maintenance schedules <p>Noting that identification of opportunities may give rise to more in-depth work on a specific item to be undertaken separately.</p>	Henk Ketelaars		5 - 10 hours of staff time
12	Emerging Technologies	<p>Exploring opportunities to utilize existing and emerging technologies to optimize transportation performance and create efficiencies in our transportation system as well as to encourage active transportation.</p> <p>Identify 5-10 technologies to explore first with staff, then through the standing committee and council if applicable over the course of the year.</p>	Julian Pecchia / Amir Farahi	ongoing	

11	Automated Vehicle (AV) preparedness	<p>Ontario has opened up testing of AV's to begin January 2016</p> <p>Minister of Transportation has stated that the government expects 75% of the consumer fleet to have AV features by 2030 and that MTO wants to take advantage of this shift to make these vehicles electric as well</p> <p>MTO's desire for an energy shift in addition to AV technology leaves an open question for municipalities during the deployment phase of AVs (where consumer fleets will be mixed between AVs and non-AVs) and the full widespread adoption of AVs as to who will bear the cost of needed infrastructure upgrades to accommodate the technology? (ie. Charging stations in parking lots/garages and other locations, and V2X transmitters)</p> <p>The National Highway Traffic Safety Administration (NHTSA) which is the US body tasked with vehicle regulation will soon require vehicles to be made with a 5.9GHz transmitter to facilitate AVs and V2X communications.</p> <p>Another important implication is for planning:</p> <p>Is the City taking into account this disruptive technology and</p> <p>How will this disruptive technology impact current city targets for incorporating it into their long-term planning? mode share split and/or density targets in the downtown/transit villages?</p> <p>If AVs produce meaningful reductions in commute times and drive themselves, then commuters may also opt to live further from work.</p> <p>Electric AVs effectively negate the 2 prominent incentives for transit users other than cost: not having to drive in traffic and GHG emission reductions.</p> <p>AVs offer tremendous potential for reduction in collisions and fatal accidents</p>	Julian Pecchia / Amir Farahi		
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