

MPO-RPC Joint Webinar Series

February 16, 2023 - Q&A

Digging into the Data: Learning How to Leverage the MPO's Data for Your Community

	Question or Comment	Response (staff responder name in parenthesis)
1	I would like to get the 2022 6"-resolution imagery available on DCImap as a base map in the JOSM editor for OpenStreetMap. Is that possible?	(Dan Seidensticker): I don't use the OpenStreetMap JOSM editor so I'm not sure what feeds are compatible with it. These are the City of Madison's Image Services: https://gisimg.cityofmadison.com/arcgis/rest/services/ImageServices . For DCImap, you can try contacting the Dane County Land Information Office.
2	Does StreetLight data include bicycle users, that is, are they "connected vehicles"?	(David Kanning): StreetLight still acquires some LBS data, so those users are captured in that data. However, the vast majority of vehicle data is now coming from connected vehicles.
3	If Streetlight is only collecting connected (motor) vehicle data, and we only use streetlight, aren't we replicating the same old problem of not counting bikes and peds?	(David Kanning): StreetLight still acquires some LBS data, but the amount of available LBS data has fallen sharply. That is why StreetLight's largest data source now comes from connected vehicle data.
4	How do TAZs correspond to census blocks or block groups?	(Ben Lyman): TAZs are larger than census blocks, and generally smaller than block groups.
5	How does Streetlight handle data that might look like an anomaly but is not? e.g. pics on social media show private cars clearly driving on bike paths in Madison. Not high volumes, but not zero either, which is a problem that shouldn't be ignored.	(David Kanning): This sounds like a good test scenario. Could run an analysis to see if any vehicles are captured on bike paths.
6	Follow-up: Thanks David. look especially at bike path from intersection of Dunning St at Atwood Ave to Jackson St	N/a

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7	Is there a smart phone app that allows a person on foot or bike to be a "connected vehicle"?	(Ben Lyman): Yes, this is still an emerging field, but there are companies that have products to make Vulnerable Road Users (VRUs) "connected vehicles". Spokesafety.com is one. Auto-makers and bicycle companies are working to develop a bicycle-to-vehicle (B2V) communication standard, so expect this to become more common.
8	How up to date is the pedestrian facilities map? When was the inventory conducted?	(Bill Holloway): I update the ped facilities as I can. They change rapidly though so it's not totally up to date.
9	Do StreetLight data identify vehicles by class? For example, could the data identify heavy truck usage on roads with low asphalt ratings or on bridges that have weight restrictions?	(David Kanning): StreetLight uses truck data with two weight categories based on Federal Highway Administration (FHWA) weight classes: medium duty trucks (between 14,001 lbs and 26,000 lbs) and heavy-duty trucks (26,001+ lbs).
10	It would seem that StreetLight data is going to miss older vehicles, or people who turn off location data for privacy reasons. Do we know what percentage or margin of error there is in StreetLight?	Live answered.