

9TH REPORT OF THE
TRANSPORTATION ADVISORY COMMITTEE

Meeting held on October 31, 2017, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: J. Kostyniuk (Acting Chair), B. Batey, G. Bikas, S. Brooks, G. Debbert, D. Doroshenko, A. Farahi, S. Greenly, J. Madden, H. Moussa and L. Norman and J. Bunn (Secretary).

ABSENT: A. Stratton.

ALSO PRESENT: J. Carter, K. Grabowski, Sgt. S. Harding, T. Koza and T. Macbeth.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that J. Kostyniuk disclosed a pecuniary interest in clause 9 of this report, having to do with the Highway 401 and Highway 4 (Colonel Talbot Road) Interchange Improvements, by indicating that his employer is the consultant on the project.

II. SCHEDULED ITEMS

2. Income-Related Subsidized Transit

That it BE NOTED that the attached presentation with respect to income-related subsidized transit from J. Carter, Manager, Policy and Strategic Issues, was received.

III. CONSENT ITEMS

3. 8th Report of the Transportation Advisory Committee

That it BE NOTED that the 8th Report of the Transportation Advisory Committee, from its meeting held on September 26, 2017, was received.

4. Shift Municipal Advisory Group – Meeting #1

That it BE NOTED that information from the Shift Municipal Advisory Group meeting held on October 3, 2017, was received.

5. Construction Notice - Dundas Street and Crumlin Side Road Intersection Improvements

That it BE NOTED that the Construction Notice dated October 16, 2017, from M. Elmadhoon, Traffic and Transportation Engineer, related to the Dundas Street and Crumlin Side Road Intersection Improvements, was received.

6. Notice of Public Information Centre #1 - Southdale Road West Improvements

That it BE NOTED that the Notice of Public Information Centre #1, from T. Koza, Project Manager, City of London and P. McAllister, Project Manager, AECOM Canada, related to the Southdale Road West Improvements - Pine Valley Boulevard to Colonel Talbot Road - Municipal Class Environmental Assessment, was received.

7. Notice of Public Meeting - Kilally Road and Webster Street

That it BE NOTED that the Notice of Public Meeting dated October 11, 2017, from T. Koza, Transportation Design Engineer, related to Kilally Road and Webster Street, was received.

8. Notice of Public Meeting - Downtown Business Improvement Area

That it BE NOTED that the Notice of Public Meeting dated October 18, 2017, from C. Parker, Senior Planner and A.B. Watson, Planner, related to a portion of the Downtown Business Improvement Area, was received.

9. Highway 401 and Highway 4 (Colonel Talbot Road) Interchange Improvements

That it BE NOTED that the communication dated October 10, 2017, from J. Matthews, Dillon Consulting, related to the Highway 401 and Highway 4 (Colonel Talbot Road) Interchange Improvements including the Glanworth Drive Underpass, was received.

10. Letter of Resignation

That it BE NOTED that the London Middlesex Road Safety Committee advised that its representative on the Transportation Advisory Committee has changed from A. Penney to B. Batey, effective October 9, 2017.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

None.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

11. (ADDED) Notice of Application - Portion of 3700 Colonel Talbot Road and 3645 Bostwick Road

That it BE NOTED that the Notice of Application dated October 30, 2017, from N. Pasato, Senior Planner, related to the application by MHBC Planning regarding the property located on a portion of 3700 Colonel Talbot Road and 3645 Bostwick Road, south of Pack Road, was received.

12. NEXT (A Specific Public Transportation Technology)

That it BE NOTED that the attached presentation from A. Farahi with respect to NEXT (A Specific Public Transportation Technology), was received; it being noted that this presentation was deferred from the last meeting of the Transportation Advisory Committee.

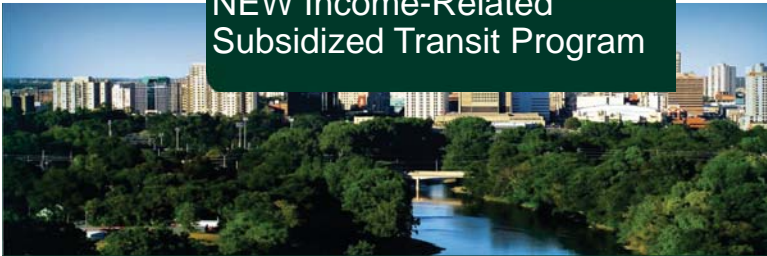
VII. ADJOURNMENT

The meeting adjourned at 1:12 PM.

NEXT MEETING DATE: November 28, 2017



NEW Income-Related Subsidized Transit Program



October 24, 2017



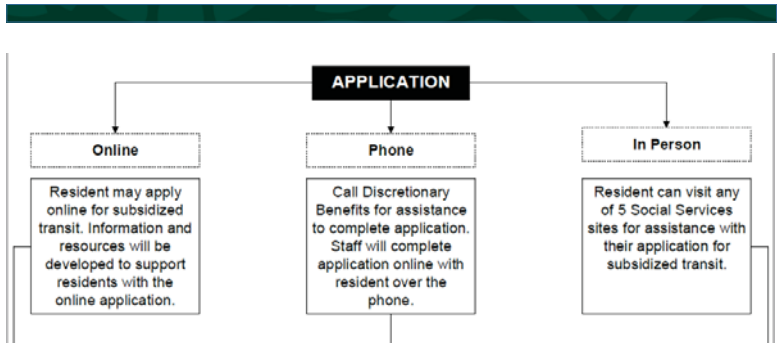
Process to Implement Subsidized Transit



Council Resolution – Subsidized Transit

On December 19, 2016, Council resolved:

- no change to the current program for the visually impaired in London (\$10.00 annual admin fee)
- the income-related subsidy program for public transit in the City of London be enhanced to a level that would enable qualified Londoners to take advantage of such a subsidy program; this enhancement would not be in effect until 2018
- the price for the low-income monthly pass be set at \$52/month

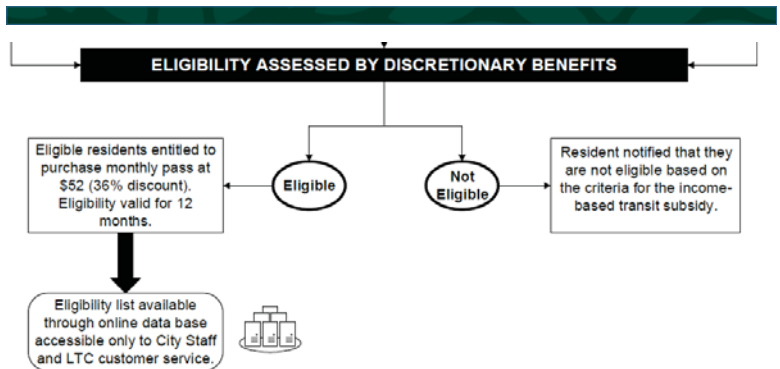


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Process to Implement Subsidized Transit

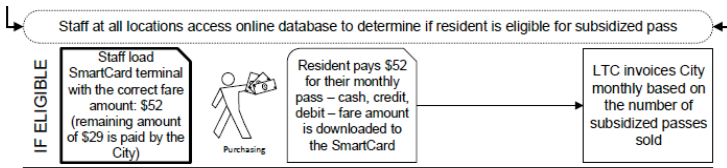
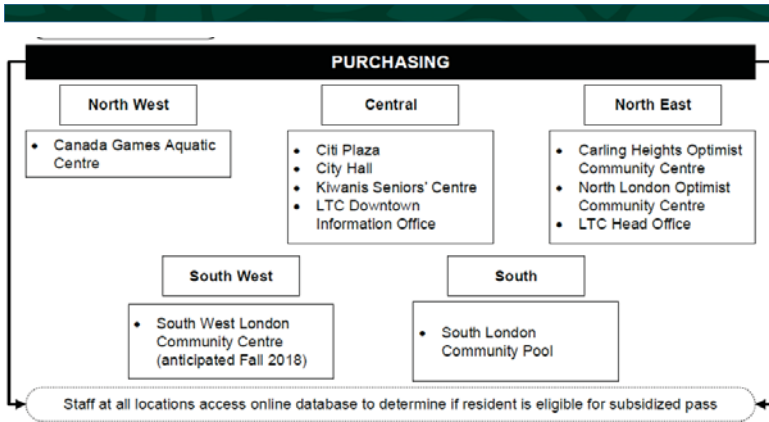
- Throughout the Winter and Spring of 2017, Civic Administration worked to develop the process to implement subsidized transit
- To develop the process:
 - Several service areas were consulted
 - Consultation was done with individuals with lived experience
 - Consultation was done with community partners
- The results of these conversations informed the process to implement the program



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Questions?



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Next steps

- Working with City Staff and the LTC to install SmartCard terminals in city community centre locations
- Finalizing the online application tool and providing training for staff
- Ongoing communications strategy to help inform residents that the program is available



6 people in the length of a Smart?

With next you can!
A single **next** module can fit 6 people sitting plus 4 standing.

next future transportation inc. next-future-transportation.com

Short as a Smart and with Optimized Occupancy Rate Logistics

Next is

- o A road transportation system based on **electric modular vehicles**.
- o The modules are able to physically couple and decouple each other creating a **bus-like walkable open space** that allows people and goods to move from one module to another.
- o This unique feature guarantee a huge traffic, price, and efficiency optimization both in a **human driving** scenario and in a **self-driving** one.



Why NEXT is different?

Not just stackable, it's a modular ecosystem



Joined Modules Openspace

People can stand inside and walk through connected NEXT modules, like in a train or in a bus



Not a Pod or Minibus

Other solutions even if stackable or self-driving are not modular, so not expandable or optimizable



No New Infrastructures

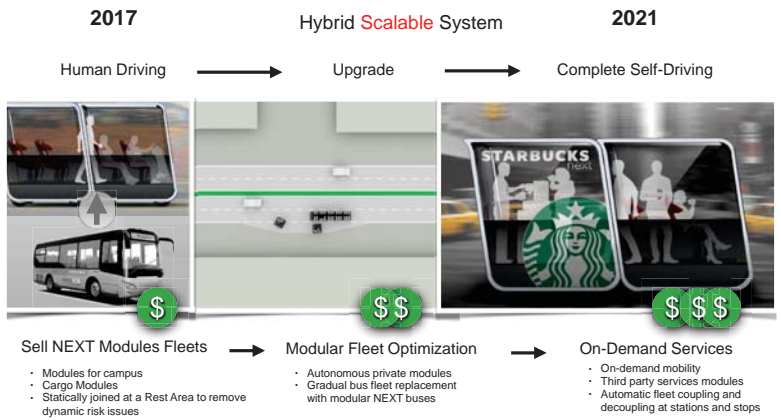
NEXT is different from people mover or analog solutions because it goes on regular roads.

Drivers

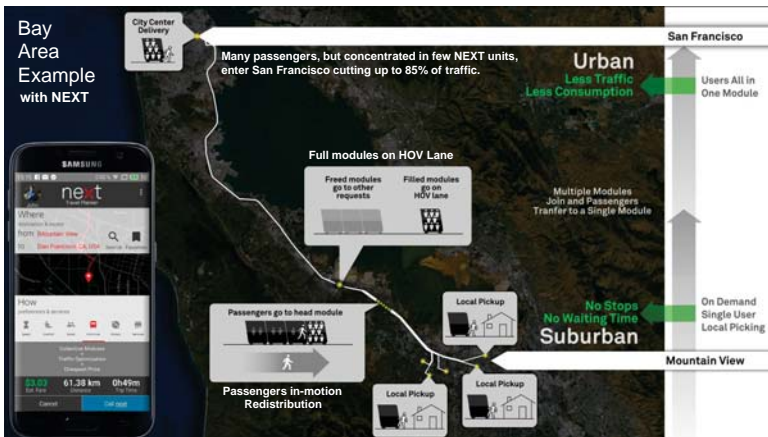
- Efficiency & Sustainability
- No new infrastructures
- Radically optimize logistics
- Satisfy future passengers needs
- Unlock all the potential of self-driving
- Scalable ecosystem

Competitors Comparison

	next	Self-Driving Car	Modular Pods	Self-Driving Bus
Average Occupancy Rate	75%	55%	100%	35%
Traffic Footprint	54 ft	197 ft	123 ft	40 ft
Total Cost per Passenger per km <small>estimations for modular traffic scenarios</small>	\$0.08	\$0.07	\$0.06	\$0.20
50 people sitting	8 Next modules 53.4 ft	10 Cars 16.4 feet (5 meters) 20 feet (6 meters)	1 bus 39.4 feet	50 Single User Pods 4.9 feet (1.5 meters) x 50 Pods divided by 2 (half lane occupancy & close-following) 123 feet (37.5 meters)



Bay Area Example Today

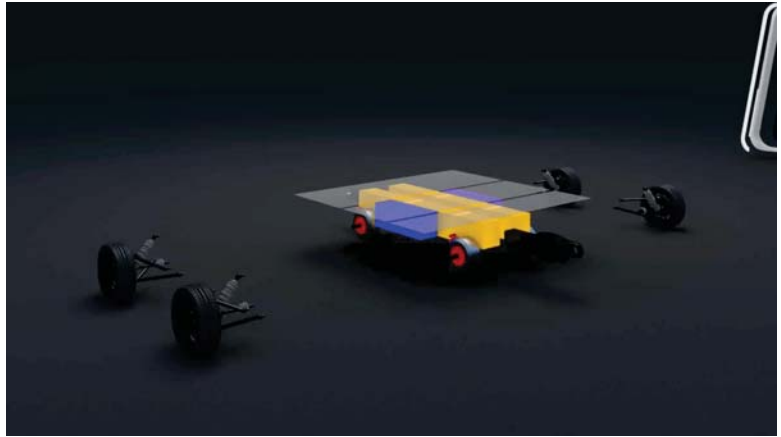


100 Miles of Range but Actually Infinite Mileage thanks to Swap-in-Motion

Roadmap of Key Milestones (long term)

	2016	2017	2018	2019	2020	2021	2022
Development Timeline					Self-Driving Commercially Legal*		
R&D & Prototypes Manufacturing		Extensive Safety Testing of ADAS and Joining in-motion			Totally Self-Driving NEXT Modules Mass Production		
Non-Self-Driving Revenues Timeline		Non-Self-Driving RVs POC	Revenues from Modular RVs B2C		and from upgrading and new self-driving RVs		
Self-Driving (Goods) Revenues Timeline			Goods Logistics Self-Driving POC		Revenues from Freight Logistics Fleet Replacing (e.g. UPS, USPS)		
Self-Driving (People) Revenues Timeline			People Logistics Self-Driving POC		Revenues from FT Fleets Replacing		

* according to major Self-Driving Companies (Nissan, Google, Tesla)



Press
Huge and positive press coverage and public excitement



"Tech innovators reshaping transit"



"Why Should Your Self-Driving Car Look Like A Car?"



"A futuristic cross between Uber and the city bus"



"These self-driving pods could change how we travel"



"Next Future modular transportation swarms the commuting hordes"



"In futuro viaggeremo nei moduli intelligenti"



"Rooms on wheels"



"New innovation"



"Diese fahrenden Kisten sollen den Verkehr revolutionieren"

Thank You

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next Future of Transportation inc.
V3.0 | 2015