

TABLE 2.
TRAVEL IMPACT ESTIMATES:
RANGE OF DAILY REGIONAL REDUCTIONS (in percent)^a
 (Based on literature review)^b

TCM ^c	VTM	Trips
Employer trip reduction	0.2% - 3.3%	0.1% - 4.1%
Area-wide ridesharing	0.1 - 2.0	0.5 - 1.1
Transit improvements	0.0 - 2.6	0.6 - 2.5
HOV lanes	0.2 - 1.4	0.5 - 0.6
Park-and-ride lots	0.0 - 0.5	0.0
Bicycle/pedestrian facilities	d	d
Parking pricing:		
work	0.5 - 4.0	0.4 - 4.0
non-work	3.1 - 4.2	3.9 - 5.4
Congestion pricing	0.2 - 5.7	0.4 - 4.2
Compressed work week ^e	0.0 - 0.6	0.0 - 0.5
Telecommuting ^e	0.0 - 3.4	0.0 - 2.8
Land use planning ^e	0.0 - 5.2	0.0 - 5.2
Signal timing	(d)	(d)
Incident management	(0.1) - 0.0	(0.1) - 0.0
Emissions/VTM Tax	0.2 - 0.6	0.1 - 0.9
Buy-backs of older cars	N/A	N/A

- Notes:
- (a) Numbers in parentheses represent increases in VMT or trips.
 - (b) Numerical estimates have been converted from the literature into common units and rounded to the nearest tenth of a percent. The estimates reflect the specific parameters for the case studied or the assumptions in any predictive model -- all from existing literature. Actual impacts in specific regions will depend on the level of implementation and local circumstances.
 - (c) See text for discussion of TCMs, including assumptions made in the literature. Appendix II provides a detailed summary of the TCM travel impact estimates in the literature.
 - (d) Impact is less than 0.1 percent.
 - (e) No literature reported impact as low as 0; literature indicated that the potential impact of this measure is highly speculative, and we have therefore reported a range starting at 0. (Conversely, the upper end of the range may exceed that reported here.)

