

Strategic Plan Recommendations

Prepared by Ralph Buchal on behalf of the Integrated Transportation Community Advisory Committee (ITCAC)
March 6, 2023

Recommendation One

- 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”

Recommendation Two

- 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.

Mobility as a Service (MaaS)



- Commute to work on a sunny day
 - Shared bike or e-bike
- Commute in winter or on rainy day
 - Bus
 - Shared electric vehicle
- Shopping trip
 - Shared electric vehicle
 - Shared cargo bike
- Family camping trip
 - Shared truck or SUV

Recommendation Three

- 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.

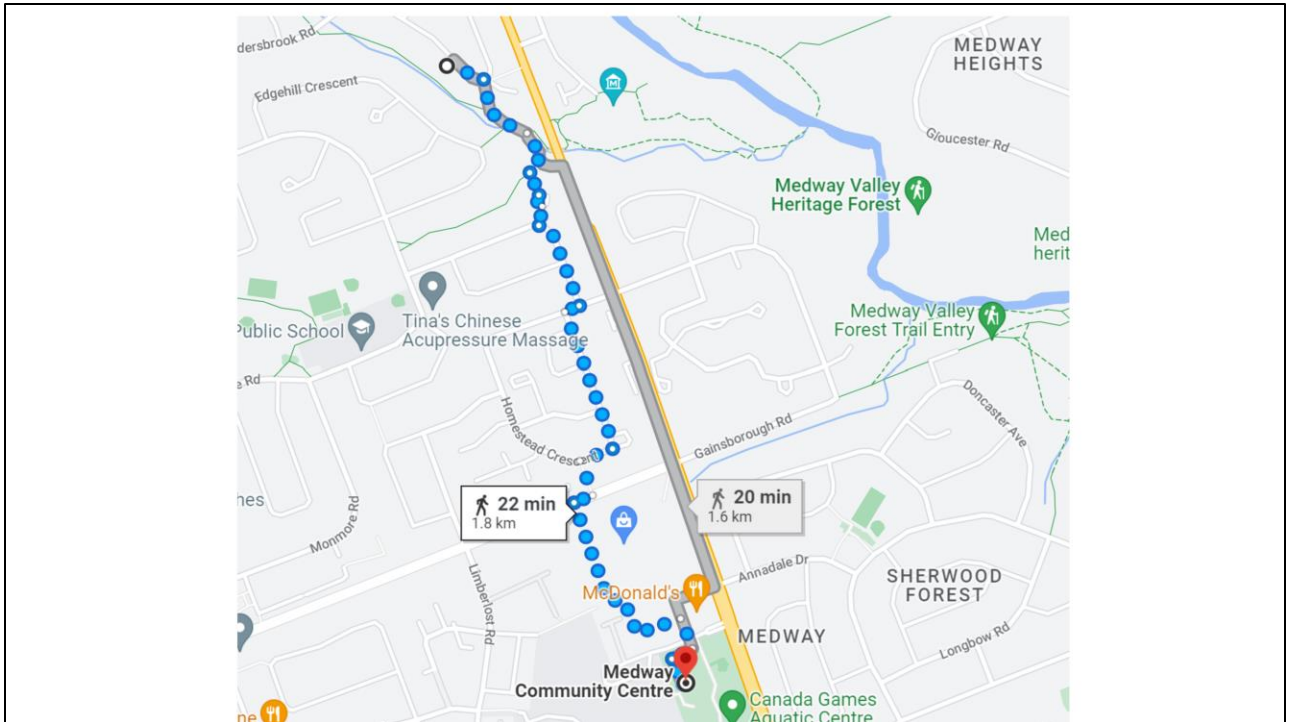


- Currently NEVs are restricted to a top speed of 40 km/h, and the Province of Ontario has a pilot project allowing them on roadways with a speed limit of up to 50 km/h. <https://www.ontario.ca/page/low-speed-vehicle-pilot-program>
- Similar street-legal vehicles of this type exist in other markets. <https://www.cepsa.com/en/planet-energy/sustainable-mobility/electric-microcar-advantages-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>

Recommendation Four

- 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.

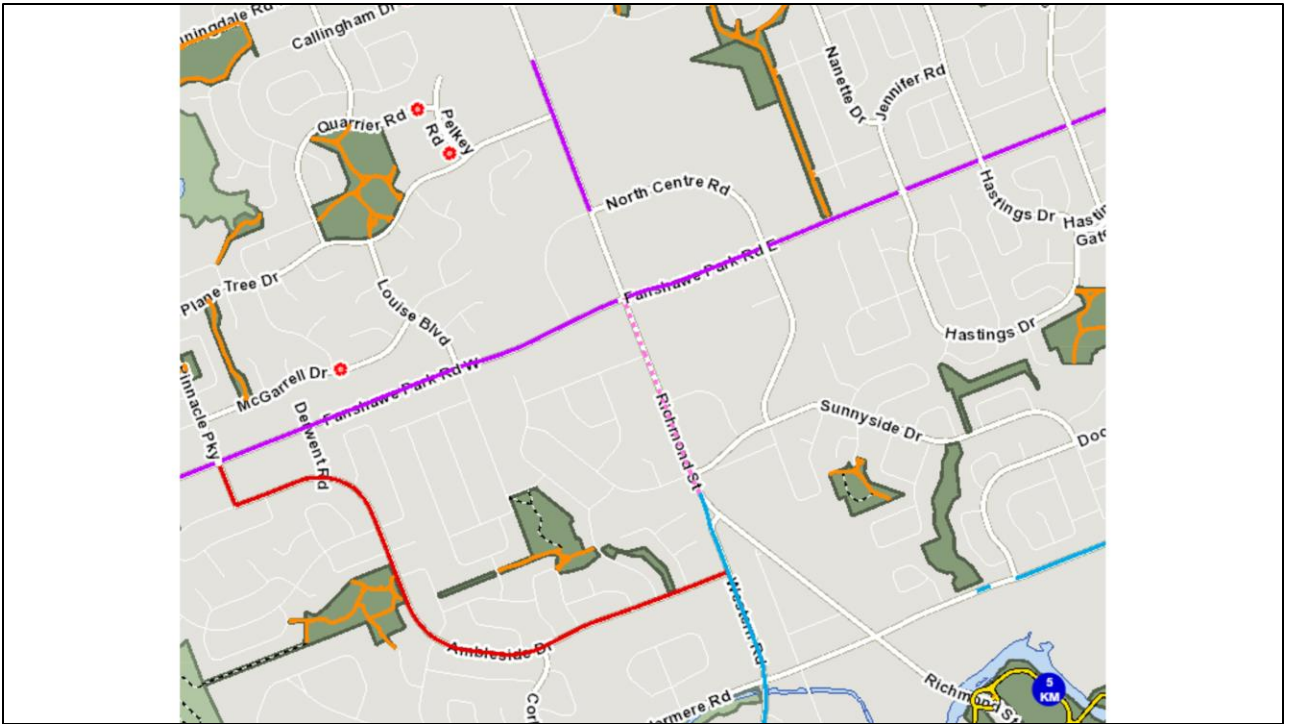


This is an example of a walking route from a residence to a local community centre. This is a quiet route on sidewalks, residential streets and multi-use paths. However, the multi-use paths and stairs are not cleared in winter, one of the streets has no sidewalk, the pedestrian crossing on Gainsborough Rd does not connect to a path to the parking lot, and there is no pedestrian path across the parking lot.

Recommendation Five

- 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.

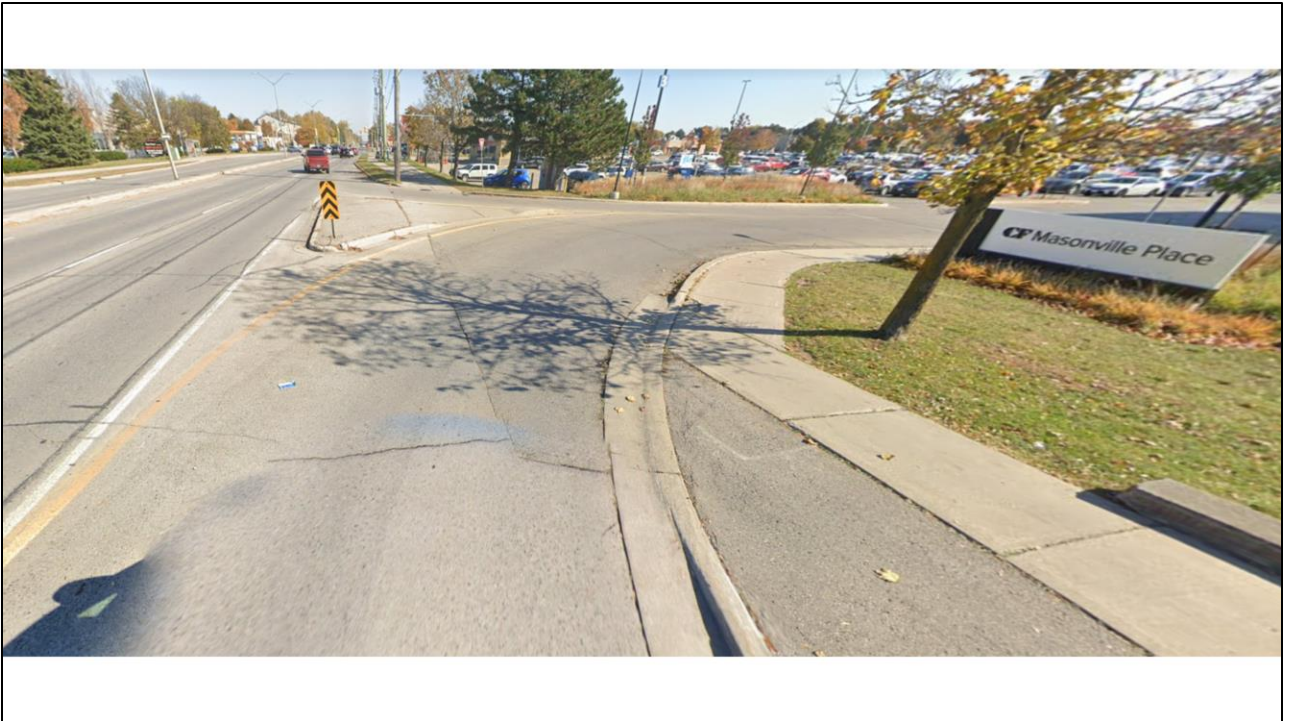
- The map should provide safer alternatives to dangerous designated routes on shared roadways or sharrows. Examples of dangerous designated routes include sharrows on Richmond St. and Riverside Dr., and designated shared routes on Springbank Dr. and Talbot St. These roads are too busy for cyclists to 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>



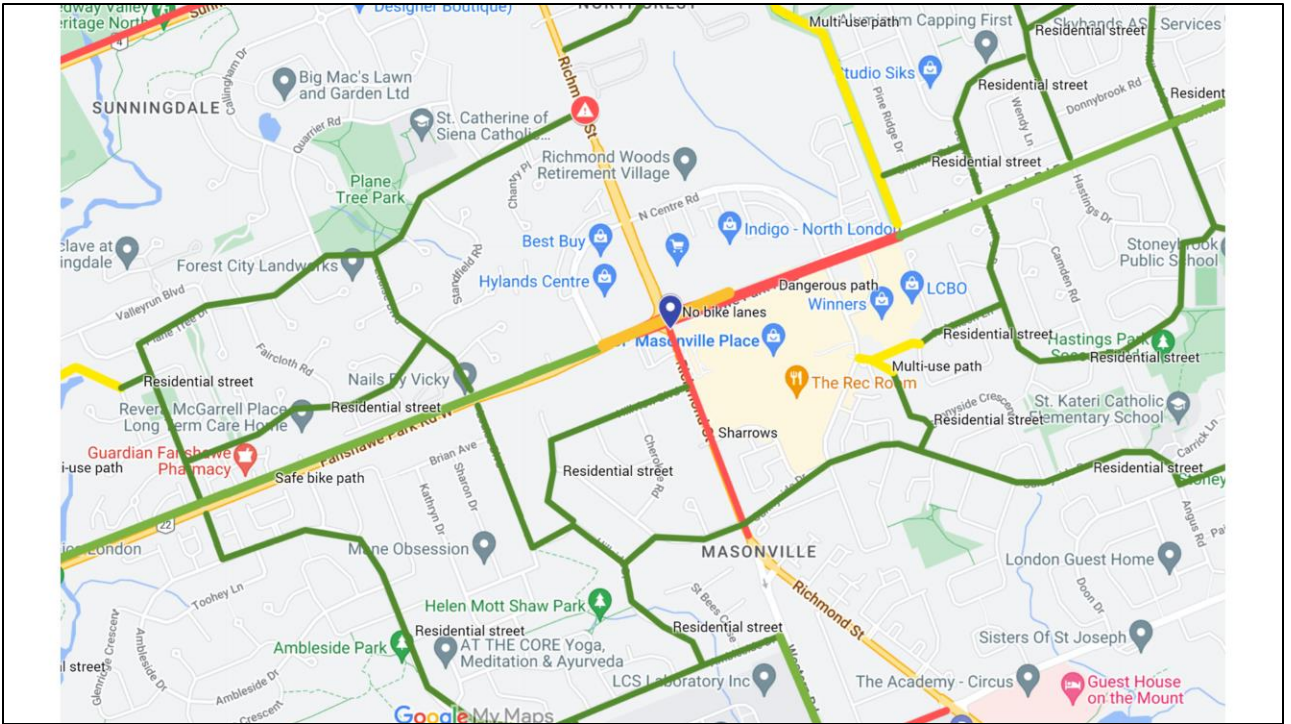
This is the official London cycling routes map. It shows only dedicated cycling infrastructure, and does not show connections via residential streets and multi-use paths. The map has gaps, and shows routes that are unpleasant and unsafe. The sharrows on Richmond Street are very dangerous as there is heavy traffic volume. Also, the in-boulevard bike lanes on Fanshawe Park Rd. are dangerous and unpleasant due to heavy traffic and multiple parking lot entrances and intersections.



The east-bound “protected” bike lane crosses nine parking lot entrances and intersections where cars cross the bike lane from multiple directions. Cyclist and pedestrian safety is dependent on vehicle drivers seeing them and yielding.



This shows a typical parking lot entrance. Cars entering and exiting cross the bike path. Cars exiting also block the path. The speed limit here is 60km/h



This prototype map identifies dangerous routes, and shows safer alternatives by connecting residential streets and multi-use paths.

Recommendation Six

- The City should implement wayfaring signs for pedestrians and cyclists on all popular routes, with QR codes directing them to the online map.