

Strategic Plan Recommendations

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The ITCAC recommends that the following key actions be considered for inclusion in the Strategic Plan:

- Recommendations contained in the Climate Emergency Action Plan should be referenced or listed in the Strategic Plan, particularly action items in “Transforming Transportation and Mobility Workplan” from the CEAP. One of those recommendations is “Develop a plan to convert 100% of LTC’s bus fleet to zero emission vehicles, based on CUTRIC study results, LTC approval and City approval”
- The City should investigate and plan for Mobility as a Service (MaaS) as a sustainable alternative to private vehicle ownership.
 - MaaS is basically the concept of replacing the use of privately owned vehicles with a range of shared mobility modes. These modes might include walking, cycling, driving, ride-hailing, and transit. MaaS allows users to plan, book and pay for mobility services through a digital online portal or app. MaaS promises to reduce the cost and environmental impact of mobility by encouraging the use of the most efficient and sustainable mode for each trip, while still providing access to larger vehicles for times when they are required. It is expected that the majority of trips currently made by car could be made using small shared electric vehicles, e-bikes and bicycles. The initial components of MaaS would include bike-sharing, ride-sharing and car-sharing services. MaaS overlaps the objectives of Connected and Automated Vehicles (CAV), but with a different emphasis. In particular, CAV technology is complementary but not critical to MaaS.
<https://www2.deloitte.com/content/dam/Deloitte/nl/Documents/consumer-business/deloitte-nl-cb-ths-rise-of-mobility-as-a-service.pdf>
- The City should investigate the feasibility and sustainability benefits of small, low speed urban electric vehicles such as Neighbourhood Electric Vehicles (NEVs), particularly as part of a MaaS system.
 - Currently NEVs are restricted to a top speed of 40 km/h, and the Province of Ontario has a pilot project allowing them on roadways with a speed limit of up to 50 km/h. <https://www.ontario.ca/page/low-speed-vehicle-pilot-program>
 - Similar street-legal vehicles of this type exist in other markets. <https://www.cepsa.com/en/planet-energy/sustainable-mobility/electric-microcar-a-dvantages-and-models>
 - Such vehicles would be suitable for the majority of single-occupant trips within the city if regulatory and safety issues can be overcome.

- Here is a comprehensive research report (not free)
<https://www.idtechex.com/en/research-report/micro-evs-2023-2043-electric-two-wheelers-three-wheelers-and-microcars/915>
- The City should prepare a comprehensive neighbourhood walkability study for all parts of the City, focusing on mapping of walking routes and connectivity from homes to amenities like schools, shopping, etc.
 - A goal is to identify and work to reduce or eliminate unnecessary barriers and hazards including fences, walls, parking lots, grass fields, etc. In many cases this will require working with the owners of commercial properties to facilitate walking and cycling with safe paths, bike parking, etc.
- The City should prepare an interactive online cycling route map and planner to help cyclists connect existing infrastructure, residential streets, and multi-use paths to create safe and enjoyable cycling routes from any origin to any destination in the City.
 - The map should provide safer alternatives to dangerous designated routes on shared roadways or sharrows. Examples of dangerous designated routes include sharrows on Richmond St. and Riverside Dr., and designated shared routes on Springbank Dr. and Talbot St. These roads are too busy for cyclists to feel safe sharing the lane with cars.
 - This initiative will also help to identify critical gaps and missing links where safe alternative routes do not exist.
 - The map should also identify amenities and attractions, including public washrooms and water fountains.
 - Here is a draft map as an example:
<https://www.google.com/maps/d/edit?mid=1Y-ZTWLOWiJ0WFPbaW5OA86ryt7Ewqgc&usp=sharing>
- The City should implement wayfaring signs for pedestrians and cyclists on all popular routes, with QR codes directing them to the online map.