General Research Interests/Goals

Overall, I’d like to contribute something meaningful for providing better mobility options for communities and improving accessibility/mode choice. Generally, I would like to determine ways to make it easier for people to choose transit/active modes instead of personal vehicle ownership.

Demand-responsive and rural transit is interesting to me because I think it is not studied as much and there is a lot of room for improving service and incentivizing ridership (ie through payment method, better trip planning, etc) while making operations easier for these agencies, which often lack resources.

Another interest of mine is Micromobility – the effects of the rise of e-scooters and bikeshares on transit ridership are unclear at the moment, especially since the pandemic. Do transit riders substitute transit trips for Micromobility trips? Or is their use more recreational? What kind of trip purposes are most substituted from transit to Micromobility?

Correlation with use and demographics? Time of day? Land uses along trip route? Bike infrastructure available? Weather?

If fare payment for transit is combined with escooter payment, would this improve interaction?

Access to scooter data might be limited

Twin Cities mobility dashboard

Look into EV equity with charging (data is already over there), Benham project data might be on there, can look through task reports also - Minnesota GeoCommons/spatial commons, EJ population map available there too

I am still concerned about finding balance between technical rigor/new contributions and finishing on the schedule I want to finish on. My goal is still ultimately to work in industry after this—likely in a transit agency/with a consultant that does transit planning, so I would like to focus on something that could be applicable to/improve the state of practice, not anything groundbreaking.