[Yesterday 1:38 PM] Burke, Paul (Guest)
suggestions for systematic handling of implicit assumptions?

[Yesterday 1:43 PM] Twaddell, Hannah
Following on Paul Burke's question: How does RDM handle implicit assumptions, especially when little is known about causal relationships or predictable outcomes? e.g. exploring an "if X occurs, then Y may change" line of questions assumes some sort of quantifiable relationship between X and Y.

 [Yesterday 1:44 PM] Lempert, Robert (Guest)
In brief, by scanning over a wide range of plausible representations of the relationship and then identifying which, if any, of those representations make a significant difference on near-term decisions

 [Yesterday 1:46 PM] Twaddell, Hannah
Thanks, Robert. And I assume the RDM process also involves a lot of deliberation among participants about the validity of the plausible potential relationships?

[Yesterday 1:47 PM] Twaddell, Hannah
Will SACOG engage the public in this upcoming process? If so, can you talk about the strategy for making this understandable and getting useful input?

[Yesterday 1:48 PM] Alex Rixey
Do you know yet what types of inputs you will vary or what types of outcomes you will be evaluating?

[Yesterday 1:48 PM] Lempert, Robert (Guest)
Yes. Both at the start of the process, but also when it comes examining the specific scenarios that affect the decisions

[Yesterday 1:48 PM] Segovia, Cesar (Guest)
What is VisionEval? Can you describe it?

[Yesterday 1:49 PM] Twaddell, Hannah
https://visioneval.org

[Yesterday 1:49 PM] Lempert, Robert (Guest)
Vision Eval is an open source platform for strategic transportation modeling: https://visioneval.org

[Yesterday 2:00 PM] Twaddell, Hannah
One of the constraints many MPOs have with regard to questioning assumptions in the MTP (long range plan) process is that they usually use a single, formally adopted land use forecast for the travel demand model, which is the accepted basis for project selection, CMAQ analysis, etc.

[Yesterday 2:03 PM] Kyung-Hwa Kim (Guest)

TMIP-EMAT and VisionEval will be great tools for transportation future understanding. We need more participants and users. ARC is currently using VisionEval and plan to use EMAT soon with that.

[Yesterday 2:03 PM] Andrew Kolcz
Does it make sense to conduct onboard transit surveys during this reduced-ridership period? Would such surveys have any value to travel demand models?

[Yesterday 2:06 PM] Anderson, Rebekah (Guest)
Onboard surveys are very expensive. If you have extra money, it would make an interesting research topic, but in general, you want to save your money to survey during a situation that you think would be the most stable over the next 3 decades.

[Yesterday 2:19 PM] Tom Williams, DKS (Guest)
This takes not only a technical understanding, but a fundamental change to how we view forecasting. It will be interesting to see how the outcomes from strategic planning/RDM are fitted into the momentum of current planning decision making. Thank You for your expertise!

[Yesterday 2:20 PM] Lempert, Robert (Guest)
Yes, exactly. Thanks!

[Yesterday 2:22 PM] Popper, Steven (Guest)
This is precisely the point, Tom. It is not a different approach to modeling. It is a different philosophy over the use of models in analyzing policy.
(1 liked)

[Yesterday 2:27 PM] Twaddell, Hannah
Thank you very much, all!

[Yesterday 2:28 PM] Cleghorn, Donald
Intriguing discussion, I will definitely be reading more! Thanks!

[Yesterday 2:28 PM] Segovia, Cesar (Guest)
Thanks for the presentation.

[Yesterday 2:28 PM] Keklikian, Arto
excellent and informative!

[Yesterday 2:29 PM] Popper, Steven (Guest)
Thank you all for your wonderful engagement!