Statewide Travel Demand Modeling – CE Questions for the Survey

- **If someone in Front Range says they do or would use Bustang/Pegasus - how do they access them? Walk, Bike, bus, drive?** *In the travel diary, we ask access modes for transit, so we'll get this.- Are there good points to access Bustang/Pegasus? - Is Union Station a good pick up point? Federal Center? The Dinosaur Ridge Park n Ride? Maybe ask if they can say where they'd want to access it (if we can do open ended questions).*

  Maybe ask if they can say where they'd want to access it (if we can do open ended questions). *The way we get at this type of information is through modeling. We obtain travel diary information for their use of the system as it exists, and use those data to calculate their sensitivities to things like cost/time/location. Then when we want to know how people might react to a different stop location, we put that location in the model and see what we get.*

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- **Are people aware of the first/last mile options on the mountain corridor? Do they know Summit/Eagle transit is free? Do they know/use that transit?** *Discerning what people do and don't know is always a tricky one. We don't generally ask such questions, because it is hard to know where to stop once you start (i.e., the universe of things that people might or might not know is very large!) That said, in the era of the internet, it is not such a terrible assumption that people know what they need to know.*

- ***Questions* on changed work patterns. I believe more people are working from their homes in the mountain communities and this is changing traffic patterns with more weekday traffic and perhaps reducing Friday AM westbound and Sunday eastbound peaks.** *We will definitely be asking respondents for their work location, and also info about the extent to which they work from home.*

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- **Ask if people first, know about alternative transportation options - like Bustang, Snowstang, carpooling apps, etc. and second, are utilizing these services.** *The whole idea of the survey is to ask people what they did (e.g., what mode they chose to use for any given trip). The idea of the model is to use those data to explore these questions of why they choose what they choose (and don't choose what they don't choose.) There is a much longer answer to this question, but the short answer is that we use the model to explore these questions of "what did they do, and why", informed by the survey data.*

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- **How many denverites come up to the mountains for only one day to ski, hike, bike? Would they take high speed train to get up here?** *Information will be obtaining travel diary data (where "diary" is just what it sounds like (a step-by-step sequence of each respondent's travel), we will be obtaining data on day-trip people versus overnight. This is very important to our analysis. And regarding high-speed train, since the travel diary is a "what did you do?" survey, and since there is of course no high-speed train at present, we won't get data on their use of such a service. we are quite aware of the need often to model services that don't presently exist, and how we might do that is a longer discussion. That said, such work has been done in the past in the corridor, and if necessary, can be done again. It may be necessary to conduct a "stated preference" survey as an add-on to the survey we are working on now, if we reach a point of actively and in detail trying to model high-speed rail in the corridor (as was done some years ago.)*

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