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16. Abstract  <p>In a previous study, I showed that distance driven per person in the United States peaked in 2004 and then decreased by about 9% by 2013. In this study, I examined the changes in travel times from 2004 to 2014. The data came from the American Time Use Survey (ATUS)—a representative nationwide survey of how, where, and with whom Americans spend their time. The relevant parts of the ATUS dataset were the entries for travel associated with different classes of activities. The ATUS travel data are for all travel modes combined, not just driving.</p> <p>The main findings of this study are as follows:</p> <ul style="list-style-type: none"> <li>• The sum of the average travel times in connection with all activities decreased by about 10% from 2004 to 2014.</li> <li>• The proportion of persons traveling in connection with the various activities tended to decrease.</li> <li>• However, for those persons who traveled in connection with the activities, the sum of the average travel times for the various activities did not change.</li> </ul> <p>The main implications of the present results are that the total travel time per person decreased substantially from 2004 to 2014, and that this decrease is due to a decrease in the proportion of persons engaged in the trips, and not an overall reduction of the duration of the trips.</p>					
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