

REGIONAL CONNECTORS STUDY

incorporating technology drivers in long-range scenario planning. A few key points are highlighted below for information and possible discussion:

- Task 2 should result in a clear affirmation and “buy-in” of assumptions by scenario associated with CAV disruption such as private vs. distributed vehicle ownership and level of CAV adoption. We have proposed to structure these assumptions by place type as well as by scenario.
- Task 1 will need to provide the data to allow the study team to apply these assumptions about technology. In addition to place types, we may also need data such as:
 - o Data allowing the inventory and evaluation of land occupied by parking structures, which we may need to account for in assumptions regarding parking re-use/re-purposing as a result of CAV adoption
 - o Demographics describing mobility-limited persons such as young teens and the elderly, who will drive some ‘induced’ demand with CAV technology

The travel demand modeling for this study can be classified as a kind of *exploratory modeling* instead of *predictive modeling*. In the absence of having observed data to describe travel behavior under the influence of technology drivers, we will be adjusting travel demand model parameters that mimic (based on current research consensus) the influence of technology - testing the sensitivity of the regional model (calibrated to existing behavior). The NCHRP report and other emerging sources will be used to develop the parameter adjustments, and the capabilities and flexibility of the updated regional model will also in part determine what adjustments will be effective and meaningful. The study team will provide more information on this approach as it develops in the coming months.