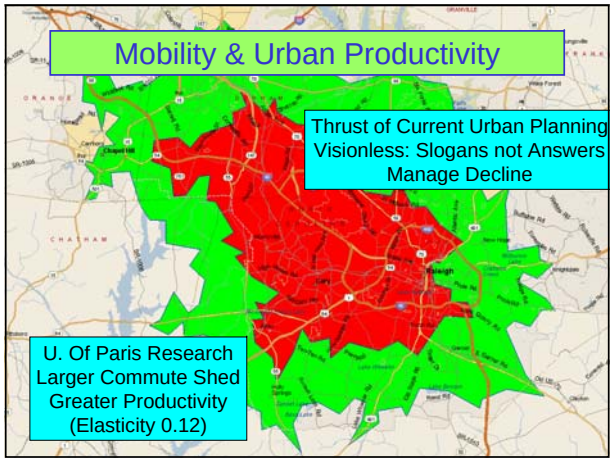
Urban Transportation in the United States: A Time for Leadership

DEMOGRAPHIA

Presentation by
Wendell Cox
Preserving the American Dream Conference
Raleigh-Durham
10 January 2003

Objective Based Policy

- The Problem
- What Are We Trying to Do?
- The State of Urban Transport Policy
  - Making Things Worse: Smart Growth
  - Transit: Niche Market
- NC: A new type of urban area
- The Answer: Objective Based Policy



Urban Global Competitiveness

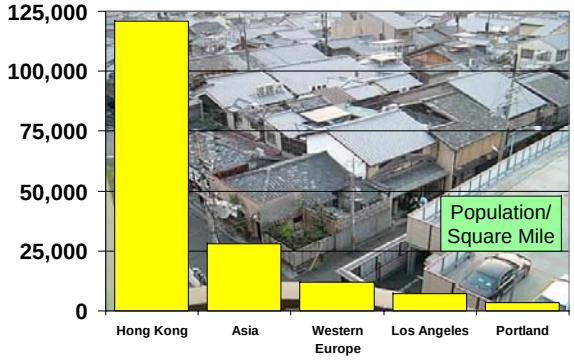
South Carolina?

Boise?

Austin, Texas & Dell Expansion To Tennessee Due to Traffic Congestion

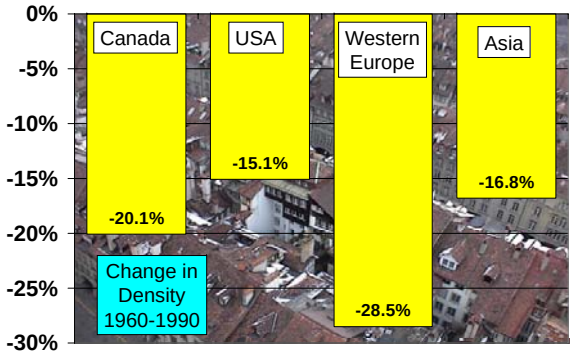
Bangalore?

Urban Densities Low in US

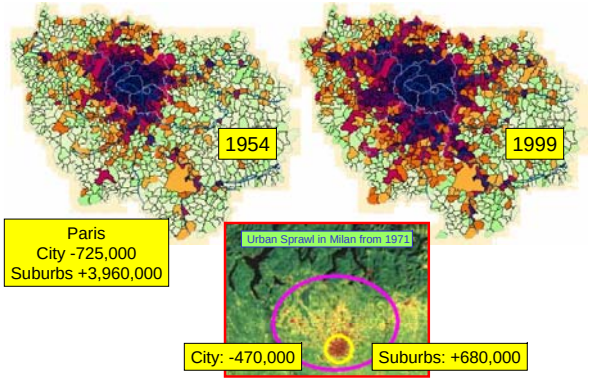


Making Things Worse: Smart Growth

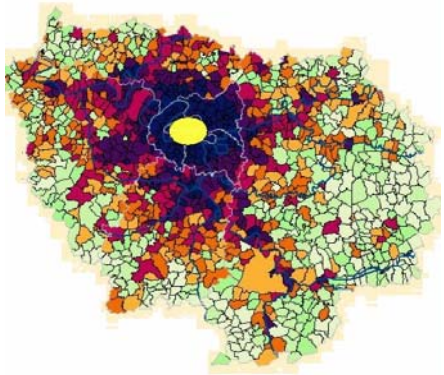
Int'l Urban Densities Falling



Urban Land Area Expansion



Paris: More than the Ville de Paris

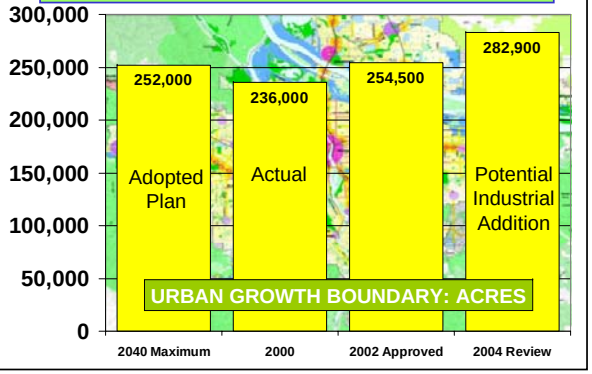


Paris from a Rental Car

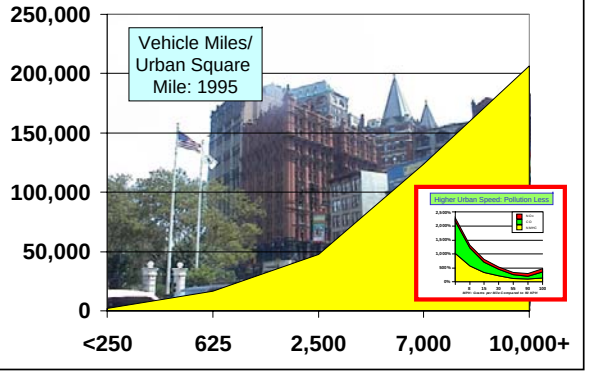
European Suburbs: Commercial

Portland Gives Up on Densification

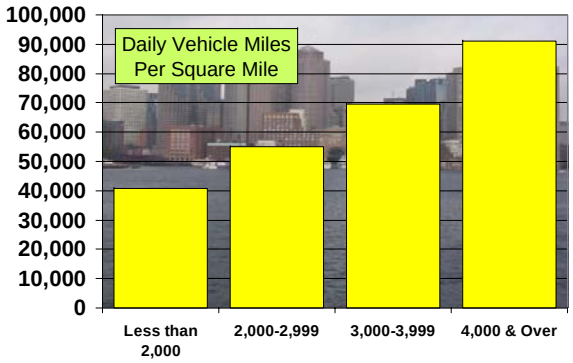
18,000 ACRES ADDED 2000, 29,000 MORE IN 2004?



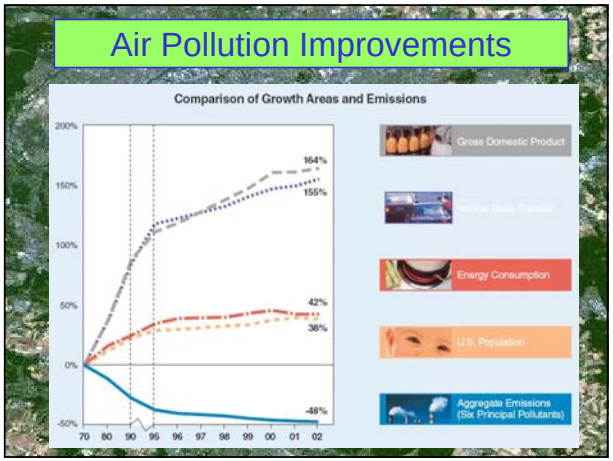
Traffic Rises @ 0.7+ Density

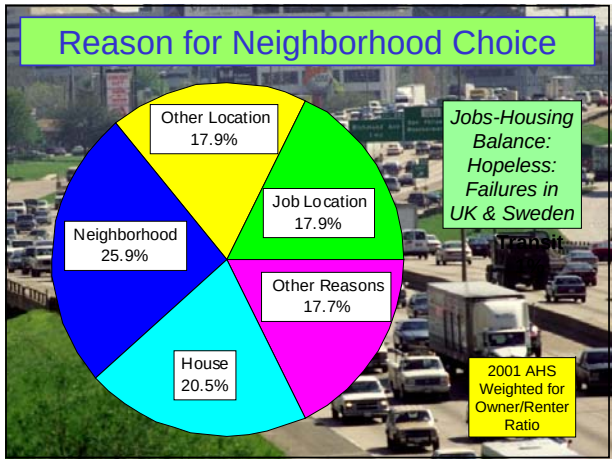


Traffic Intensity & Density: 2001

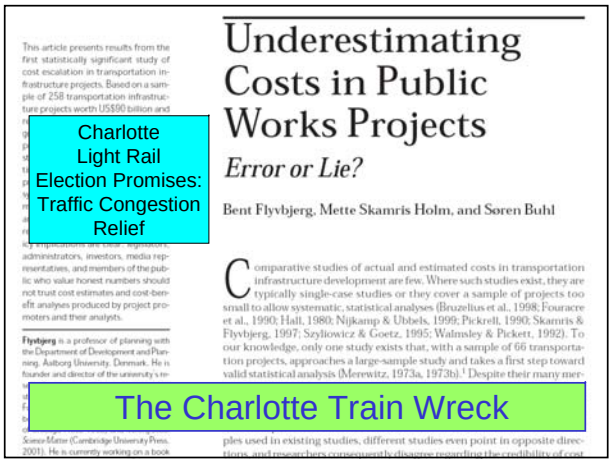


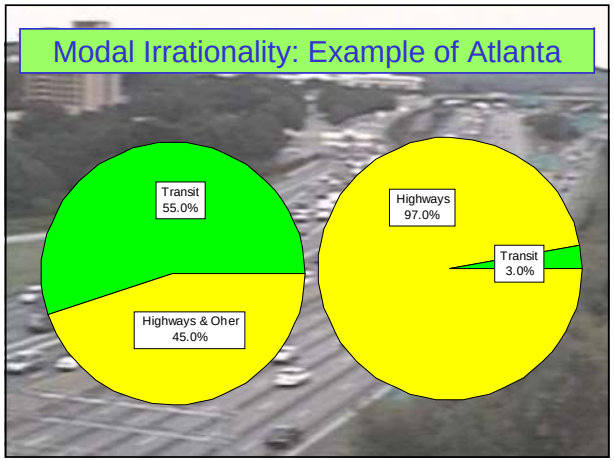
Air Pollution Improvements



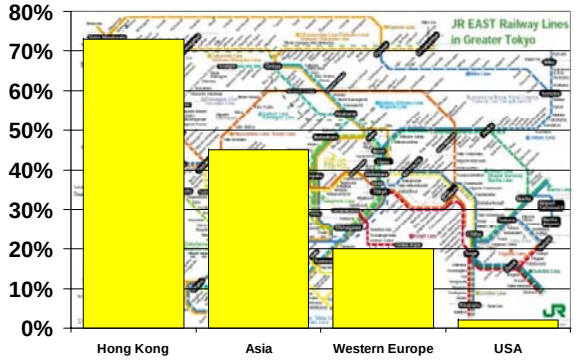

Reason for Neighborhood Choice
Other Location 17.9%
Job Location 17.9%
Other Reasons 17.7%
House 20.5%
Neighborhood 25.9%
Jobs-Housing Balance: Hopeless: Failures in UK & Sweden
2001 AHS Weighted for Owner/Renter Ratio


STIF
carte ORANGE
Nom COX
RATP
Transilien
optile
N° à reporter sur le coupon
DEMOGRAPHIA
Transit: Downtown & the Core
Paris Transit Pass

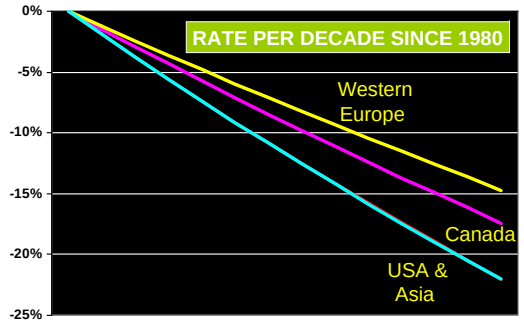

Underestimating Costs in Public Works Projects
Error or Lie?
Bent Flyvbjerg, Mette Skamris Holm, and Søren Buhl
Charlotte Light Rail Election Promises: Traffic Congestion Relief
The Charlotte Train Wreck


Modal Irrationality: Example of Atlanta
Transit 55.0%
Highways & Oher 45.0%
Highways 97.0%
Transit 3.0%

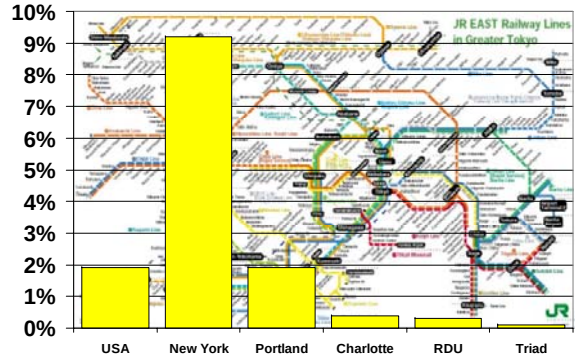
Transit Shares Highest in Asia



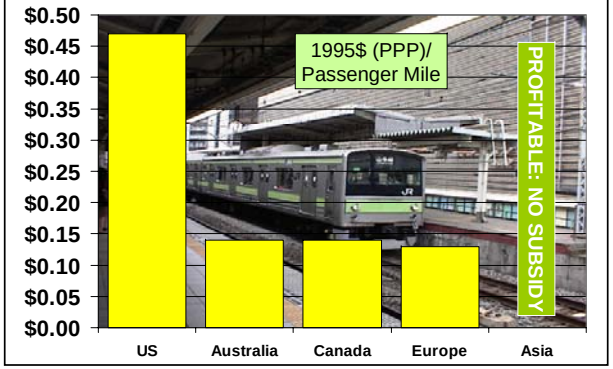
Transit: Market Share Losses



US Transit: Market Share



Transit in US: Costly (1)



Transit in US: Costly (2)

Transit in US: Costly (3)

Can Boosting Minority Car-Ownership Rates Narrow Inter-Racial Employment Gaps?

Steven Raphael
Goldman School of Public Policy
University of California, Berkeley
raphael@socrates.berkeley.edu

Michael Stoll
School of Public Policy and Social Research
University of California, Los Angeles
mstoll@ucla.edu

June 2000

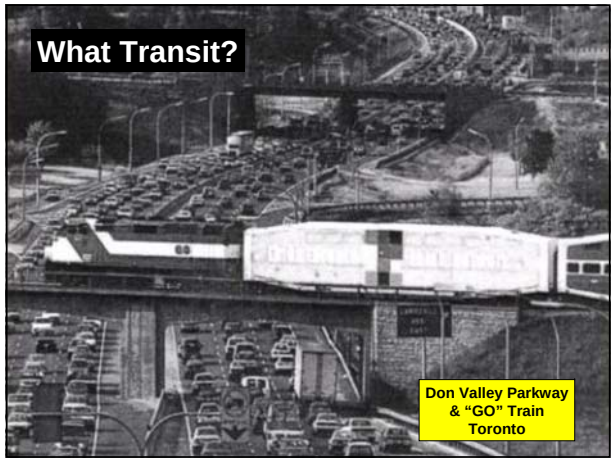
Expenditures/ Passenger Mile
Transit: $0.60
Auto" $0.20

Getting People Out of Cars

- **Automobile Competitive Service**
  - **Speed**
  - **Convenience**
  - **Geographical Access**
  - **Time Access**

Charlotte:
Time Competitive Transit

- **Love Affair with the Automobile?**
  - **Manhattan**
  - **Hightstown**
- **Traffic will get so bad….**
  - **That people will get on transit…???**



Illusion of "Transit Choice"

VERITAS – A Quarterly Journal of Public Policy in Texas – March, 2002

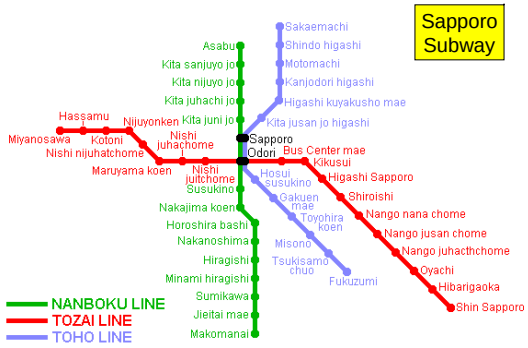
The Illusion of Transit Choice

by
Wendell Cox

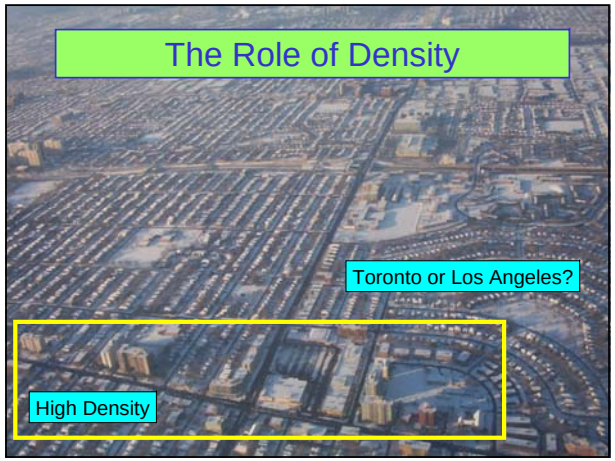
Wendell Cox is a Senior Fellow at the Texas Public Policy Foundation and principle of Wendell Cox Consultancy, an international public policy firm specializing in transport, economics, labor, and demographics. His e-mail address is: wcox@publicpurpose.com

times as many people started driving alone to work or working at home during the same period, while the average time required to take what would be a 30-minute trip by car in non-

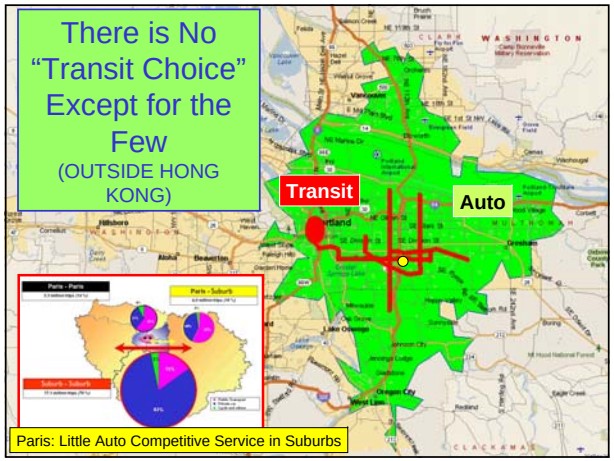
Transit is About Downtown

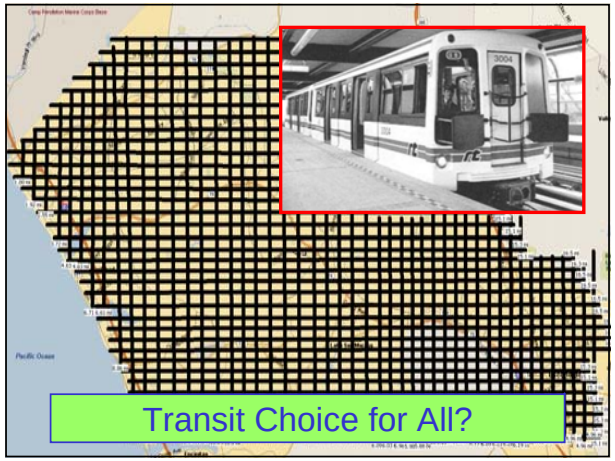


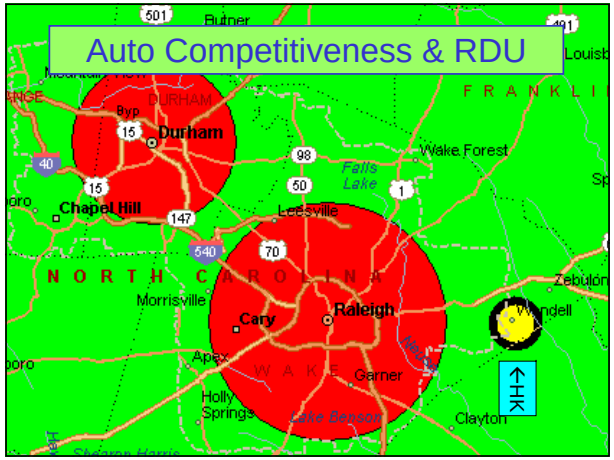
The Role of Density

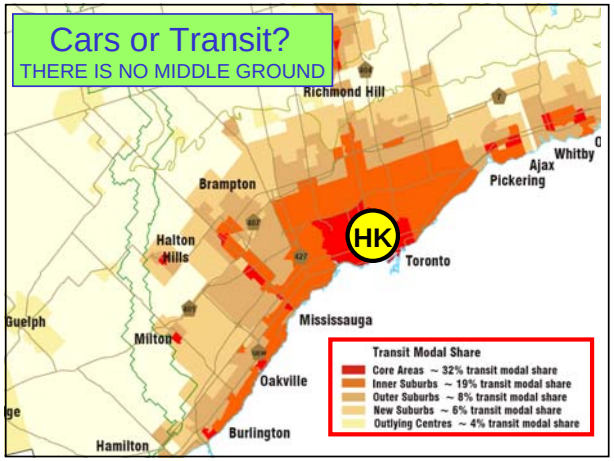


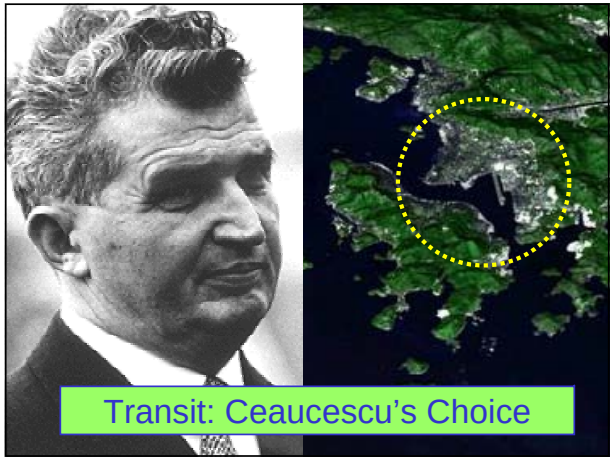
There is No "Transit Choice" Except for the Few
(OUTSIDE HONG KONG)

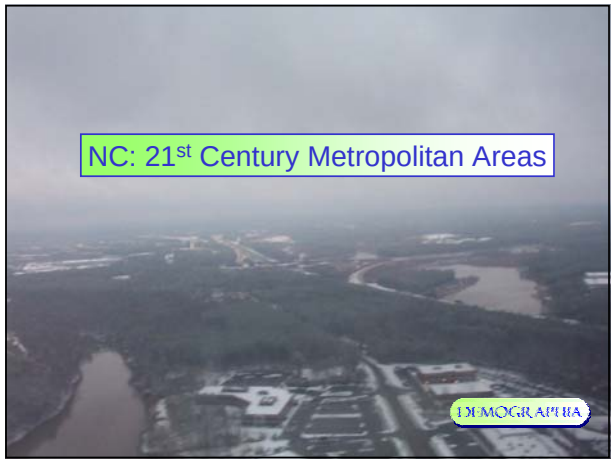



Transit Choice for All?


Auto Competitiveness & RDU
DURHAM
Durham
Chapel Hill
Wake Forest
Falls Lake
Leesville
NORTH CAROLINA
Morrisville
Cary
Raleigh
Apex
WAKE
Garner
Holly Springs
Lake Benson
Clayton
Zebulon
Wendell
HK


Cars or Transit?
THERE IS NO MIDDLE GROUND
Richmond Hill
Whitby
Ajax
Pickering
Brampton
Halton Hills
HK
Toronto
Guelph
Mississauga
Milton
Oakville
Burlington
Hamilton
Transit Modal Share
Core Areas ~ 32% transit modal share
Inner Suburbs ~ 19% transit modal share
Outer Suburbs ~ 8% transit modal share
New Suburbs ~ 6% transit modal share
Outlying Centres ~ 4% transit modal share


Transit: Ceaucescu's Choice

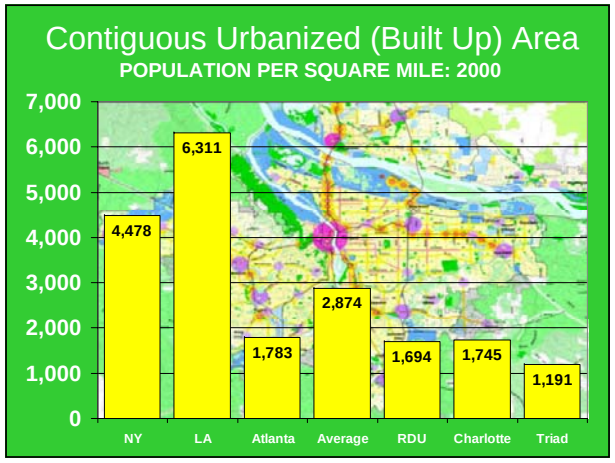


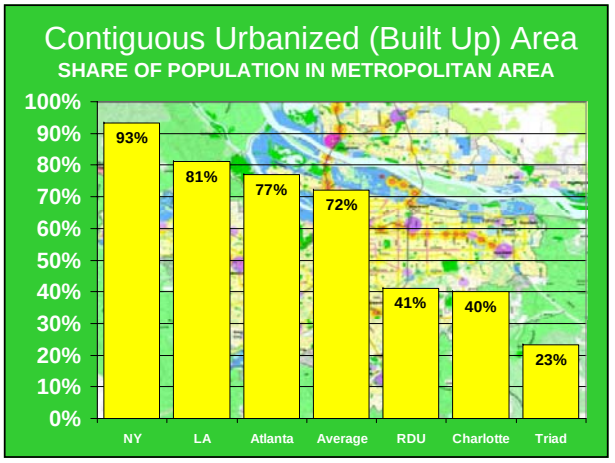
North Carolina: 21st Century Urban Areas

DEMOGRAPHIA

Share of Metropolitan Population in Contiguous Urbanized Areas Ranked: USA Areas Over 1,000,000: 2000

Rank	Metropolitan Area	Population in Substantially Contiguous Urbanized Area	Density: Population per Square Mile	Density Rank
45	Cleveland-Akron-Elyria, OH Combined Statistical Area	60.7%	2,761	23
46	Birmingham-Hoover-Cullman, AL Combined Statistical Area	58.7%	1,692	51
47	Nashville-Davidson--Murfreesboro--Columbia, TN Combined Statistical Area	54.3%	1,741	49
48	Albany-Schenectady-Amsterdam, NY Combined Statistical Area	50.0%	1,966	44
49	Grand Rapids-Muskegon-Holland, MI Combined Statistical Area	43.0%	2,095	42
50	Raleigh-Durham-Cary, NC Combined Statistical Area	41.2%	1,694	50
51	Charlotte-Gastonia-Salisbury, NC-SC Combined Statistical Area	40.0%	1,745	48
52	Greensboro--Winston-Salem--High Point, NC Combined Statistical Area	23.3%	1,191	52
	Average	72.2%	2,874	





Contiguous Urbanized (Built Up) Area

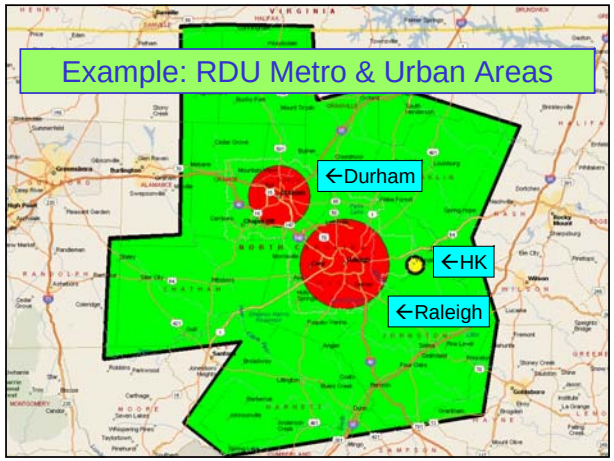
SHARE OF POPULATION IN STATE: >1,000,000 AREAS

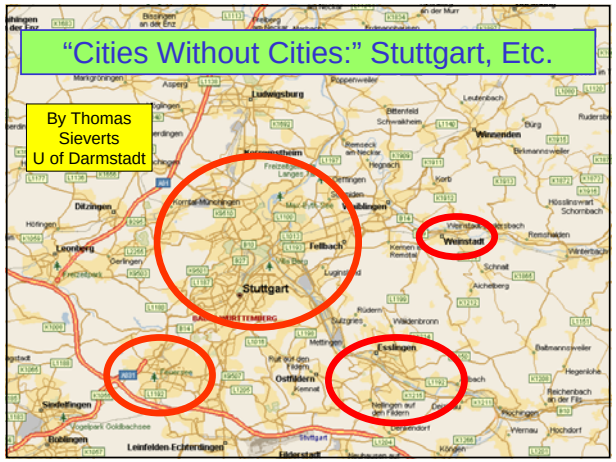
Table 2: By State Population

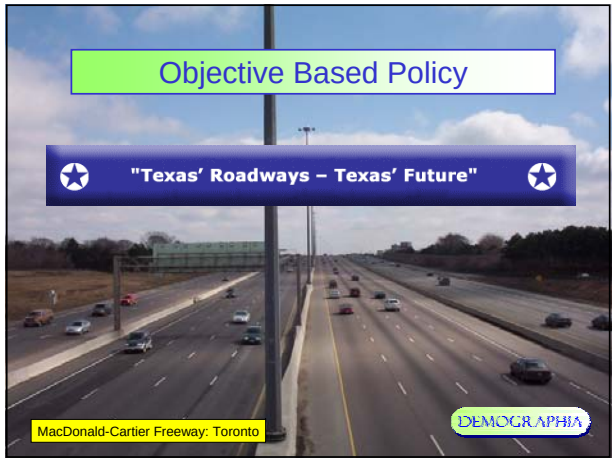
State or District	Population	Rank	In Substantially Contiguous Urbanized Areas over 1,000,000	Share	Rank
California	33,871,648	1	22,131,154	65.3%	7
Texas	20,851,820	2	9,295,722	44.6%	18
New York	18,976,457	3	11,918,289	62.8%	9
Florida	15,982,378	4	8,138,806	50.9%	11
Illinois	12,419,293	5	8,111,915	65.3%	8
Pennsylvania	12,281,054	6	5,326,763	43.4%	19
Ohio	11,353,140	7	4,138,229	36.5%	23
Michigan	9,938,444	8	3,903,377	39.3%	21
New Jersey	8,414,350	9	7,355,986	87.4%	3
Georgia	8,186,453	10	3,499,840	42.8%	20
North Carolina	8,049,313	11	0	0.0%	30
Virginia	7,078,515	12	3,183,666	45.0%	17
Massachusetts	6,349,097	13	4,601,430	72.5%	5
Indiana	6,080,485	14	1,776,844	29.2%	24
Washington	5,894,121	15	2,996,646	50.8%	12

North Carolina

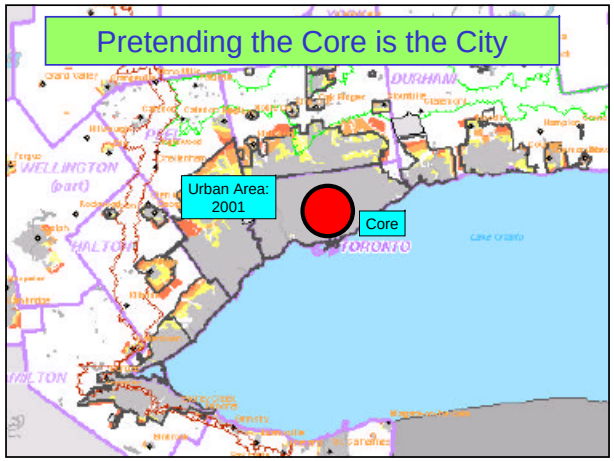
A New Kind of Urban Area

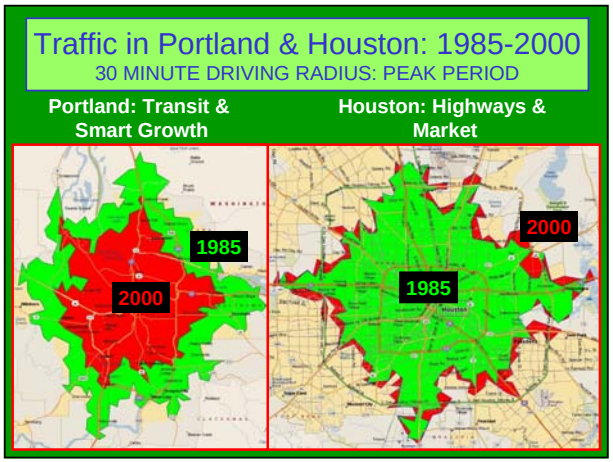


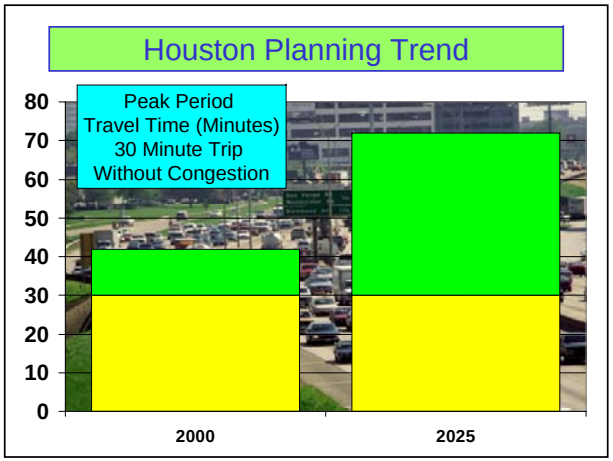


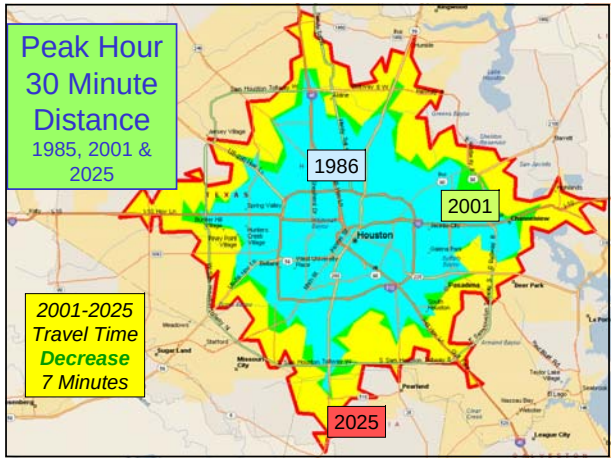


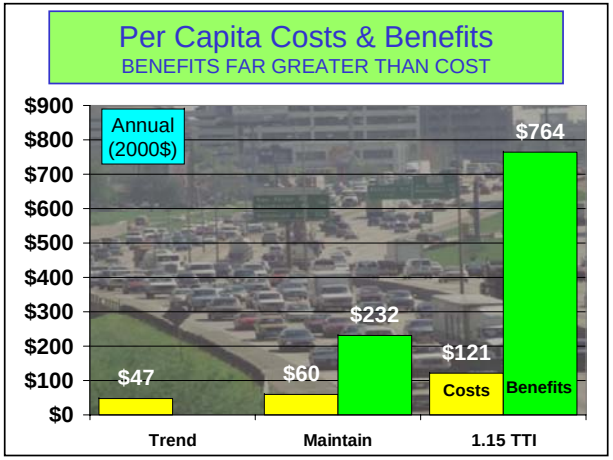

Washington's Role:
Get Out of the Way

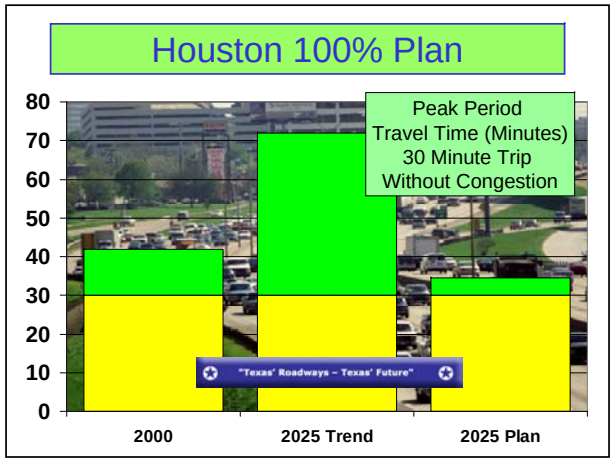

Pretending the Core is the City
Urban Area: 2001
Core
TORONTO
DURHAM
HALTON

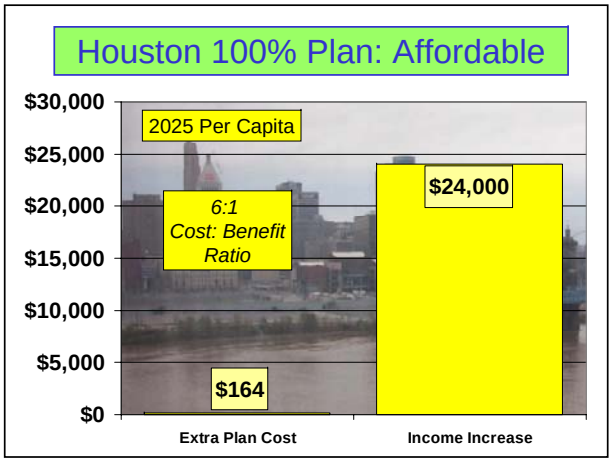

Traffic in Portland & Houston: 1985-2000
30 MINUTE DRIVING RADIUS: PEAK PERIOD
Portland: Transit & Smart Growth
Houston: Highways & Market
1985
2000
1985
2000


Houston Planning Trend
Peak Period Travel Time (Minutes) 30 Minute Trip Without Congestion
80
70
60
50
40
30
20
10
0
2000
2025

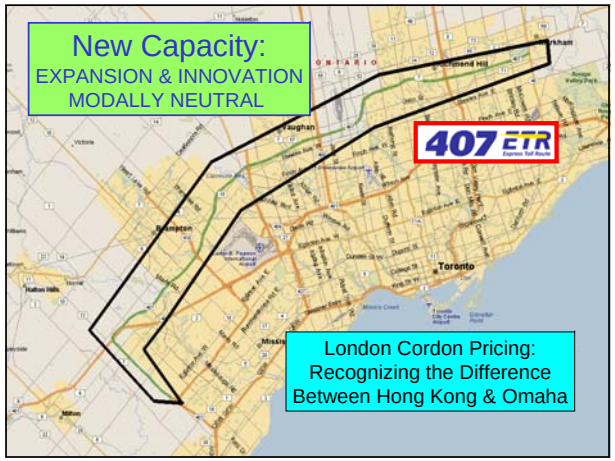

Peak Hour
30 Minute
Distance
1985, 2001 &
2025
1986
2001
2025
2001-2025
Travel Time
Decrease
7 Minutes

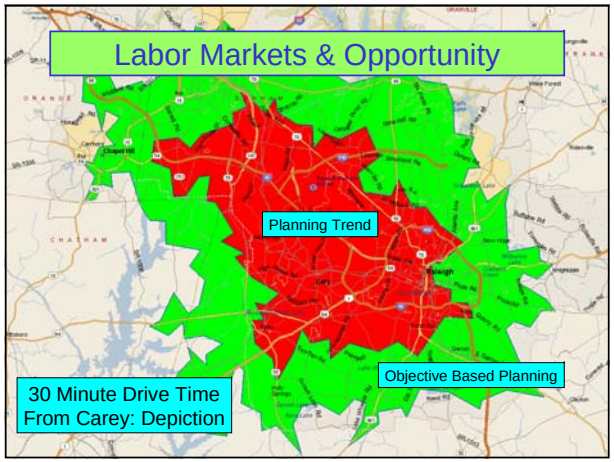

Per Capita Costs & Benefits
BENEFITS FAR GREATER THAN COST
Annual
(2000$)
$900
$800
$700
$600
$500
$400
$300
$200
$100
$0
$47
$60
$232
$121
$764
Costs
Benefits
Trend
Maintain
1.15 TTI

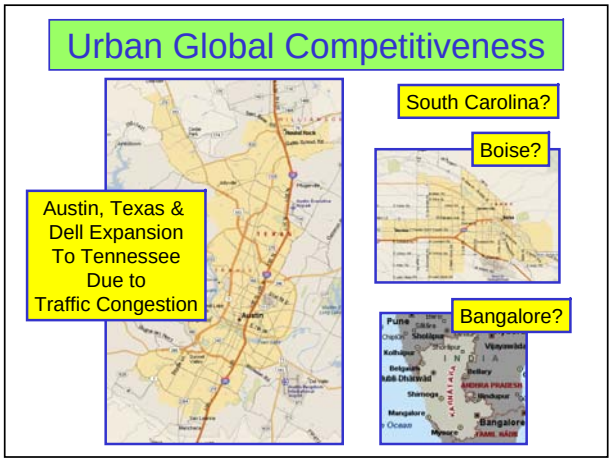

Houston 100% Plan
Peak Period
Travel Time (Minutes)
30 Minute Trip
Without Congestion
80
70
60
50
40
30
20
10
0
"Texas' Roadways – Texas' Future"
2000
2025 Trend
2025 Plan


Houston 100% Plan: Affordable
$30,000
$25,000
$20,000
$15,000
$10,000
$5,000
$0
2025 Per Capita
6:1
Cost: Benefit
Ratio
$24,000
$164
Extra Plan Cost
Income Increase


2002-01
Minneapolis-St. Paul
$20 BILLION TO ELIMINATE CONGESTION
Building Our Way
Out Of Congestion


New Capacity:
EXPANSION & INNOVATION
MODALLY NEUTRAL
407 ETR
Toronto
London Cordon Pricing:
Recognizing the Difference
Between Hong Kong & Omaha


Labor Markets & Opportunity
Planning Trend
Objective Based Planning
30 Minute Drive Time
From Carey: Depiction


Urban Global Competitiveness
Austin, Texas &
Dell Expansion
To Tennessee
Due to
Traffic Congestion
South Carolina?
Boise?
Bangalore?

Objective Based Policy

- Regional focus
- Objectives, not projects
- Establish long-term objectives
  - Traffic condition goal
- Identify requirements
- Funding
  - Local
  - User (local taxes, tolls, etc)
- Project criteria
  - Cost per delay hour
- Modally neutral: Highways, ITS, transit

Wendell Cox Consultancy
publicpurpose.com
demographia.com
email: policy@publicpurpose.com