How We Move

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Changes over time

- 1960s - Central Cities/Suburbs; Manufacturing/Shiftwork; Family road trips; Urban Removal/Redlining; The Great Society
- 1970s - Gas shortages, passage of National Environmental Policy Act, Income based housing choices
- 1980s - The Great Recession, Clean Air Act Amendments
- 1990s - Acknowledgement of the great American transportation system, Intermodal Surface Transportation Equity ACT (ISTEA), Multimodal Funding at the
- 2000s - The rise of Climate Change and Sustainability
2020 - Present COVID Pandemic

- Overall fewer trips but
  - Increase in fatalities
  - Increase in automobile sales
  - Increase in bicycle sales
  - Increase in package delivery, curbside pickup
  - Decline in options for essential workers, infrastructure workers, goods and materials transport
2020 - Present COVID Pandemic

- Travel decisions are complex
- Travel should consider not only those traveling to office work sites
  - The varied locations, durations associated with skilled tradespersons, essential workers, and the tourism related travel should be considered
  - The impact on non work trips on when, how and mode choice
  - Perception of safety, healthiness, and availability of travel options
  - Workforce
Changes

- **Trip chaining** - Increase in the number of links in the chain
- **When travel occurs**
  - Flattening of AM Peak Period
  - Increase in travel to outdoor destinations
  - Fluctuations in health-related travel
Influences

- Land Use present and past
- Housing availability
- Mismatch of housing and jobs
- Risky behavior
- Attention to the needs of many, not of the few, or the one
Emerging Trends - Final Thoughts

- Equity must be front and center of decision making (All aspects)
- Travel is not just getting from Point A to Point B
- Avoid using slogans as solutions
- The choice of some may not meet the needs of the many
- Access is opportunities is as important as the infrastructure
Questions
Thank You
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