

Table 1

Assessment of Travel Reduction Options

Options	<i>Effectiveness in Reducing</i>						<i>Potential Applica- bility</i>	<i>Implementation Problems and Requirements</i>
	<i>1 Vehicle miles</i>	<i>2 Energy conser- vation</i>	<i>3 Environ- mental impacts</i>	<i>4 Parking regula- tions</i>	<i>5 User Costs</i>	<i>6 Overall Costs</i>		
Ridesharing								
Carpooling	M	M	L	M	L	L	H	Promotion & matching program desirable
Vanpooling	H	H	M	H	L	L	M	Government or employer information & incentives
Susbidization	M	M	M	M	L	L	L	Program funding more difficult than preferential treatment
Trip Chaining								
Chaining shopping trips	M	M	L	L	M	H	M	Education, land use planning, activity scheduling
Combining shopping / other trips	M	M	L	L	M	H	M	Education, land use planning, activity scheduling
Public Transportation								
Fixed route service (bus, rail, etc)	H	H	M	H	L	L	H	Adequate route density & frequency require substantial subsidies
Taxi	L	L	L	H	L	M	M	Reduced barriers to entry in taxi business
Subscription services	H	H	M	H	L	M	M	Transit management practices
Dial-a-ride	M	M	L	M	L	L	M	Employer initiatives, good management, adequate demand density, vehicle operating cost
Car rental	L	L	L	L	L	L	L	Vehicle redistribution, vandalism
Activities Scheduling								
Staggered work hours	L	L	L	L	M	M	M	Possible government intervention
Flexible work hours	L	L	L	L	M	L	M	May sometimes reduce ridesharing
More part-time jobs	L	L	L	L	L	L	L	More management
Extended workdays for service firms	L	L	L	M	M	M	M	Cost of overtime or extra shifts
Restricting peak period freight deliveries	L	L	M	L	L	L	L	Cost of overtime or night pay
Home deliveries & pick-ups	H	M	L	H	H	M	M	Demand density, willingness to pay extra cost based on trip savings
Parking Controls								
Higher parking prices	M	M	L	M	L	M	H	Easier for private sector
Restricted supply of parking	M	M	L	M	L	L	M	Political difficulty, risk to downtown stores
Reduced accessibility of parking	M	M	L	M	L	L	M	Political difficulty, risk to downtown stores
Park & ride facilities at transit Station	M	M	L	L	M	M	M	Shift parking requirements to outlying areas
Fringe parking & transit shuttles	M	H	L	M	L	M	M	Find parking lots & fund transit services

Table 1, cont'd

Options	<i>Effectiveness in Reducing</i>						<i>Potential Applica- bility</i>	<i>Implementation Problems and Requirements</i>
	<i>1 Vehicle miles</i>	<i>2 Energy conser- vation</i>	<i>3 Environ- mental impacts</i>	<i>4 Parking regula- tions</i>	<i>5 User Costs</i>	<i>6 Overall Costs</i>		
Parking Controls, cont'd								
Rate and/or accessibility differential for:								
a) long & short-term parking	L	L	L	M	L	M	M	Enforcement
b) peak, off peak, & night periods	M	M	L	L	L	M	M	Inflexible street meters
c) higher occupancy vehicles	M	M	L	M	L	L	M	Larger lots, enforcement
d) smaller vehicles	L	M	L	L	L	L	M	Larger lots, enforcement
Roadspace Allocation								
Exclusive lanes for buses	M	M	L	H	L	L	L	Corridor with sufficient bus demand
Exclusive lanes for HOVs	L	L	L	M	L	M	M	Enforcement, sufficient HOV demand
Contraflow lanes for buses	M	M	L	H	L	L	L	Directional imbalance in volumes
Contraflow lanes for HOVs	L	L	L	M	M	L	L	Safety problems for cars
Reversible lanes for mixed traffic	L	L	L	L	M	M	H	Doubtful reduction in vehicle miles traveled
Bicycle lanes (on existing roads)	M	M	M	M	L	L	M	Weather, safety, and user acceptance problems
Wider sidewalks (on existing roads)	M	M	H	M	L	L	M	Doubtful net benefits
Pedestrian malls	L	L	M	L	L	L	L	Vehicles & impacts shifted elsewhere
On-street parking restrictions	L	L	L	L	L	L	M	Depend largely on volumes & other local conditions
On-street truck loading restrictions	L	L	L	L	L	L	L	Enforcement problems, higher costs to shippers
Auto-free zones	M	M	H	M	L	L	M	Limited experience
Barriers on local streets	L	L	M	L	L	L	M	Doubtful net benefits, political antagonism
Preferential Treatment for HOVs								
Bypass lanes at metered ramps	L	L	L	L	M	M	L	Cost & availability of extra lanes
Signal pre-emption by buses	L	L	L	L	M	M	L	Difficulty in coordinating signal systems
Auto Disincentives								
Road tolls	M	M	L	M	H	H	M	Toll collection technology
Fuel taxes	M	M	L	M	M	M	H	Political acceptability
Registration & excise taxes	L	L	L	L	L	L	H	Current levels are insignificant
Speed limits	L	M	L	L	M	L	H	Doubtful net benefits
Land-Use Planning to Achieve More								
Compact Cities								
Mix commercial, office, & residential use	M	M	M	L	H	M	M	Difficult even in long term for transportation professionals; not a short term option

Table 1, cont'd

<i>Options</i>	<i>Effectiveness in Reducing</i>						<i>Potential Applica- bility</i>	<i>Implementation Problems and Requirements</i>
	<i>1 Vehicle miles</i>	<i>2 Energy conser- vation</i>	<i>3 Environ- mental impacts</i>	<i>4 Parking regula- tions</i>	<i>5 User Costs</i>	<i>6 Overall Costs</i>		
Land-Use Planning...cont'd								
Encourage bicycle and walk trips	H	H	M	H	L	L	M	May require unpopular decisions on roadspace allocation, parking restriction
Improved Telecommunications								
Shopping from home	H	H	L	H	H	H	H	Potential increases with advances in technology
Teleconferencing	H	H	M	M	H	H	M	Potential increases with advances in technology
Decentralization of major employees	H	H	M	H	M	M	M	Potential increases with advances in technology
More work at home	H	H	M	H	H	M	L	Conceivable for many desk workers but productivity may suffer
Diversified education services on Cable TV	H	H	M	H	H	H	M	Potential increases with advances in technology