

A Toolbox for Alleviating Traffic Congestion and Enhancing Mobility

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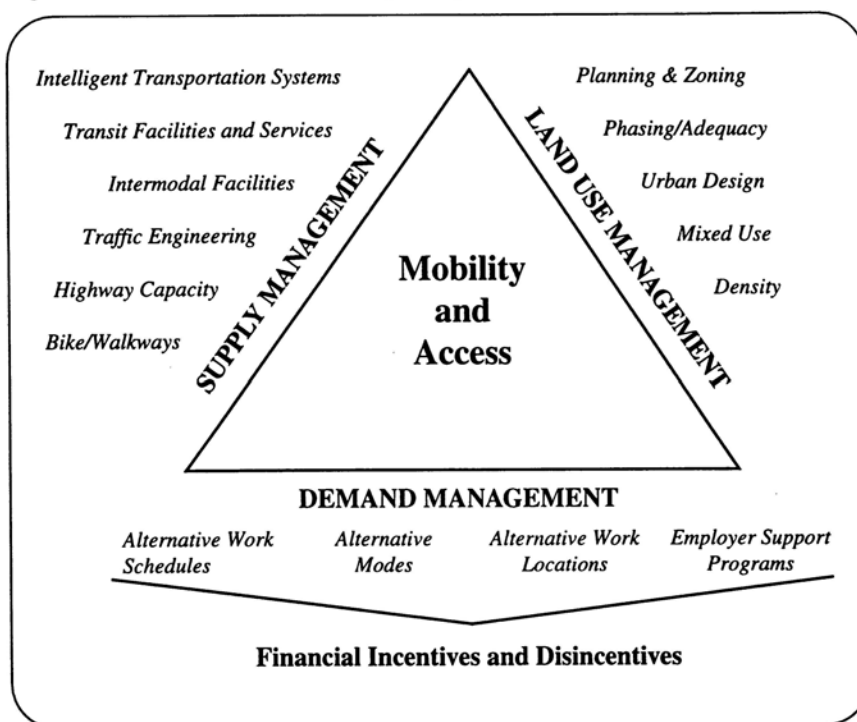
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The following is a list of changes made in the 1998 reprinting of the original 1997 text.

- Replace Figure 1.2:

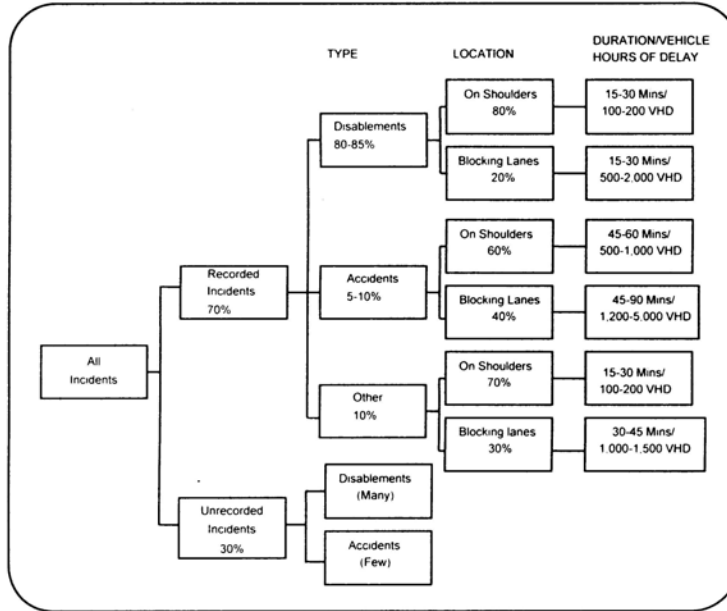
Figure 1.2: Elements of a Mobility/Congestion Reduction Program



Source: Meyer

- Replace Figure 2.1:

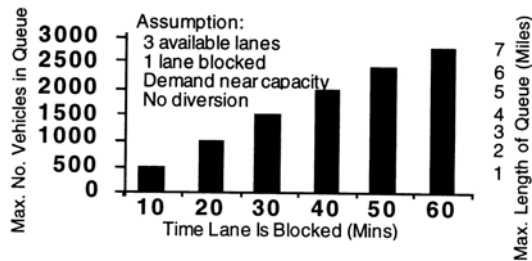
Figure 2.1: Composite Profile of Reported Incidents By Type



Source: Cambridge Systematics and The ATA Foundation 1996

- Replace Figure 2.2:

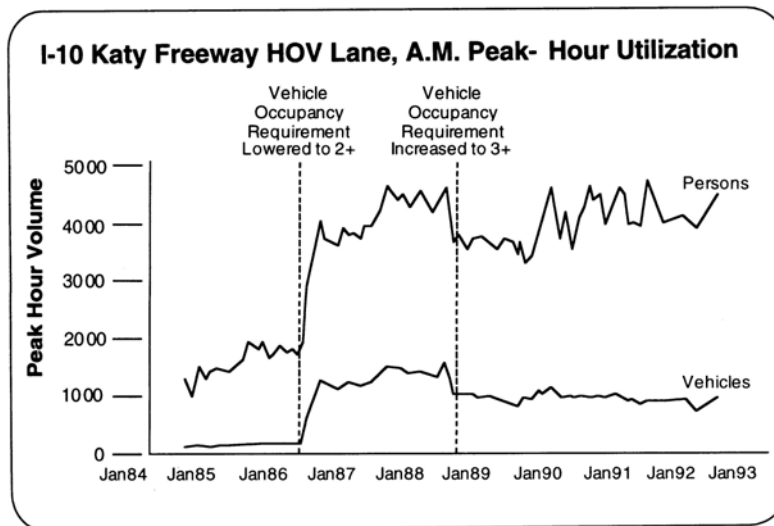
Figure 2.2: Effects of Rush-Hour Lane Blockage on Queue Length



- The actual graphics in Figure 2.4 and Figure 2.6 need to be switched—the captions remain in the original place.
- Figure 2.7, the source should be Federal Highway Administration, 1995.
- Page 38, final sentence, should read: *Figure 2.7 shows an application of real-time information systems for bus routes.*
- Page 38, the statement under the “disadvantages” column for the “use of left shoulder” should read: *sight distance problem with some median treatments.*

- Page 46, the blurb should read *HOV lanes bypass serious congestion points thus decreasing travel times and increasing travel time reliability for HOV lane users which can be a strong inducement to use transit or ridesharing.* The same change applies to the text in the first column of page 46.
- Page 50, the last complete sentence should read *Figure 2–11 shows the results of lowering the occupancy rate from 3+ to 2+ on the Katy Freeway in Houston...*
- Page 51, in the first incomplete sentence the numbers should read 200 and 1,200, respectively.
- Replace Figure 2.11:

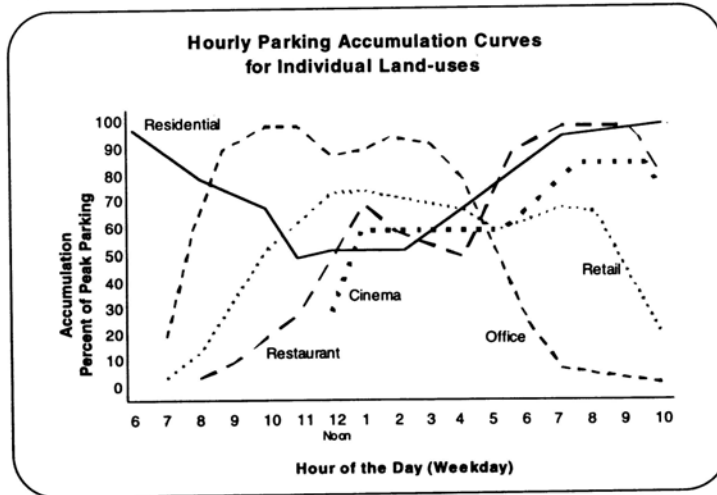
Figure 2.11: Impact of Changing HOV Occupancy Requirement in Houston



- Page 67, the X-axis of the “Signal Spacing and Crashes” graph should be labeled *signals per mile*.
- Table 2.4, the header for “Fuel Use Reduction” should be labeled *gal / %*.

- Replace Figure 2.16:

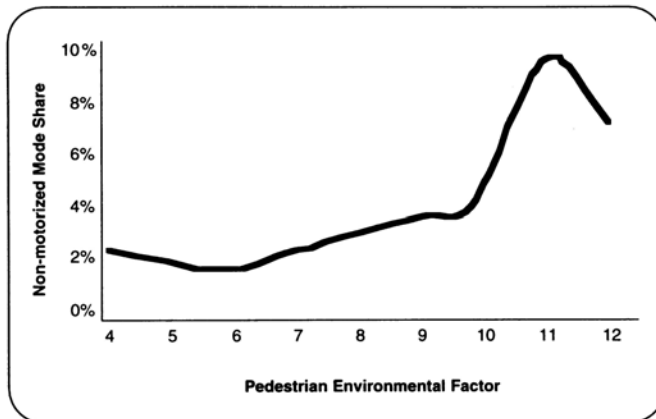
Figure 2.16: Shared Parking Use



Source: Edwards 1994

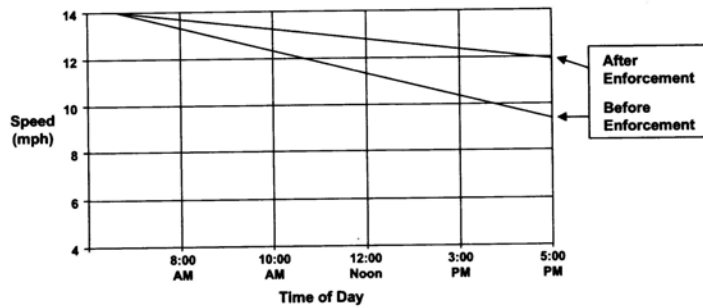
- Table 2.12, the header for the second column should read *HOV Code*.
- Table 2.11, there should be the label *M* next to \$23 in the third column.
- Replace Figure 2.17:

Figure 2.17: Pedestrian Environment Factor and Mode Split



Source: As discussed in (NCTCOG 1995)

- Replacement for the bottom half of Figure 2.19:



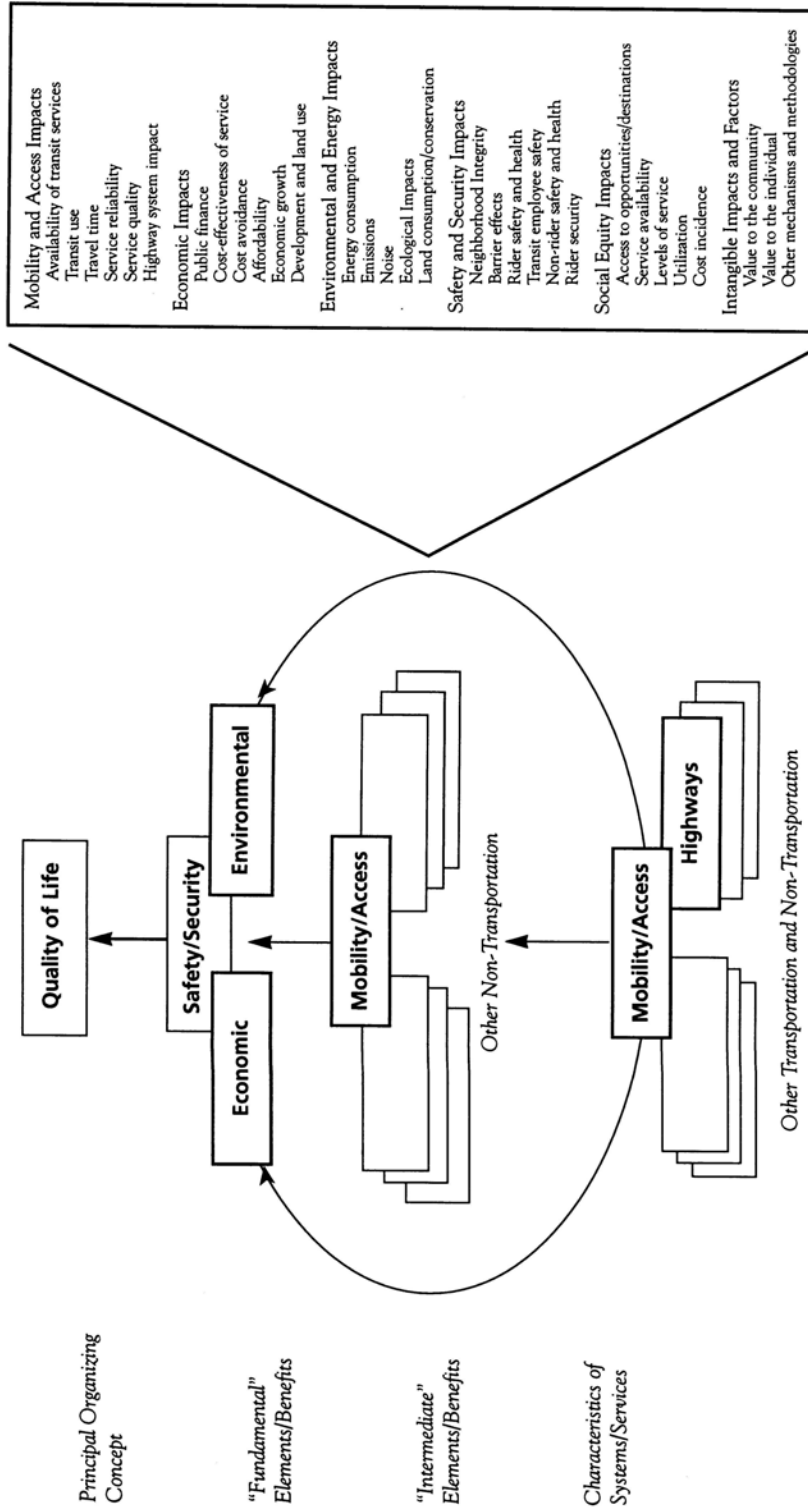
- Page 116, second reference, is the National Transit Institute.
- Figure 4.2, the Y-axis should read: *Passengers per Peak Hour per Direction*.
- Table 4.2, the last two columns should be labeled *Unlinked*.
- Table 4.8, the correct title is: *Predicted Mode Shares for Alternative Levels of Transit Access, Transit Service and "Pay-to-Park" Probability*.
- Table 4.9, column one's correct heading is *Lynx Amenities*.
- Figure 4.6 should be attributed to Regional Transit District, 1996.
- Figure 5.1, the correct source is Meyer, et al., 1994.
- Replace Table 5.4:

Table 5.4: Comparative Cost of Single Occupant Vehicle vs Vanpool

Round Trip Distance	Single Occupant Vehicle			Cost Per Trip		Vanpool		3rd Party	
	Variable (cents)	Fixed (cents)	All (cents)	Variable	All	Per Mile	Per Trip	Per Mile	Per Trip
30	7.3	18.5	25.8	\$2.19	\$7.74	7.5	\$2.25		
40	7.3	15.5	22.8	2.92	9.12	6.2	2.48		
50	7.3	13.3	20.6	3.65	10.30	5.4	2.70		
60	7.3	11.7	19.0	4.38	11.40	4.9	2.94		
70	7.3	10.4	17.7	5.11	12.39	4.5	3.15		
80	7.3	9.4	16.7	5.84	13.36	4.3	3.44	6.3	\$5.00
90	7.3	8.6	15.9	6.57	14.31	4.0	3.60		
100	7.3	7.9	15.2	7.30	15.20	3.9	3.90		
110	7.3	7.3	14.6	8.03	16.06	3.7	4.07		
120	7.3	6.7	14.0	8.76	16.80	3.6	4.32		
130	7.3	6.3	13.6	9.49	17.68	3.5	4.55		
140	7.3	5.9	13.2	10.22	18.48	3.4	4.76	4.2	5.86
150	7.3	5.6	12.9	10.95	19.35	3.3	4.95		

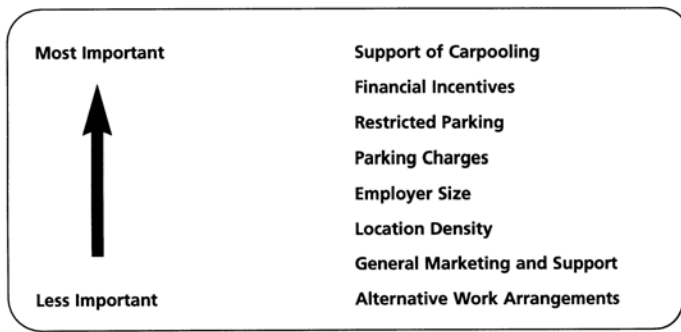
- Replace Figure 4.1:

Figure 4.1: Categories of Transit Benefits, Source: Cambridge Systematics 1995



- The key is missing from Figure 5.3. The shaded bars represent employees and the open bars represent self-employed persons.
- Replace Figure 5.4:

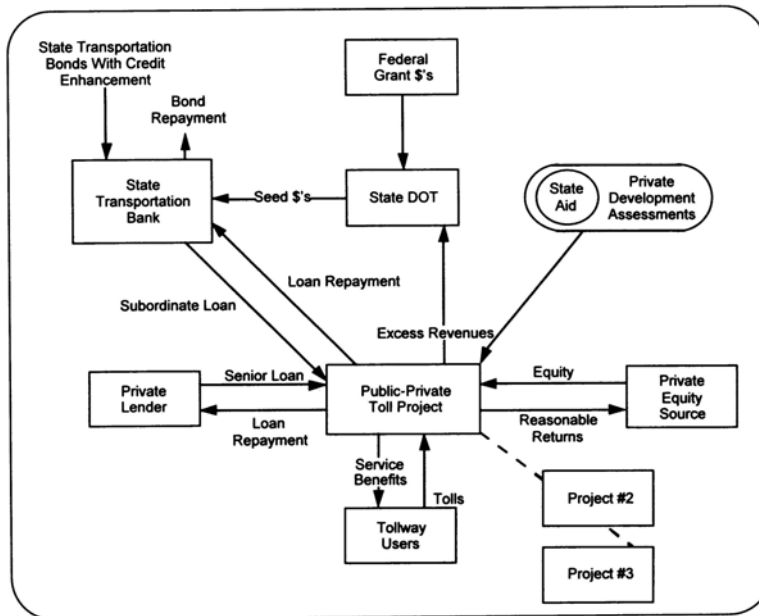
Figure 5.4: Relative Importance of TDM Support Measures



- Page 216, second column, second line, the source should read: ITE 1993.
- Table 2.12, the correct title is *Typical Costs of TDM Support Measure Program*.
- Table 5.17, “ROG” in the top line should change to *Percent Reduction In*.
- Page 285, the last sentence in the first paragraph of the second column should be deleted. *Table 6.7 on page...*
- Page 288, the sentence after the heading “Implementation” should read: *Given the perspective of implementing EFPS actions...*
- Page 298, first column, the reference should be *ConnDOT 1995*.
- Table 6.9, third column, should read *Resolution Potential*.
- Page 313, the correct referenced page number in the first paragraph is 308.
- Figure 7.2, the legend is:
 1. Conventional public highway ownership with fuel/vehicle taxes
 2. Innovative public/beneficiary mix, especially transportation development corporations
 3. Conventional public toll highway
 4. Conventional public highway ownership through general taxation
 5. Road utility districts
 6. Local jurisdiction toll entity
 7. Public toll highway with target in local jurisdiction
 8. State franchised public/private toll corporations
 9. Full public/private partnerships
 10. Privatization.

- Figure 7.3, the correct source is Greenbaum and Harknett 1991.
- Replace Figure 7.4:

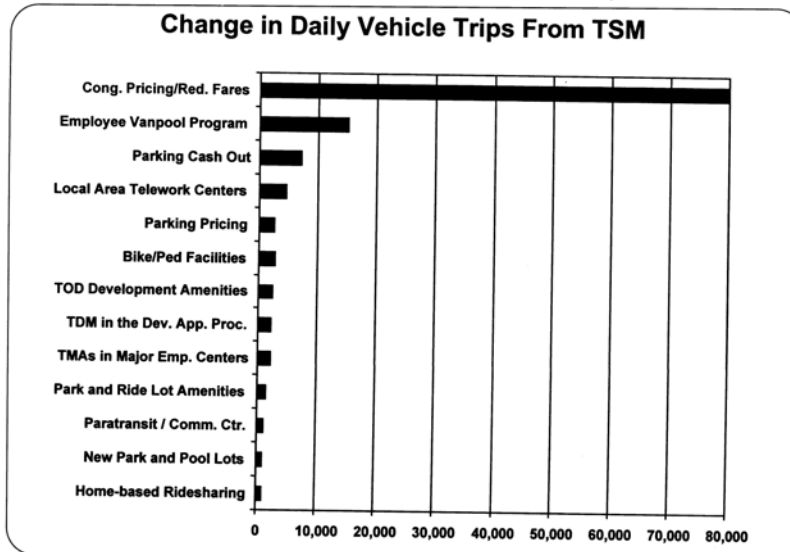
Figure 7.4: Leveraged Loan Program Including Toll Road



Source: Lockwood 1995

- Replace Figure 7.6:

Figure 7.6: Impact of Different Elements of U.S. 301 Project



Source: Maryland DOT 1995