ITE Hawaii Section Meeting
October 2020

What a Transportation Professional Needs to Know About Counts and Studies during a Pandemic

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Chair:
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Task Force:
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Ruben Gallegos, National Data & Surveying
Wayne Kittelson, Kittelson and Associates
Scope

- Ethics
- Big Data and Why
- Policies
- When Will Normal Return?
- Forecasting
- Trip Generation
Cannon of Ethics for Members

Section 6

• Adequate Knowledge
• Honest Conviction
• When to use historic peak hour count data.
• How to apply an adjustment factor.
• How to obtain current traffic counts from the State and City.
• How to apply a background growth rate for traffic studies.

• Established a policy to suspend traffic count data collection in the County until further notice. At the same time, the Department does not want to inhibit development applications from proceeding.

• Recommend a combination of a Growth Factor Approach and a Traditional Counts After Specified Time Approach.

• Will investigate opportunities to utilize innovative approaches such as “Big Data” to estimate traffic counts.
Private Sector
Options to obtain historic counts

- Collaborate with consultants, traffic data collection companies, and public agencies.

- Review transportation studies (e.g., Long-Range Transportation Plans, Corridor Plans, and Transportation Impact Studies).

- Identify data collection methods (e.g., road tubes, manual counters, video cameras, and drones).

- Couple big data/probe data (e.g., Streetlight, INRIX, ClearGuide) with traditional traffic volume sources or apply independently.
The Plateau

Seasonally adjusted trips to a Jan/Feb 2020 reference
Portland, Oregon
Employment is down

US Bureau of Labor Statistics
Non-Farm Employment, July 2020

- Los Angeles-Long Beach: -9.40%
- Portland-Vancouver: -7.80%
- Sacramento: -8.90%
- San Francisco-East Bay: -11.2%
- Seattle-Bellevue: -8.90%
Shelter in Place Varies by Region

- **BLUE**: More shelter in place
- **YELLOW**: Less shelter in place

Early February Baseline
Urban v. Rural

VMT Indexed to January 2020 (%)
The Recovery Varies by Region

VMT comparison by west coast metro region
Comparison to a seasonally adjusted Jan/Feb 2020 reference
Pre-COVID 19
The “Day After” Mid- March
Peak patterns have changed in U.S. metro areas

DISTRIBUTION OF DAILY VMT BY TIME OF DAY

Los Angeles

New York

San Francisco

Washington, D.C.
Changes in *where* trips are occurring

- Light yellow zones indicate heavier VMT vs last year
- Dark purple zones indicate lighter VMT vs last year
Similar dynamic in Washington D.C.

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- Dark purple zones indicate lighter VMT vs last year
Bicycle Share Impacts

Figure 1: Percent Change in Docked Bikeshare Trips, March through May
Change from same days of week in 2019

-60%  San Francisco, CA (Bay Wheels)
-56%  Washington, DC Metro (Capital Bikeshare)
-54%  Divvy (Chicago, IL)
-51%  Boston, MA (Blue Bikes)
-47%  Jersey City, NJ (Citi Bike)
-41%  Minneapolis, MN (Nice Ride Minnesota)
-38%  New York, NY (Citi Bike)
-7%   Columbus, OH (CoGo)

NOTE: Data for Nice Ride Minnesota includes only May as system began operations in mid-April in 2019 and 2020.
Biketown w/ e-Bike

Other Bicycle Activity is up – Way Up!

Data reveals speed trends
Trip Generation

Data Forecasting

Sensitive Land Uses
Theaters

Data
Forecasting
Sensitive
Land Uses
Data Forecasting Sensitive Land Uses

Retail

Medical

Data Forecasting Sensitive Land Uses
Data Forecasting
Sensitive Land Uses

Restaurants

When do we recover?

Portland International Airport
Annual Enplanements

9-11 Recovery
5 years

Great Recession Recovery
5 years
Questions?

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