

## ATAC November 2023 Subcommittee Meeting Minutes

- Attending: Dayle, Lisa, cindy, Steven Lee, Barry, Steve Laidlaw, Alina, Rowaidah, Tyron, Enzo, Nelson, Fernanda
- Fernanda presented StreetLight Data Overview
- Data analytics platform
- Machine learning algorithms
- Measure diverse travel patterns
- Data collected from cars, phones, smart watches
- Can determine mode
- Data also gathered from mobile apps
- Covers about 28% of adult data versus 5% from Transportation Tomorrow Survey (TTS)
- Charolais analysis is the first instance of using this data
- Presented at Councillor Town Hall
- Data should be updated annually
- [Streetlightdata.com/research-reports](https://streetlightdata.com/research-reports)
- Can we get this regularly in future? The city is on a trial. Working with StreetLight team during trial. Considering an RFP to acquire service in future. Pursuing funding for 2024 or 2025
- Is strava included in this? Not sure, can get back to Dayle. It's data from a certain type of cyclist.
- Will this replace TTS? General picture data source. Streetlight Data collected passively. Doesn't require someone to remember. More precise. Larger sample size.
- Would it be possible for StreetLight to identify collision sites? Don't think so
- Can it differentiate bike lane versus sidewalk riding? Tricky to differentiate that
- Can we see other municipalities' data? No
- Trial period is three months, ending March. Requesting budget. Would be an annual subscription
- Traffic Ops also has access to trial, also Transit
- Nelson - Need to determine if it can it replace resource intensive counts that city currently does
- Could provide monthly data, but currently ends April 2023
- How can data be presented? Can you get a heatmap or do you study a specific street. Yes to heatmap, street data, spreadsheets
- Will data be used to proactively communicate to public? Yes, having this data to show people proof
- Next generation of traffic lights that can monitor. Was being piloted. Is that still useful? It is a piece of the monitoring puzzle. Location - Williams and Graymar, Vodden and Centre. Nelson will ask for data and bring it back. The different data sources are complimentary
- Steve: Leading Pedestrian Interval (LPI)
- Can address left turn collisions with pedestrians according to Toronto's web page
- Hasn't found metrics showing before and after collision results
- Dayle observed one at Hinchley and Bovaird
- Mississauga seems to be taking Vision Zero seriously

- Brampton installing a lot of speed cushions
- 50 moveable speed cameras in Brampton
- Mississauga action plan - identified 99 areas of improvement, timeless, progress report
- Nelson: partnered with Region to deliver strategy, Council committed to participate in Regional program
- LPIs - need to decide which ones, education, council endorsement, etc
- Crossing six or eight lanes is always going to be dangerous just due to the nature of the width of the road. Need many interventions to reduce the hostile environment in huge intersections
- Transit users getting from south of Steeles to buses from LRT - it will be very challenging
- Next steps - Nelson suggests a pilot is best to start
- [Turn sign pilot](#) - Dixie and Howden, Peter Robertson and Sunny Meadow, McKay and North Park - if it doesn't fix non-compliance next step will be physical
- Steven Lee suggests listening to <https://podcast.strongtowns.org/e/conor-semmler-a-new-decision-making-framework-for-street-design/>
- [Peel Vision Zero](#)
- [Guardian Article on pedestrian collisions in Peel](#)
- [Peel Cyclist collision dashboard](#)
- [2019 Peel Region Vision Zero Plan Update](#) - Year One
- [Year Two](#)