**ABE30-Sponsored Calls for 2019 TRB**

DRAFT 6/18/18

| # | Paper Title | Subject Areas | Confirmed Co-Sponsors | Proposed Call Language |
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| 1 | Addressing Historical Inequities in Accessibility | Primary: SocietySecondary: Administration & Management, History, Law | ANF10 – Standing Committee on Pedestrians | The TRB Committee on Transportation Issues in Major Cities (ABE30) invites papers on “Addressing Historical Inequities in Transportation.”Recent policy trends such at the Complete Streets movement are helping major cities better provide equal access and mobility for all road users. While promising, these efforts cannot erase the historic inequities caused by the deleterious impacts of some of our misguided approaches to transportation in cities over the years. Vulnerable communities may include low income, older adults, women, children, immigrants, disabled, or communities of color.This paper call seeks to understand how cities and public agencies can identify and remedy these past transgressions and promote greater equity in the future.Topics may include, but are not restricted to, the following subject areas:* Displacement and segmentation of vulnerable communities by direct public action such as land acquisition and construction activity, or by indirect public action such as increased land value as related to transportation mega projects.
* Disinvestment in vulnerable communities via lack of transportation infrastructure improvements.
* Exposure to transportation externalities such as criteria air pollutants and traffic violence.
* Law enforcement activity as related to traffic safety improvement efforts, especially when considered in comparison to changes in engineering and education systems.
* Sustainability measures such as criteria air pollutants, GHG emissions, and energy use as related to the travel patterns of vulnerable communities.
* Transit system, including vehicle, station, and surrounding street, design supportive of access by vulnerable communities.
* Opportunities and challenges for emerging mobility to help augment service gaps or expand the reach of mobility options.
* Jurisdictional issues and regional integration of transportation options.
* Strategies for engaging members of vulnerable communities in transportation planning, funding and decision making.
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| 2 | New Urban Transportation Metrics | Primary: DataSecondary: Law, Operations & Traffic Management, Planning & Forecasting, Policy | (none) | The TRB Committee on Transportation Issues in Major Cities (ABE30) invites papers on “New Urban Transportation Metrics”Federal rulemaking has highlighted the need to establish performance targets for regional transportation systems. Cities are learning that such regional metrics are not always consistent with local objectives and are beginning to develop performance metrics for urban transportation that measure attributes such as accessibility, livability, equity and sustainability. Use of multi-modal metrics that raise the profile of active transportation modes and transit use is also increasing. Similarly, California’s legislated use of vehicle miles traveled in place of vehicular delay as the measure of transportation impact in state environmental reporting is in the final stage of rulemaking and is generating intense pressure on cities to address how they are evaluating transportation performance going forward. A number of cities and urban areas have developed new urban transportation metrics, in many cases through innovative projects. However, little research has been done to document which measures are most meaningful in the urban context, nor how best to disseminate and replicate such practices. We are soliciting papers that showcase the development and application of new urban transportation metrics in cities and urban areas including, but not restricted to, the following subject areas:* Accessibility or access to destinations
* Multi-modal mobility
* Reliability of travel mode and travel times
* Commuting or accessibility/mobility for work trips
* Congestion or balancing accessibility and mobility
* Safety
* Equity
* Transportation impact
* Sustainability or climate adaption/greenhouse gas reduction
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| 3 | Repurposing the Public Right-of-Way | Primary: Operations & Traffic ManagementSecondary: Pedestrians & Bicycles, Policy, Planning & Forecasting, Design |  | Major cities have unique demands and constraints on public space that has historically been used for the movement of passengers and goods. Increasingly, major cities are being asked to rethink how we use the public right-of-way to accommodate a greater number of demands beyond automobile travel, parking, and sidewalks. This call for papers seeks research and best practices on: better tools to assess curbside space management options with respect to operations, safety, multimodal accommodation, and financial impacts; strategies and pricing models that maximize the value of the public right of way, including: dynamic curb space, lane rental charges, joint public-private use, time of day assessment, etc.; improved modeling of interactions with adjoining land uses; and project success and lessons learned about ways to effective manage change. Of particular interest is research on issues such as: legal, operational, institutional, regulatory, and political ramifications of such changes. |
| 4 | Ready for Disruption? How cities can respond more quickly and effectively to Emerging Transportation Technologies | Primary: Administration & ManagementSecondary: Data & Information Technology, Planning & Forecasting, Law, Research | ABG10 – Conduct of Research  | Rapid technological advances are revolutionizing the ecosystem of transport modes and business models. Cities and public agencies must respond nimbly to the introduction of these technologies, organizations and practices. They must decide whether to regulate and/or support these innovations, and then develop appropriate regulations and support programs. Most importantly they must often act quickly - to prevent the private sector from simply introducing the innovations without a balanced consideration of the public benefits and costs.These challenges can be seen in the launch of dockless bike-share and scooter-share programs in major cities across the world; on-road testing of connected and autonomous vehicles, in collaboration with or independent of public agencies; and the increasing use of unmanned aerial vehicles (drones) for a host of potential activities. This paper call seeks to understand how cities and public agencies can become better equipped to support innovation while maintaining a prudent regard for managing public funds and public right of way, and not introducing undue risk for the public and agency staff. Some suggested areas of focus are:* Developing a better understanding of the role of State DOTs, cities and other transportation asset owners in supporting and regulating new technologies. (Has the role of public agencies changed? How?)
* Proactive strategies for transportation asset owners to use for encouraging and responding to new technologies, organizations and business models.
* Strategies for transportation asset owners to quickly and effectively respond to requests from industry or outside organizations to introduce and pilot test new technologies and practices.
* Methods for measuring the impacts of new technologies and pilot programs.
* Opening public procurement to the consideration of new technologies, partners and business models.
* Ensuring sufficient public involvement in the development and approval process for new technologies and business models.
* How cities and public agencies communicate about new transport technology, organizations and business practices.
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| 5 | The Safety of Protected Bike Lanes and Intersections | Primary: Pedestrians & Bicycles Secondary: Safety & Human Factors, Operations & Traffic Management, Design | ANF20 – Bicycle Transportation | The TRB Committee on Transportation Issues in Major Cities (ABE30) and the Committee on Bicycle Transportation (ANF20) invites papers on safety outcomes of protected bike infrastructure. Over the course of the last decade, protected bike lanes went from being nearly non-existent in U.S. cities to doubling in number every other year. Now U.S. cities are also beginning to add protected bike intersections to this growth of bicycle-focused infrastructure. Although the initial results seem promising, there remains a relative lack of peer-reviewed safety research on both protected lanes and protected bike intersections in the U.S. context. Moreover, compared to other industrialized nations, American bicyclists remain among the most likely to die on the roads. As a result, we are soliciting research that examines and explores the design and safety outcomes of protected bike infrastructure in the U.S. and/or comparisons of such to international examples. |