

Traffic Congestion Solutions

Presentation by Wendell Cox
Washington Policy Center
Solutions Summit
Puget Sound (Seattle MSA)
April 15, 2020 (On-line)

Bellevue

DEMOGRAPHIA

Wendell Cox

Biographical Information

Consultant, public policy, demographics, urban policy & transport

Principal, Wendell Cox Consultancy (Demographia), St. Louis, Missouri-Illinois Metropolitan Area

Senior Fellow, Frontier Centre for Public Policy (Winnipeg)

Senior Fellow, Center for Opportunity Urbanism (Houston)

Board of Advisors, Chapman University Center for Demographics and Policy (Los Angeles)

3 terms: Los Angeles County Transportation Commission appointed by L.A. Mayor Tom Bradley

(served with the Mayor, the 5 county legislators, and 4 other local elected officials)

Authored tax amendment establishing the local funding for the Los Angeles rail system

Chaired two national committees of the American Public Transit Association

Appointed to Amtrak Reform Council by Speaker of the House of Representatives Newt Gingrich

Served as a visiting professor in transport at the Conservatoire National des Arts et Metiers (Paris)

Vice-president of CODATU (Lyon), 2003-2012

BA, Government, California State University at Los Angeles

MBA, Pepperdine University, Los Angeles

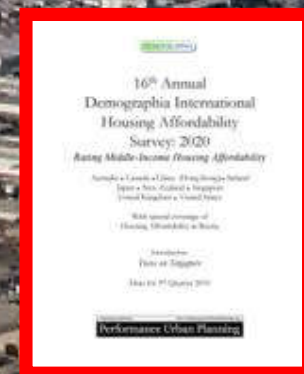


Los Angeles



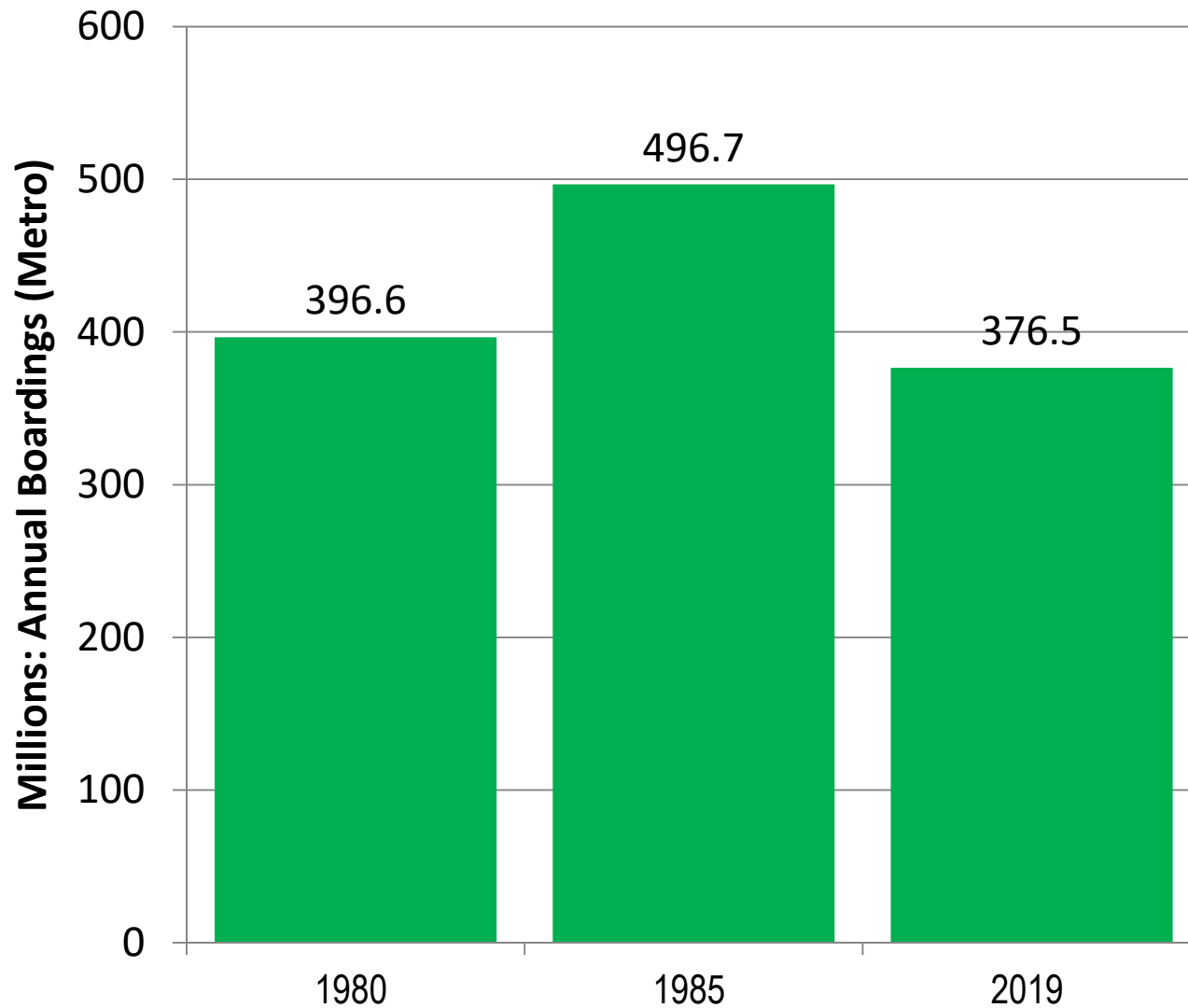
DEMOGRAPHIA

The Evolving Urban Form
Development Profiles of
World Urban Areas



Los Angeles Co. Ridership Trend

RIDERSHIP & SHARE DOWN DESPITE RAIL



Los Angeles County TRANSIT MARKET SHARE

All operators

1980: 7.0%

2018: 5.7%

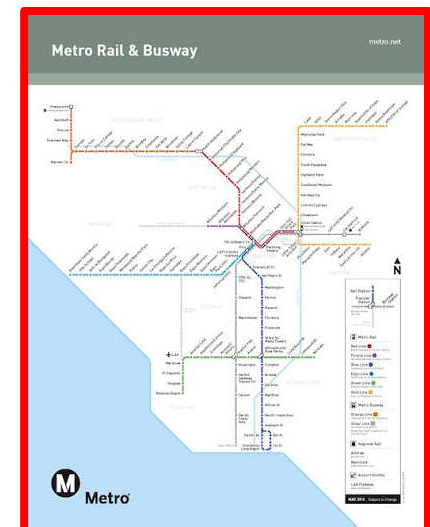
After opening

6 urban rail lines

5 commuter rail lines

2 busways

Estimated \$25 Billion



Sound Transit CEO:
WPC's "grand conclusion
that our transit
expansions won't reduce
congestion is precisely
correct"



In an email from Peter Rogoff to
state Secretary of Transportation
Roger Millar (12-9-2019).

*WPC's "grand conclusion that our
transit expansion won't reduce
congestion is precisely correct"*

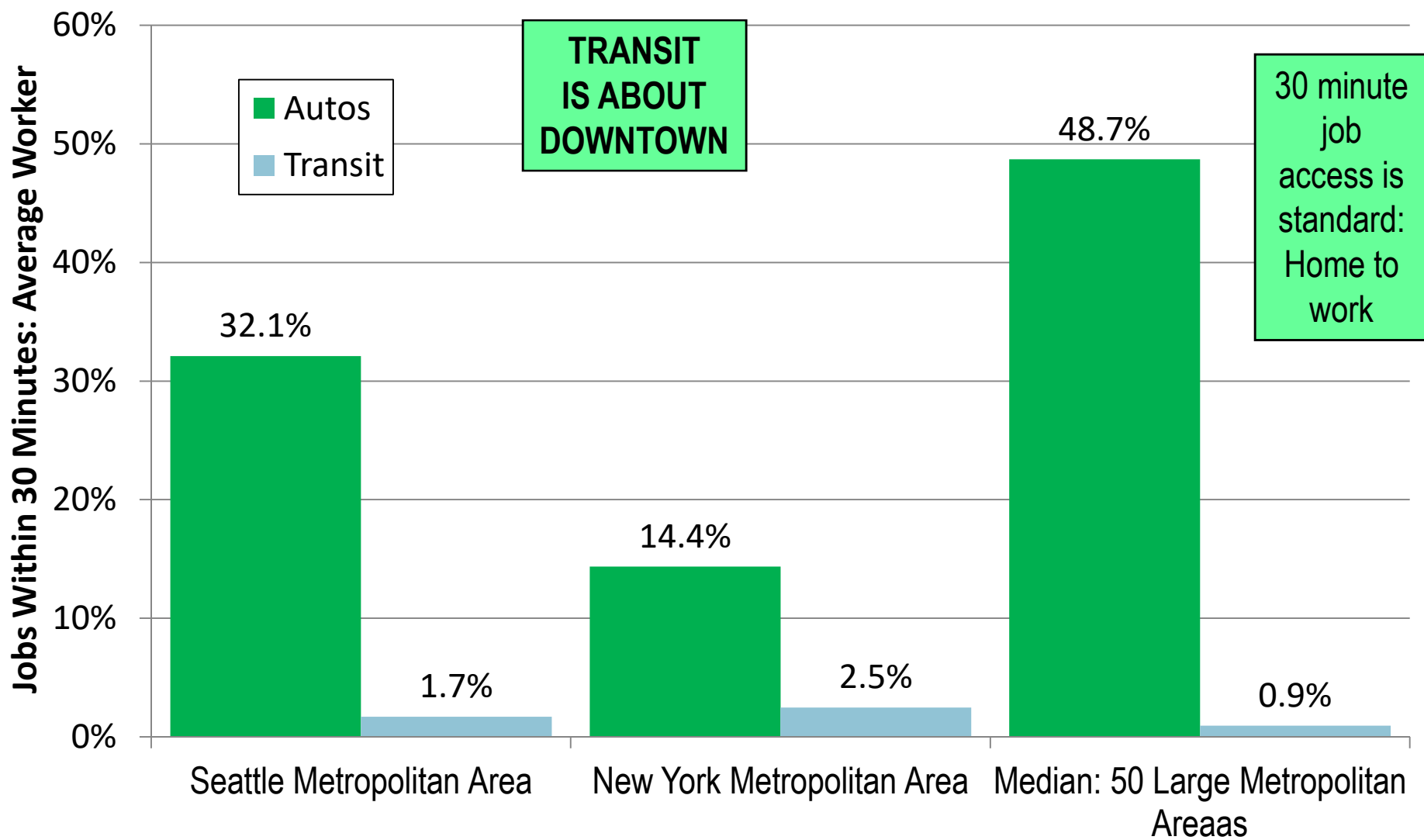
*"They WILL , however, give folks a
path out of the worsening congestion
that is surely coming."*

Agree with 1st sentence
Disagree with 2nd sentence

<https://www.washingtonpolicy.org/publications/detail/sound-transit-ceo-wpcs-grand-conclusion-that-our-transit-expansions-wont-reduce-congestion-is-precisely-correct>

The Myth: Transit is (Not) an Alternative

30-MINUTE JOB ACCESS: AVERAGE WORKER (50 MSA'S)

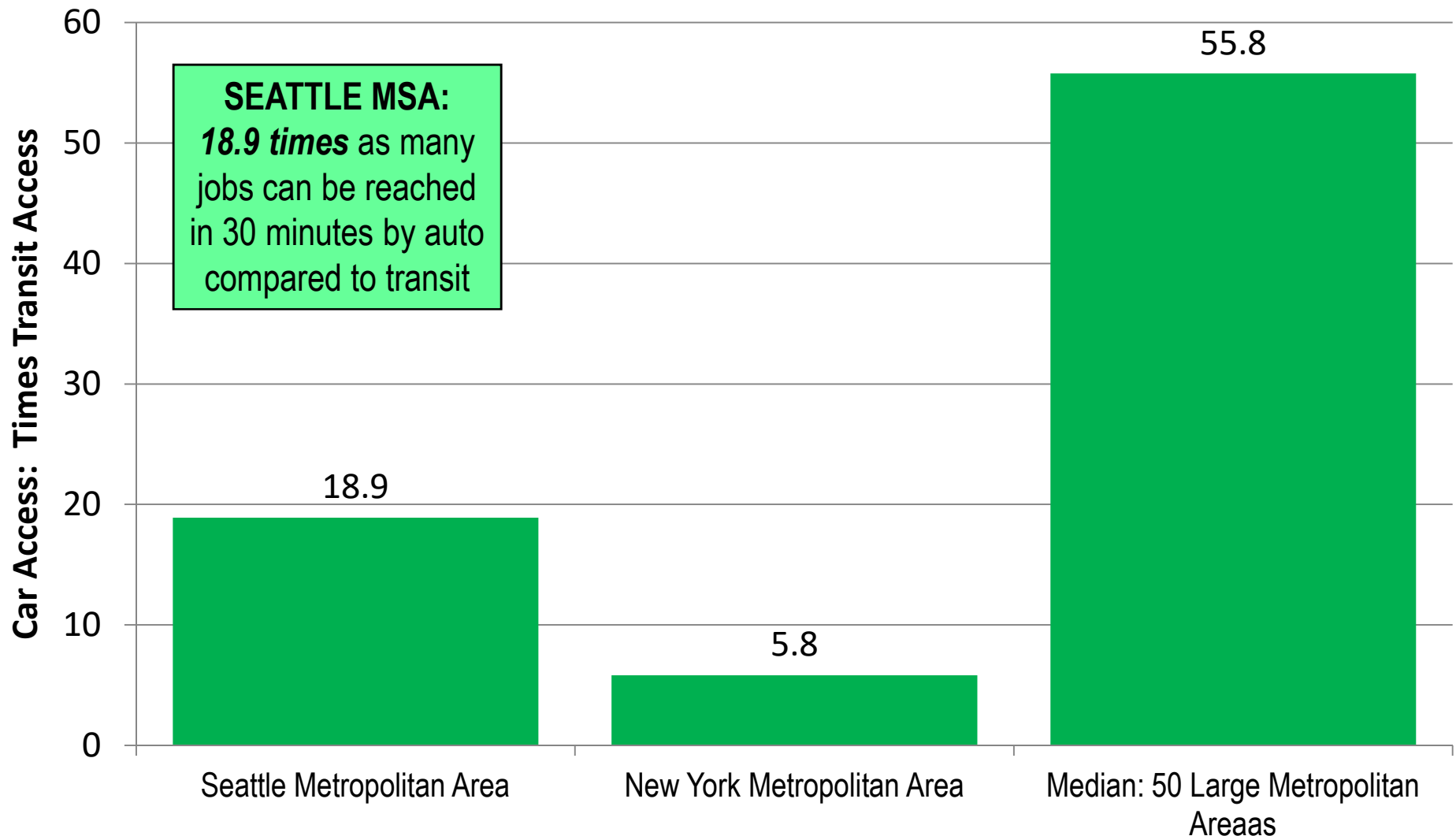


Derived from University of Minnesota Accessibility Observatory

Figure 7

30-Minute Job Access: Car *Times* Transit

AVERAGE WORKER IN 50 LARGEST METROPOLITAN AREAS

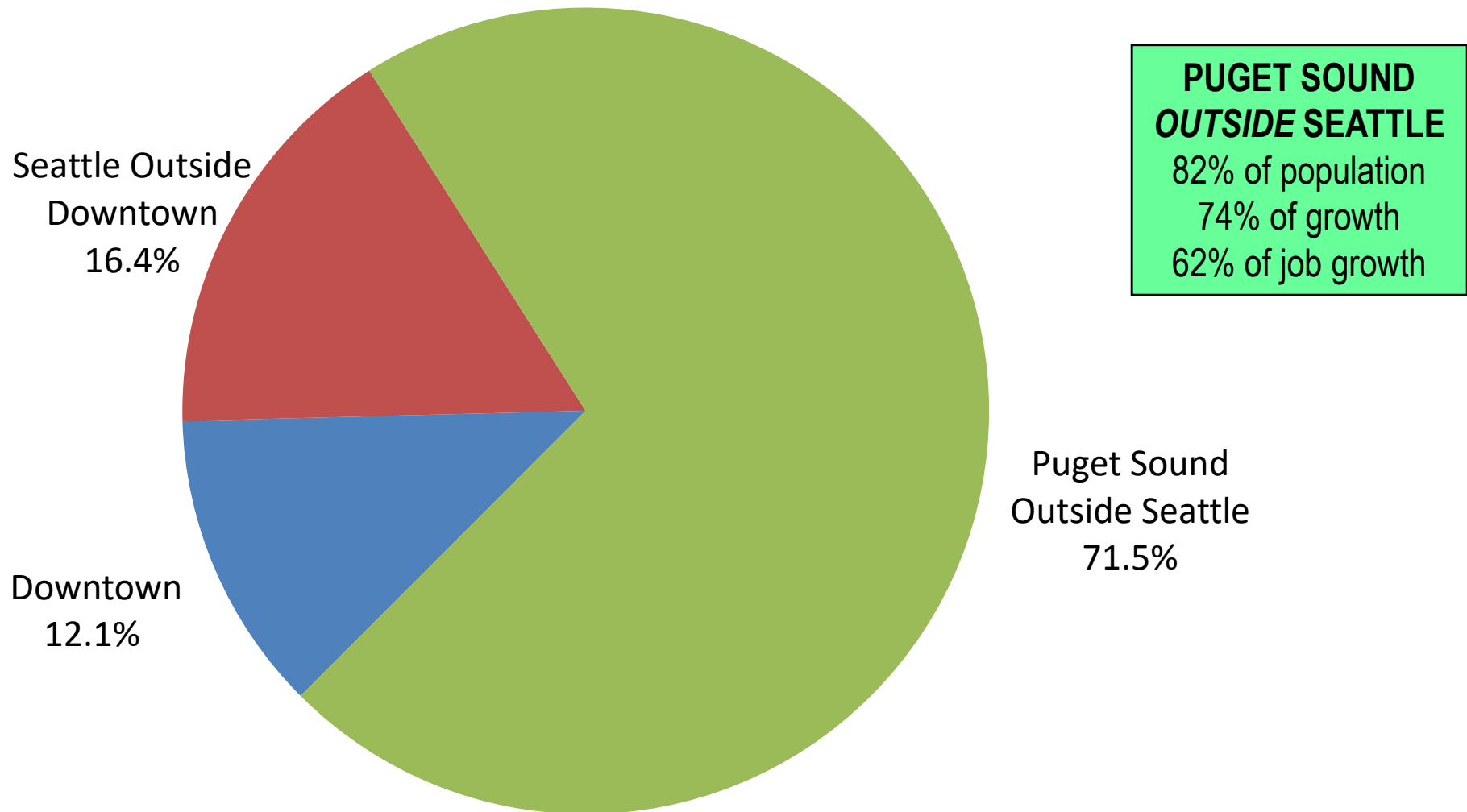


Derived from University of Minnesota Accessibility Observatory

Figure 8

88% of Jobs are Outside Downtown

2017 (LATEST DATA): PUGET SOUND

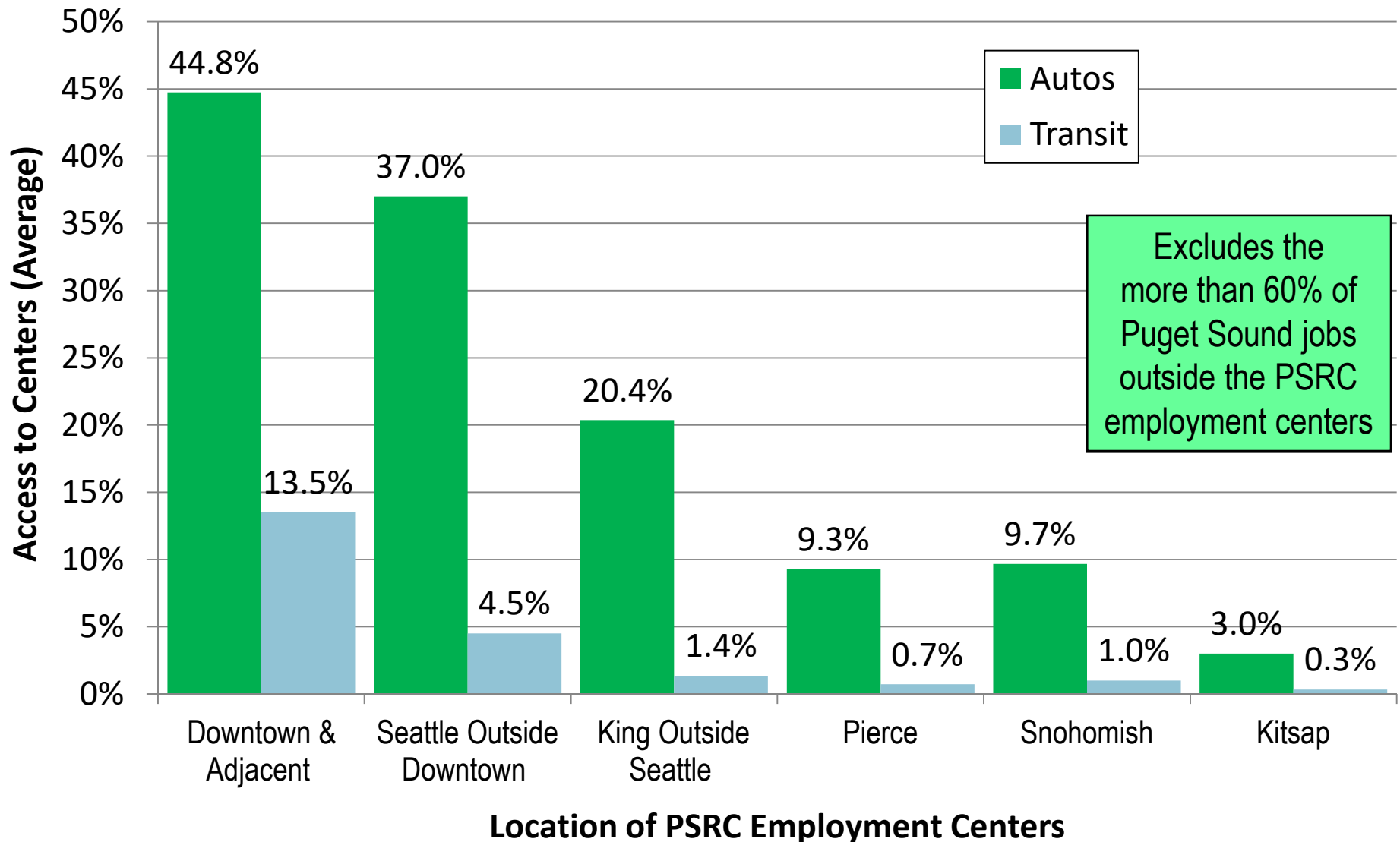


Derived from American Community Survey 2017 & commuteseattle.com

Figure 9

30 Min. Access to PSRC Employment Centers

PUGET SOUND: AVERAGE EMPLOYEE BY MODE: 2010

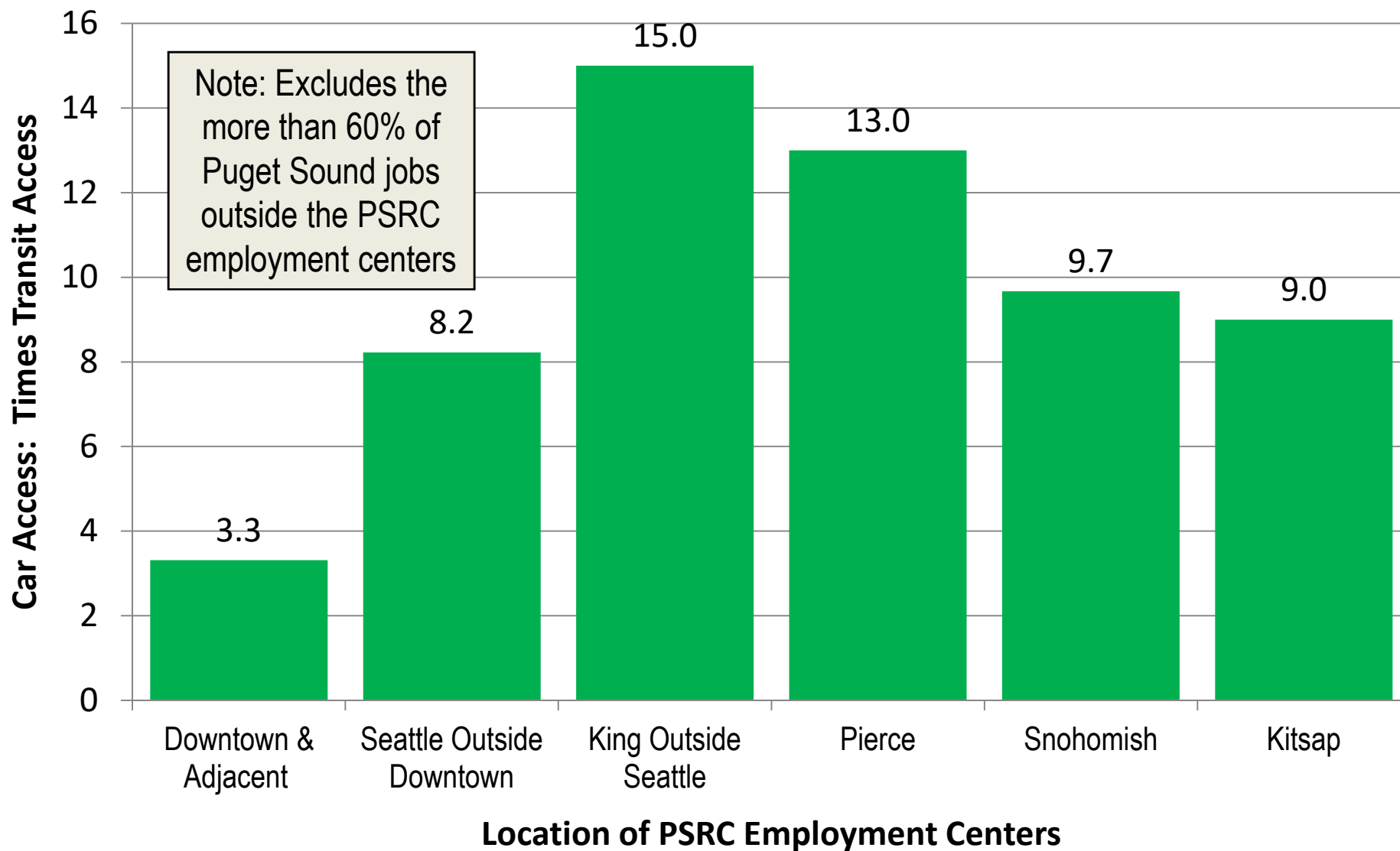


Derived from PSRC

Figure 10

30 Minute Access to Employment Centers

PUGET SOUND: AUTO ***TIMES*** TRANSIT

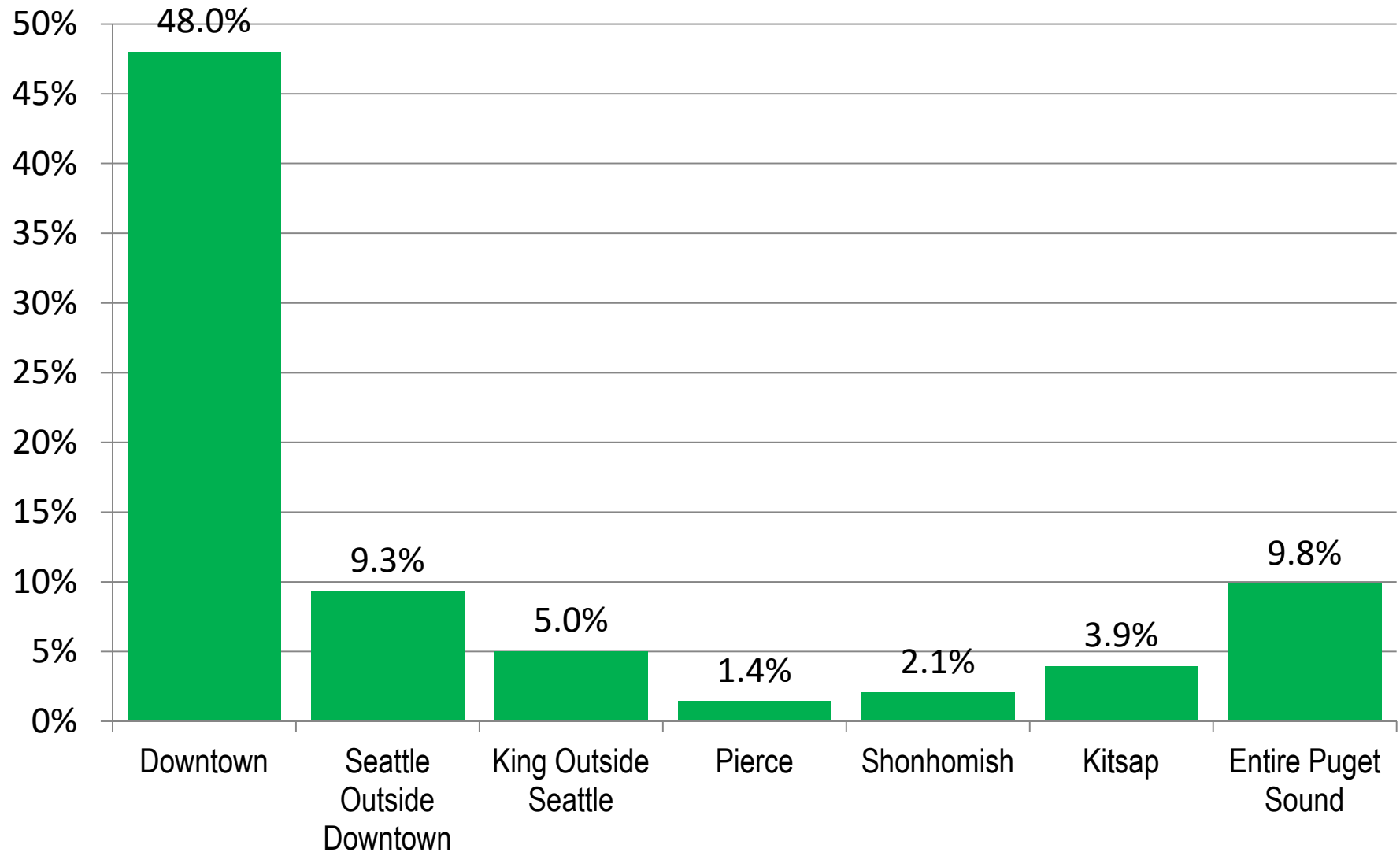


Derived from PSRC

Figure 11

Transit is About Downtown

TRANSIT WORK TRIP MARKET SHARE (PUGET SOUND): 2017

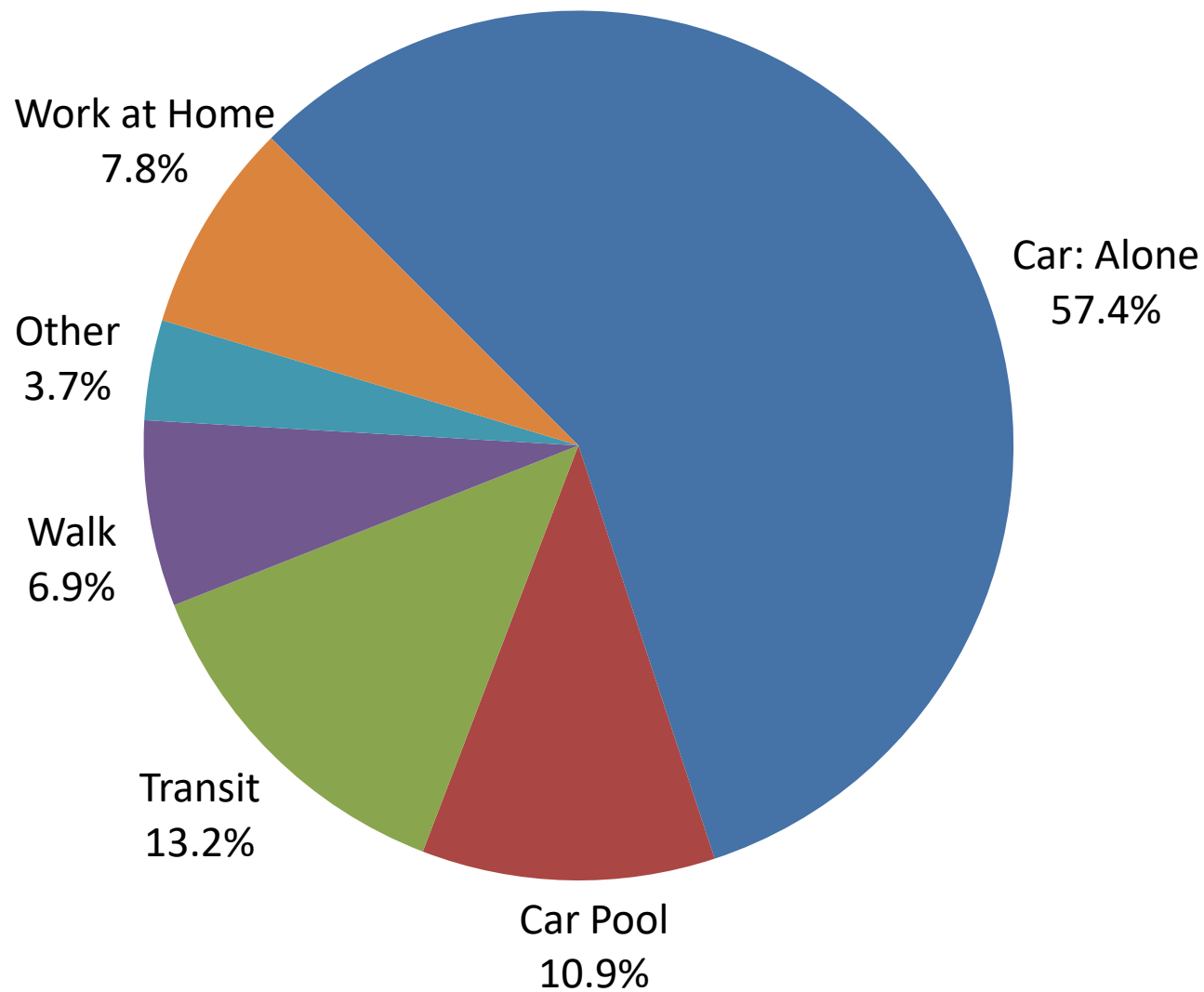


Derived from American Community Survey 2017 & commuteseattle.com

Figure 12

Workers in Poverty Use Cars

2016 BY MODE: SEATTLE MSA

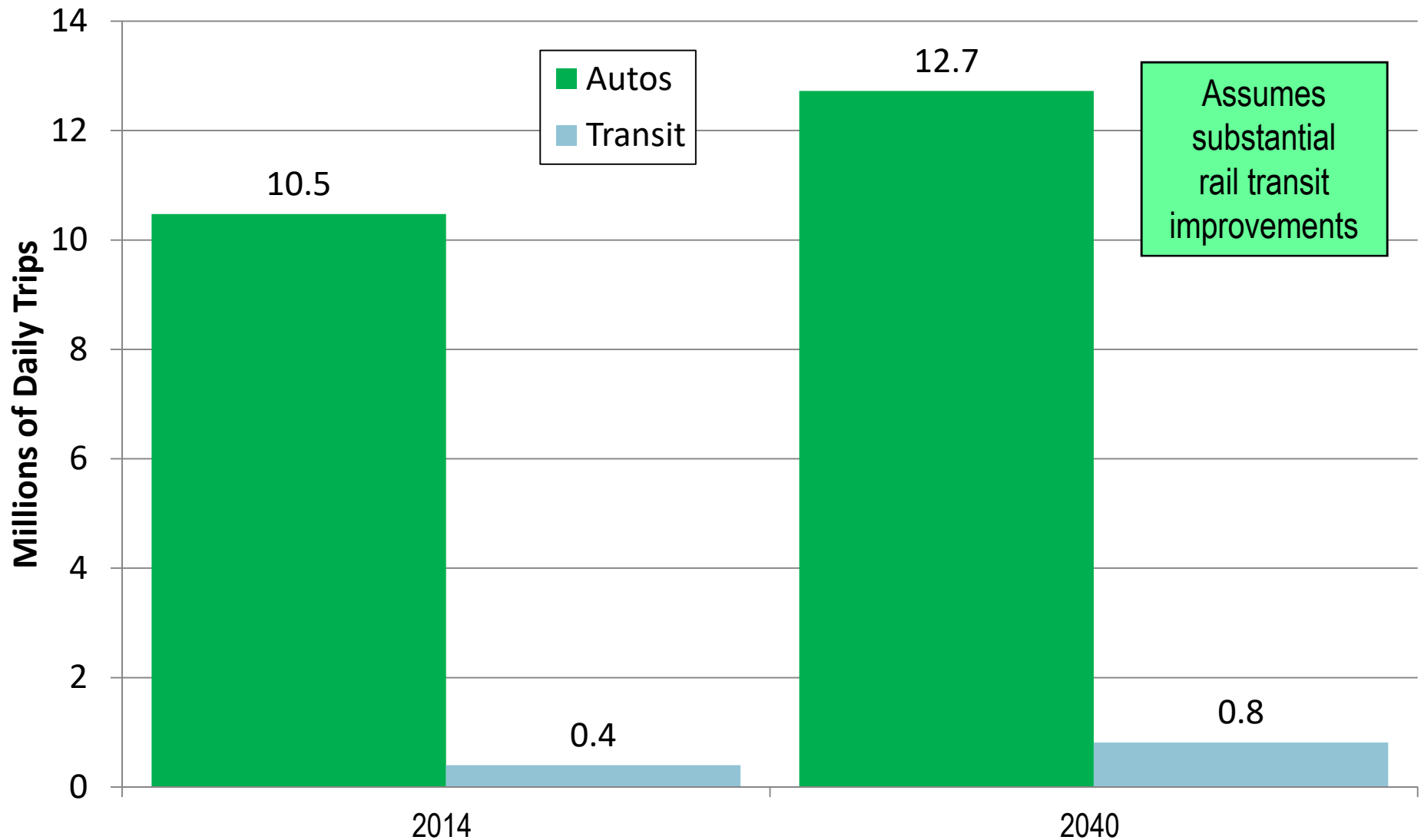


Census Bureau data

Figure 13

There are No Plans to Change This

AUTO & TRANSIT USE: 2014 & 2040

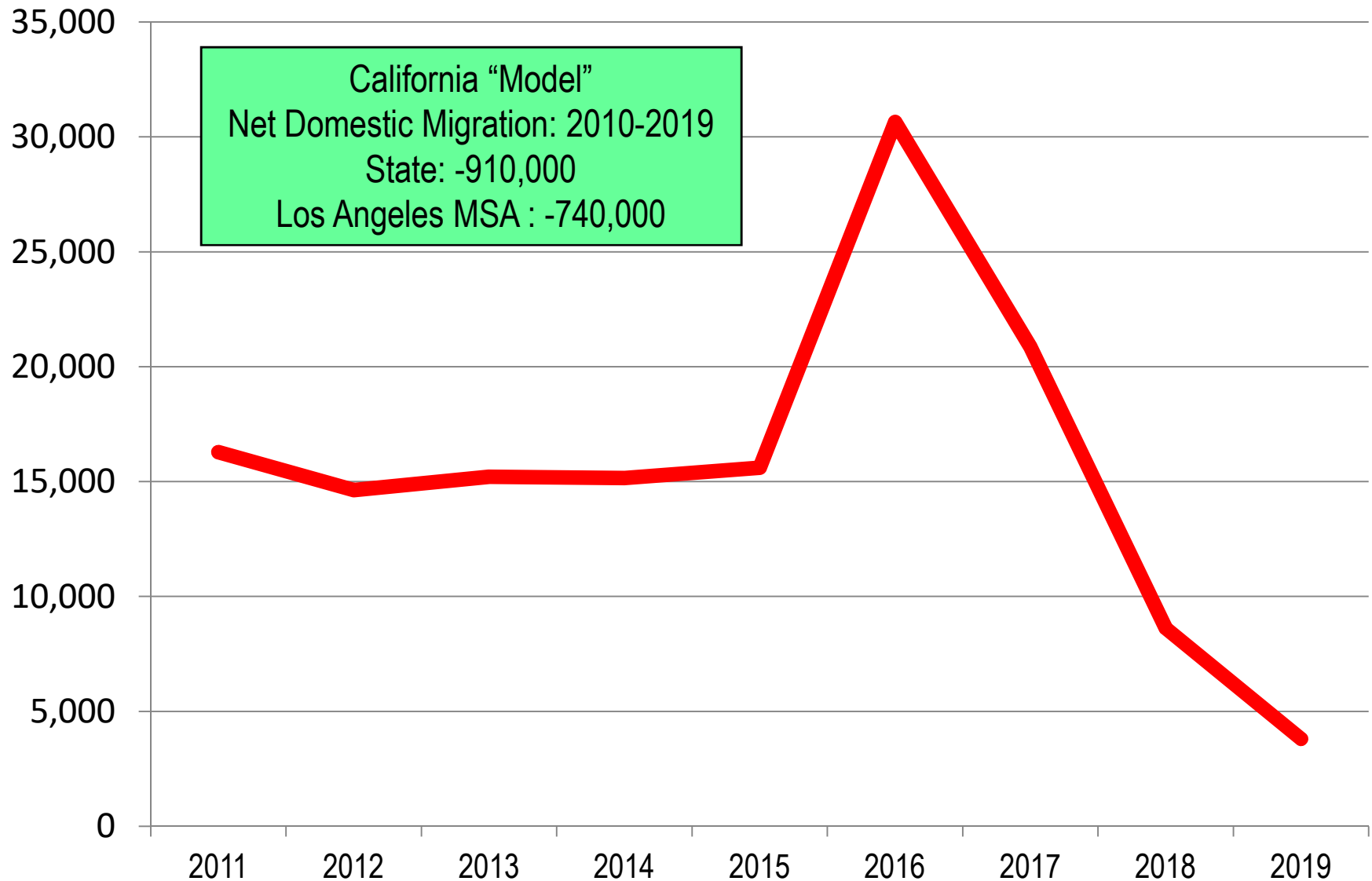


Derived from PSRC, Sound Transit & FTA

Figure 14

Net Domestic Migration Down

SEATTLE METROPOLITAN AREA POPULATION 2010-2019



Derived from Census Bureau data

Figure 15

SOLUTIONS

PROMISING STRATEGIES

Working at Home

Already leads transit in US

44 of 53 major metropolitan areas

More Auto Capacity

Autonomous Cars

Relax Land Use Regulations

Higher density=more congestion

*Downtown
Seattle*

Seattle & Dallas-Fort Worth Urban Areas

URBAN FORM & MIDDLE-INCOME OUTCOMES

Characteristics	Seattle	Dallas-Ft. Worth
URBAN FORM		
Urban Area Population (2010)	3,059,000	5,122,000
Urban Land Area (Square Miles)	1,010	1,778
Urban Density	3,028	2,881
MIDDLE-INCOME OUTCOMES		
House Price: Income Ratio: 2019	5.5	3.8
One Way Work Trip 2018	31.6	28.5
Excess Time: Peak Traffic 2019	31%	19%
Transit Work Trip Share 2018	10.7%	1.3%

Sources: US Census Bureau, Tom Tom