

Panel One: Transportation & Equity – How to address systemic challenges

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<https://www.psc.isr.umich.edu/research/project-detail/36744>

We often talk about the benefits of providing mobility to seniors via public transportation (per Jill's presentation). Have there been efforts to also understand the benefits by providing this mobility in exchange for benefits to safety by providing alternative mobility options for those that maybe should not be operating a private vehicle?

What innovative technologies have you seen to address equity and barriers such as broadband access?

Is there a link to the case studies done by NDSU and the return on each dollar invested in transit for the rural areas?

Often large scale maps can distort the coloring of certain areas, and generalize by-county. But, when Jill used the concentrated map of ND, it was very detailed and showed spectrum of coloring.

Panel Two: COVID-19 – How has mobility changed and impacted deployment?

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Mr. Hammel (and others)--what kind of innovations did you see at weigh stations or roadside for contactless inspection? Have you noticed whether any states are allowing drivers to download permits on their phone instead of printing them? Are there any rest area changes that were supportive to the needs this spring/summer that you think would be beneficial to make a permanent practice?

Does your data allow you to look at changes in long-distance travel as compared with more urbanized (typically shorter trip) travel?

Has Nebraska considered if there is more demand for bicycle and pedestrian travel?

Is there any interest after all this to try and change the federal metrics to something that is more meaningful of what is happening on the ground?

Especially considering program funding is sometime dependent on trying to increase those measures in order to meet PM3 targets that might not actually be representative of mobility?

UTC Research & Academic Showcase

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For more info on Jon Peha's presentation on how V2X traffic can share spectrum, see <https://users.ece.cmu.edu/~peha/spectrum> For more information on how an interagency task force could advance the policies, see <https://www.dayoneproject.org/post/leading-the-way-a-national-task-force-on-connected-vehicles>

Re: Real Time Obstacle Detection and Traffic Analytics - how do you address concerns related to privacy?

Re: choice riders, thanks...language counts, was thinking about what I recently saw in this twitter string: <https://twitter.com/WarrenJWells/status/13296s=09>

@Christoph Mertz (Bus on the Edge): other things to map - bikes and pedestrians! train the model to categorize freight vs. light freight vs. passenger.

@MobilityData Analytics: mailing citations is still illegal in PA

Would like to hear perspectives on R&D related to rise of e-commerce (delivery of meds (and food delivery...that reduces trips...solves one need but does not address social inclusion.

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Please find research articles via the Transit Cooperative Research Program which is a collaborative program (FTA, TRB, COMTO, and APTA) please see the link here that highlights a few articles on racial equity and justice: <https://apta.com/research-technical-resources/tcrp/>

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In your opinions, what kinds of quantitative assessment tools (in addition to the qualitative tools of surveys, user feedback, etc.) offer the most promise for continuing to explore these gaps in equity of transportation?

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Good idea - short videos are our current attention span!

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Following up on my comment about trip reduction related to e-commerce, drone delivery, meal/meds delivery, etc. w/ social isolation and the need for research in tradeoffs...saw this yesterday too: Older Americans Increasingly Challenged By Isolation Orders. NBC Nightly News (11/19, story 9, 2:55, Holt, 5.84M) reported that social isolation measures introduced to

Telemobility - have companies felt that the level of productivity is equivalent or better? I think this will significantly influence how well adopted telemobility is, and I believe there is a need to still fully understand the adoption rate.

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How does the adoption of omitted trips relate to demographics? Is it related to generations, other?

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What about average speeds, independent of speeding?

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For Vincent - please discuss your thoughts and expectations about micro transit for first and last mile access to mainline service.

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For Pitt Ohio - "DOTs are responsible for keeping the roads open and any number of other services, what one (or two) specific services do we need to keep running in order to ensure that safe freight movement of necessary goods is possible?

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Can the "bus" send information to the parking cops to give tips on where to look?

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The PPAP is trying to mount cameras on street sweepers. Then they can write parking tickets for people who obstruct the street sweeper.

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Carlee, Keep an eye out for the TRB eCircular on the results of the 6th International Conference on Women's Issues in Transportation  
<http://www.cvent.com/events/6th-international-conference-on-women-s-issues-in-transportation/custom-113-c01736980c964d8093c8e32fc031e3b2.aspx>

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combat the spread of COVID are increasingly challenging older Americans, who continue to struggle with solitude. Kate Snow interviewed geriatrician Louise Aronson, who warned that continued isolation will undermine the mental health of America's seniors. Erinson said, "I am seeing people having trouble sleeping, having trouble focusing, and worried about will this go on forever." The mental health challenges are also burdening caregivers, and AARP's latest report warns that one out of six caregivers "report a fair or poor mental health state."



From Jill Hough - Here's info on monetary benefits for the MN Case Study project (to answer question about monetizing safety).

## Estimated Monetary Benefits

	Paul Bunyan Transit	SMART	St. Cloud Metro Bus	St. Peter Transit	Timber Trails	Trailblazer Transit
<b>Mobility Benefits</b>						
Low-cost mobility benefit (\$)	114,532	110,108	985,722	14,124	34,752	389,096
Access to healthcare benefit (\$)	3,520,587	5,514,718	29,466,106	980,629	2,180,975	4,623,828
Public assistance cost savings (\$)	282,661	295,324	2,203,861	25,902	109,474	1,144,721
<b>Efficiency Benefits</b>						
Vehicle operating cost savings (\$)	1,738	-1,944	-2,660	0	0	12,427
Chauffeuring cost savings (\$)	379,660	265,241	1,818,205	38,454	232,596	1,014,388
Travel time impacts (\$)	-93,121	-10,037	316,290	3,572	-32,568	-80,562
Safety benefits (\$)	6,255	6,578	65,750	470	6,651	838
Environmental benefits (\$)	-58,880	-109,169	-233,741	-7,429	-34,329	-215,350
<b>Total (\$)</b>	<b>4,153,434</b>	<b>6,070,819</b>	<b>34,619,532</b>	<b>1,055,723</b>	<b>2,497,552</b>	<b>6,889,385</b>