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**Sent:** Thursday, March 14, 2019 11:08 AM  
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**Subject:** Micro Transit - A Submission for the Strategic Priorities and Policy Committee Added Agenda

Greetings.

A transportation project to add to London's planning is Micro Transit, a form of bus hailing.

Micro transit uses an Uber-like app to request a van, often to a person's home or very close. They are vans rather than buses so they can operate quietly in neighbourhoods.

Many cities are looking into micro transit, including Belleville and Sault Ste Marie, and successful micro transit programs are in place, including in Arlington, Texas.

While big buses running fixed routes are vital, we can encourage people to leave their cars by providing extra convenience and flexibility.

The idea is for the LTC to get a fleet of large, comfortable vans. People would use an Uber-like app to summon one. During rush hour the vans can help on the static routes. But once rush hour is done, the vans can be allocated dynamically, to pick up people close to their home, and to service areas under-served by static routes and big buses.

Imagine living in Westmount and wanting to get to White Oaks mall. You'd use the app to say that, and the information system would figure it out. It might say back to you: "There are 5 other people wanting to do the same thing over the next hour. There can be a van at the end of your driveway at 9:40 am. Accept Y/N?" Like Uber's app, it would alert you when the van is about to arrive.

These vans would be painted an attractive colour, so you'd see them coming, and Londoners would be aware of this improved transit option in their midst.

Our young people already like using Uber, and many don't own a car. With a micro transit system, we could get Londoners of all ages seeing the benefit of being car-free.

Over time, electric vans could be brought in, and further down the line even autonomous vans. London could become a place that visitors talk about as having a modern, dynamic and excellent transit alternative.

By making transit more flexible and convenient we could reduce London traffic congestion, make better use of our existing infrastructure, and get more people using our bus system. In fact, a micro transit pilot program could be started in selected neighbourhoods before any road work is done, and scaled up over time to service more Londoners.

Early micro transit pilot programs have had mixed success, as was expected for new technology, and they have provided a lot of learning and improvements for the companies providing the data-rich routing software. A great thing about software-based services is that they learn, evolve and improve over time.

It has been found preferable to have the city's own transit facility, such as the LTC, provide the service rather than private firms. The LTC has the expertise, name recognition, and the long term budgeting needed to develop a successful micro transit system. It fits well with our Strategic Plan for building a sustainable city.

The future of transit needs more of us to move out of our cars. With Micro Transit we can provide Londoners with a positive way to do that.

Thank you for your help with this.  
Rob Hueniken  
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