Changing travel patterns

Figure 2. Change in Number of Trips per Capita among 16 to 34 year-olds, 2001 to 2009

Source: Millennials In Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy,
Sea change in driving

Total and per capita VMT in Colorado
But the highway boom continued

Road construction since 2007 in the SW states
Do lanes fix congestion?
DOTs broaden their approach

OLD
- Build roadways for cars and trucks
- Add lanes when congested

NEW
- Increase choice in travel (transit, carpool, single occupant)
- Increase mobility through operational improvements
- Use pricing on new express lanes to manage travel reliability and growth
- Promote options for walking & biking
VMT reduction

Transit

Transit Oriented Development

User fees /Tolling

Reduced VMT per Capita, Focused Growth & Reduced Sprawl
Getting the Price Right

How do we use congestion based tolling?

1) Just to finance new road construction?
2) To manage congestion and traffic for the long-term?
3) To finance transit and transportation demand management programs?
First advances in fuel efficiency since early 80s

New Goals in Fuel Economy

60 miles per gallon average fleetwide

50
54.5 by 2025

40
36.6 by 2017

30

20

Combined standards for U.S. cars and light trucks

10

0

'80 '85 '90 '95 '00 '05 '10 '15 '20 '25

Source: National Highway Traffic Safety Administration
Plug-in Electric Vehicles emerge
Ford, Chevy, Toyota, Nissan, Tesla, Honda, Mitsubishi, Volkswagen
But not on a path to deep GHG reductions
Beginning of the end of the private car ??