

OTC Transportation Planning Symposium

September 13-14, 2021

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SYMPOSIUM MC – Day 1

Mehemed Delibasic
Assistant Vice President,
Transportation Planning & Traffic
Eng., McIntosh Perry





SYMPOSIUM MC – Day 2

David Angelakis
Senior Project Manager
R.J. Burnside & Associates



Monday, September 13, 2021




8:40–8:45 AM	Welcome/Opening Remarks
8:45–9:30 AM	<div>  <p>Vision Zero and Use of Data</p> <p>Reza Omrani, Ph.D., RSP1, P.Eng. <i>Associate Partner and Senior Project Manager</i> CIMA+</p> </div> <p><i>In recent years, several jurisdictions across the country have been adopting Vision Zero and Safe Systems approaches to road safety to reduce and ultimately eliminate fatal and senior injury collisions. In addition to the stakeholders' collaboration, the success of Vision Zero and Road Safety Plans is tied to a data driven approach thorough review and update of the collision data for the purpose of assessing safety patterns and identification of emphasis areas and countermeasures. This presentation will highlight some of the lessons learned from the development of the Road Safety Plans for several jurisdictions across the Country. Special attention will be given to collision risk factors derived from systemic safety reviews along with collision history data for selection of countermeasures for priority locations.</i></p>
9:30–10:15 AM	<div>  <p>Telecommuting and Impacts on Transportation</p> <p>Antonio Gittens <i>Solutions Manager for Canada</i> StreetLight Data</p> </div> <p><i>The past year has provided a unique opportunity to closely examine trends and impacts in telecommuting across geographies, job types, and demographics. In this presentation Antonio Gittens, Solutions Manager at StreetLight Data, will use data from location-based services on smartphones and connected vehicles to highlight how different communities and employment centres in the Greater Toronto Area have adapted to telecommuting. The presentation will also describe how these changes have directly impacted when and how people travel in the region, along with brief comparisons to other North American jurisdictions.</i></p>
10:15–10:30 AM	Break (15 mins)



<p>10:30–11:15 AM</p>	<p>Designing for Slow Streets: How to Plan for 30-km Zones</p> <div data-bbox="412 348 600 581"> </div> <div data-bbox="618 365 954 506"> <p>Lennart Nout Manager of International Strategy Mobycon</p> </div> <div data-bbox="974 348 1161 581"> </div> <div data-bbox="1177 365 1435 541"> <p>Melissa Bruntlett International Communications Specialist Mobycon</p> </div> <p><i>As an increasing number of cities and towns in Ontario commit to Vision Zero policies aimed at reducing injuries and fatalities on their streets, particularly for vulnerable road users, the concept of slow streets is gaining popularity. Comprised of mainly neighbourhood streets with travel speeds not exceeding 30-km/h, slow street zones often incorporate quick and low cost measures to create a calmer street environment for all users. Supported by the data showing the risk of serious injury drastically reduces as the speeds of vehicles are slowed, planning for these communities also helps cities and towns take greater steps to achieving the goal of creating a safer street environment as set out in the Vision Zero approach. But with few guidelines to help transportation planners navigate their application, many are unsure how to implement such measures in a comprehensive and ultimately successful way.</i></p> <p><i>Combining best practices for slow streets – or 30-km zones – from Dutch and international examples, Justin and Lennart will provide participants with a clear vision of how to plan for such neighbourhoods within the context of Ontario's street network. Drawing from their work with the City of Ottawa to create a 30-km/h street policy, as well as examples of successful application in the Netherlands, this presentation will show how slower, safer streets can be achieved. They will show how incorporating temporary measures such as planters and street markings, along with more permanent changes to the streetscape such as speed tables and chicanes, can dramatically change the way people behave in the street, slowing travel speeds and reducing the risk of injury for vulnerable road users.</i></p>
<p>11:15AM –12:00 PM</p>	<div data-bbox="412 1354 597 1591"> </div> <div data-bbox="618 1360 1477 1583"> <p>A New Traffic Safety Paradigm: Better Risk Analysis Identifies New Traffic Safety Strategies</p> <p>Todd Litman Founder & Executive Director Victoria Transport Policy Institute</p> </div> <p><i>This presentation examines our emerging understanding of traffic risks and identifies new safety strategies. Applying this knowledge requires a paradigm shift, a change in the way problems are defined and solutions evaluated. The old paradigm assumed that driving is generally safe, and so favored safety programs that target special risks such as youth, senior, impaired and distracted driving. The new paradigm recognizes exposure (total vehicle travel) as a risk factor, and therefore the safety benefits of vehicle travel reduction strategies. These strategies tend to provide significant co-benefits and so are often very cost effective.</i></p>



Tuesday, September 14, 2021

9:00–9:45 AM	 <p>MMLOS Presentation by Dillon</p> <p>Shawn Doyle Partner Dillon Consulting Limited</p> <p><i>The Project Purpose is to develop a Made in Ontario MMLOS Guideline that aims to provide the necessary tools for assessing the performance of all travel modes, thus allowing the consideration of trade-offs between different road users.</i></p>
9:45–10:30 AM	 <p>Back To Basics: How A New Street Classification Can Lead to Multi-Modal Streets</p> <p>Alex Legrain, MCIP, RPP Project Leader, Transportation Planning City of Mississauga</p> <p><i>Ontario's streets are often unsafe and unpleasant for all but drivers, and street design reinforces a car-centric solution without considering the needs of pedestrians, cyclists, and transit users. To change our future, we needed to change these processes, but how? Mississauga is taking this challenge head-on by developing a new street classification system complimented by a Street Design Manual. In this session, attendees will learn approaches to use and lessons learned when embarking on their own street classification project. They will learn how we developed a street classification system and are thoroughly re-designing our street design process to builds safety and multi-modality into our policies and practice. The session will dive into the data leveraged to understand our street network (from land use to utilities), and the stakeholder workshops held to ensure this approach is useful across our organization. Attendees will also learn about challenges we overcame and implementation steps.</i></p>
10:30–10:45 AM	Break (15 mins)
10:45–11:30 AM	 <p>On Demand & Transforming Transit Service During a Global Pandemic</p> <p>Michael Binetti Supervisor Service Design from Durham Region Transit</p> <p><i>The presentation covers Durham Region Transit's planning and implementation of On Demand service, its response to COVID-19, and its outlook beyond the pandemic.</i></p>
11:30–11:35 PM	Closing Remarks