



MAPSMOO

EXTERNAL MEETING MINUTES

Date of Meeting (DD/MM/YYYY):	30/01/2020
Time (24hrs):	1100
Location:	URA Building
Attendees:	All

Meeting Agenda

1. Project Milestones
2. Project Scope
3. Matrices
4. Prototype screens

Notes, Decisions and Issues

Topic/Summary of Discussions

Feedback on matrices

General feedback

- A survey could be conducted to validate the weightage of the top-level matrices. To collect the general sentiments from the public about the relative importance of each variable
- Generally the sub-components of the matrices seemed okay to URA

1.0 Connectivity

- Can possibly explore the option of including the quality of walkways as a small component of connectivity – how comfortable and enjoyable walkways are

2.0 Land use mix

- NA

3.0 Parking management

- Measuring car park availability: can explore the option of measuring based on population of subzone
- Team requested for carpark data of private carparks to bridge the data gap identified. URA suggested that private carparks can be excluded from the measurement of carparks. This is because only public carparks are more salient to the public – assumption made for model. This needs to be properly justified in final set of matrices established
- Gross floor area should be utilised in calculation of car park area (especially for multi-storey carparks)

4.0 Supporting Facilities

- Team identified a data gap for sheltered areas and walkways, and requested for the data from URA
- It was agreed that only bicycle racks will be used in the measurement of availability of end-of-mile facilities

5.0 Safety

- In measuring number of traffic accidents, a possibility is to collect a week's worth of dynamic traffic incident data and obtain an approximate. URA suggested that certain road topologies with high incident rates can then be identified and generalised as accident prone zones across all subzones

UAT

- UAT timeline was agreed upon, team will go down to URA to conduct UAT with Joyce and Li Fang (and optionally other urban planners)
- Team is aiming to complete one UAT before mid-term presentation

Validation of car-lite scores

Upon discussion, 3 methods were identified that could possibly help in validation of car-lite scores obtained:

1. Compare car-lite score for neighborhoods that are designated as car-lite areas, against car-lite scores for the rest of the neighborhoods
2. Conduct surveys for each neighbourhood
 - a. mode share (mode of travel)
 - b. perception of whether neighbourhood is car-lite
3. Conduct field study – at the ground level, determine if people are using amenities like car parks and bike racks. This is to validate the hypothesis of the car-lite scoring model, that the availability of facilities mean that the facilities are utilized

Data required from URA

- Sheltered walkways and shaded areas
- Mode share data from LTA

Future work

- To explore more options for matrices, and possibly include recommendations in the final report, for matrices that are not included in this project due to data gaps – what are the data gaps, and what can possibly be input in the future when data gaps are addressed

Action Items					
Action		Members Involved		Due Date (DD/MM/YYYY)	
To send slide deck to URA, with matrix breakdown included in tabular form: <ul style="list-style-type: none"> a. Matrices b. Sub-components c. Justification 		All		31/01/2020	
Next Meeting					
Date (DD/MM/YYYY):	TBC	Time:	TBC	Location:	URA building
Objective	UAT for working demo				