Report: 98 Percent Of U.S. Commuters Favor Public Transportation For Others

WASHINGTON, DC--A study released Monday by the American Public Transportation Association reveals that 98 percent of Americans support the use of mass transit by others.

"With traffic congestion, pollution, and oil shortages all getting worse, now is the time to shift to affordable, efficient public transportation," APTA director Howard Collier said. "Fortunately, as this report shows, Americans have finally recognized the need for everyone else to do exactly that."

Of the study's 5,200 participants, 44 percent cited faster commutes as the primary reason to expand public transportation, followed closely by shorter lines at the gas station. Environmental and energy concerns ranked a distant third and fourth, respectively.

Anaheim, CA, resident Lance Holland, who drives 80 miles a day to his job in downtown Los Angeles, was among the proponents of public transit.

"Expanding mass transit isn't just a good idea, it's a necessity," Holland said. "My drive to work is unbelievable. I spend more than two hours stuck in 12 lanes of traffic. It's about time somebody did something to get some of these other cars off the road."

Above: Traffic moves slowly near Seatte, WA, where a majority of drivers say they support other people using mass transit.

Transit Trips Per Capita

New York 191
Washington 105
San Francisco-Oakland 100
Boston 100
Honolulu 96
Chicago 76
Philadelphia 66
Portland-Vancouver 62
Las Vegas 59
New Orleans 54

Passenger Miles Per Capita

New York 1,068
San Francisco-Oakland 540
Washington 539
Chicago 487
Boston 475
Honolulu 444
Seattle 343
Baltimore 308
Philadelphia 301
Portland-Vancouver 297

Transit's Share of Travel

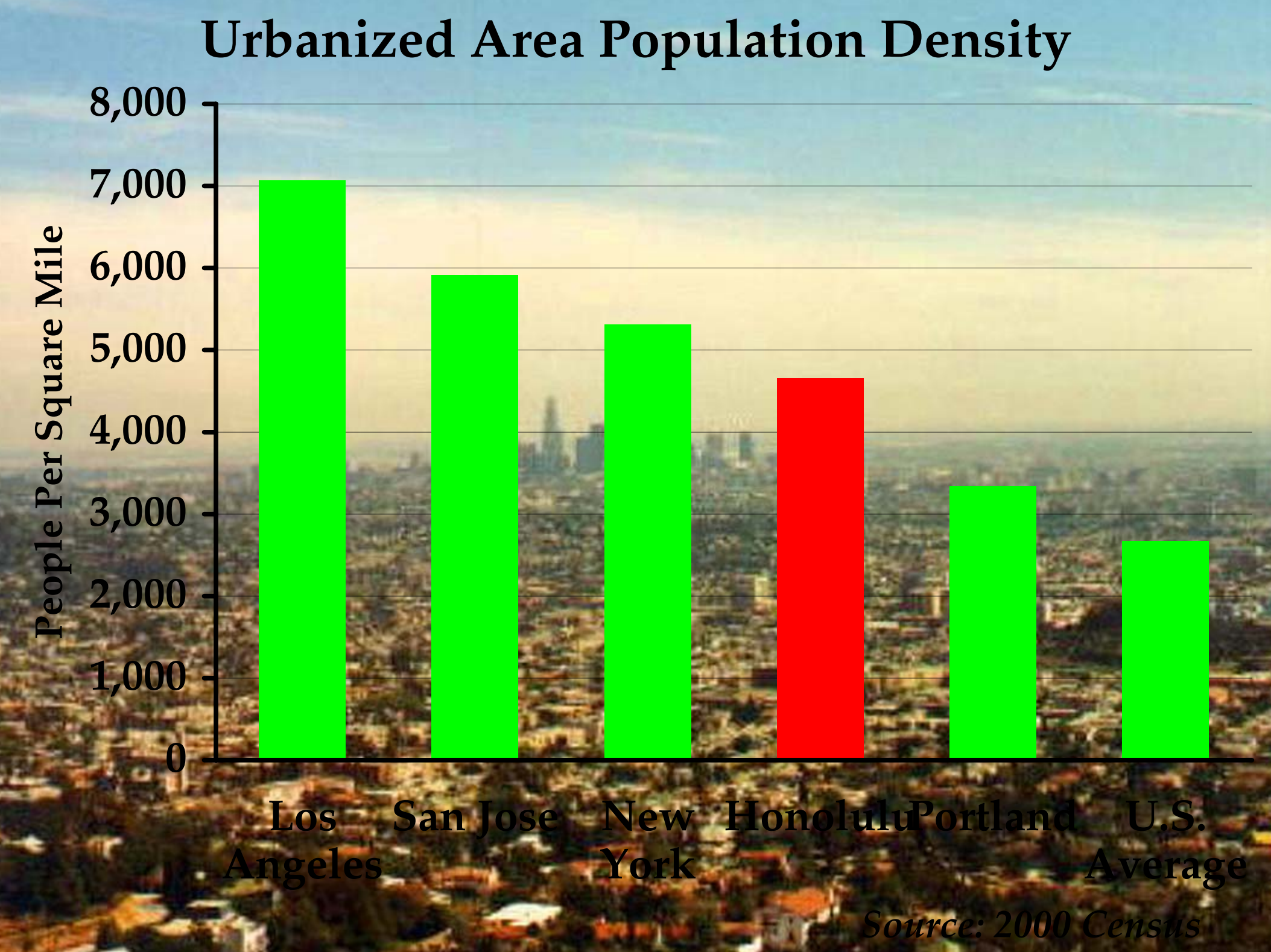
New York 9.8%
San Francisco-Oakland 4.0%
Washington 3.9%
Honolulu 3.7%
Chicago 3.6%
Boston 3.4%
Philadelphia 2.5%
Seattle 2.4%
Portland-Vancouver 2.3%
Baltimore 2.1%

Why Rail Doesn't Work:

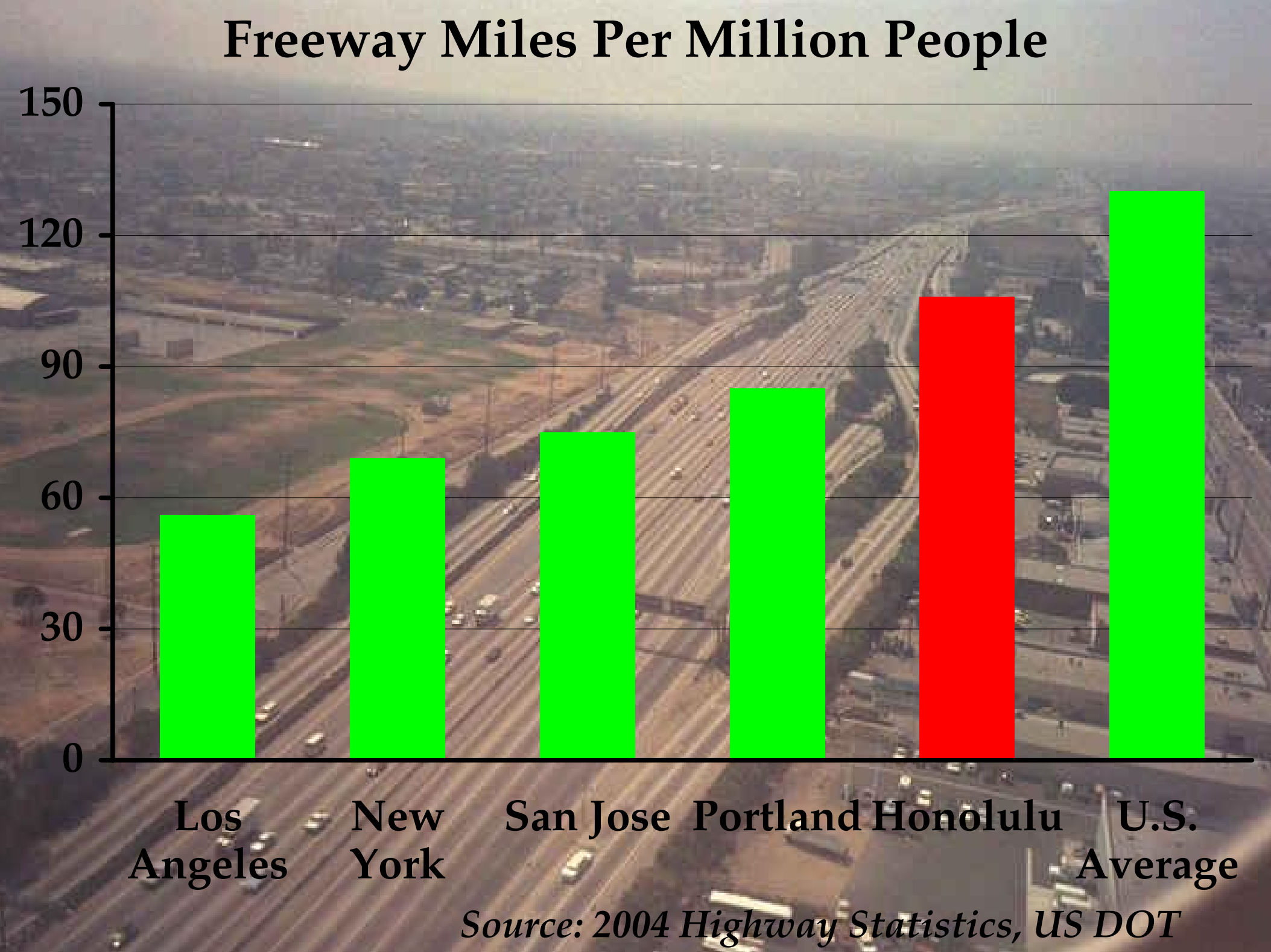
It costs too much and does too little.

Rail's Triple Threat to Transit

1. Construction cost overruns(Los Angeles)

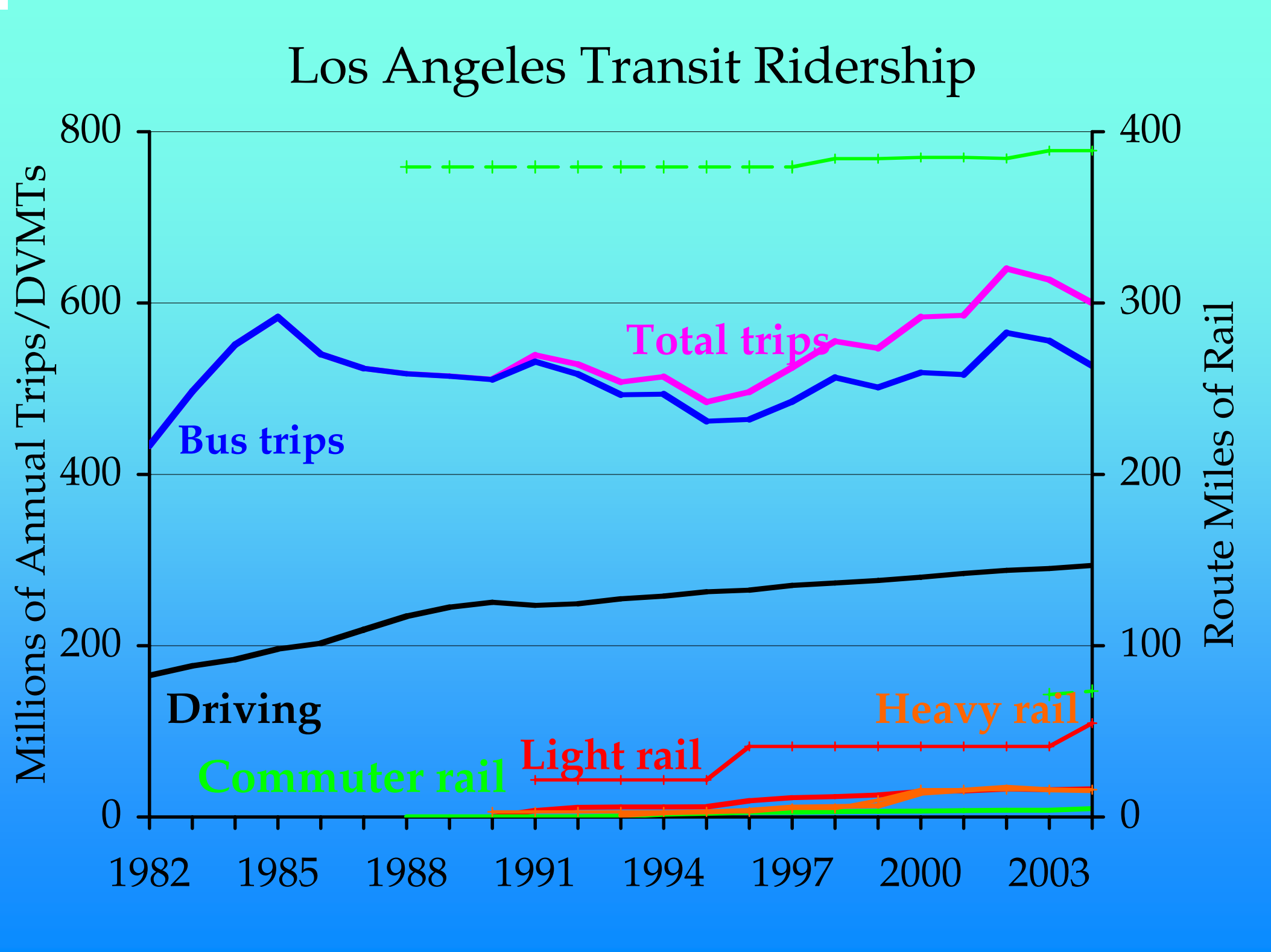

Urbanized Area Population Density
People Per Square Mile
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0
Los Angeles
San Jose
New York
Honolulu
Portland
U.S. Average
Source: 2000 Census

Freeway Miles Per Million People



Source: 2004 Highway Statistics, US DOT

REGISTER
NOW FOR
SUMMER
CLASSES
Get On It.
STOP
HERE
ON
RED
CLEAR
CLEAR
KEEP
KEEP


Los Angeles Transit Ridership
800
600
400
200
0
400
300
200
100
0
Millions of Annual Trips/DVMTs
Route Miles of Rail
Total trips
Bus trips
Driving
Heavy rail
Light rail
Commuter rail
1982
1985
1988
1991
1994
1997
2000
2003

No
Justicia ahora
Bus Riders Union
Sindicato de Pasajeros
Bus Riders Unon

"With respect to density and road per capita mileage," Los Angeles "displays an investment pattern we desire to replicate" in Portland.

—Metro, *Metro Measured*, 1994

PHILIPS

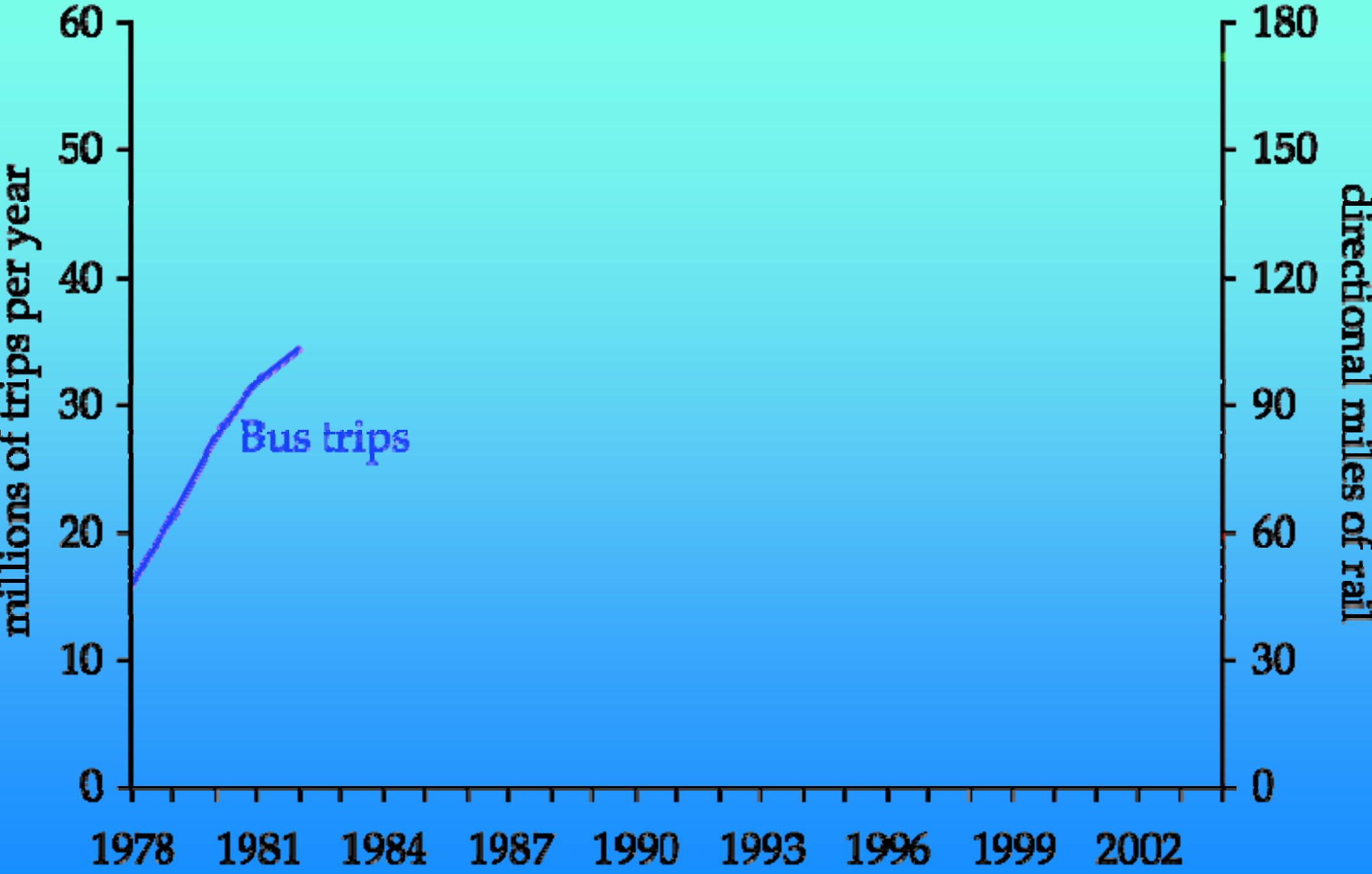
Rail's Triple Threat to Transit

1. Construction cost overruns(Los Angeles)
2. Debt service in recession(San Jose)

KNIGHT RIDDER

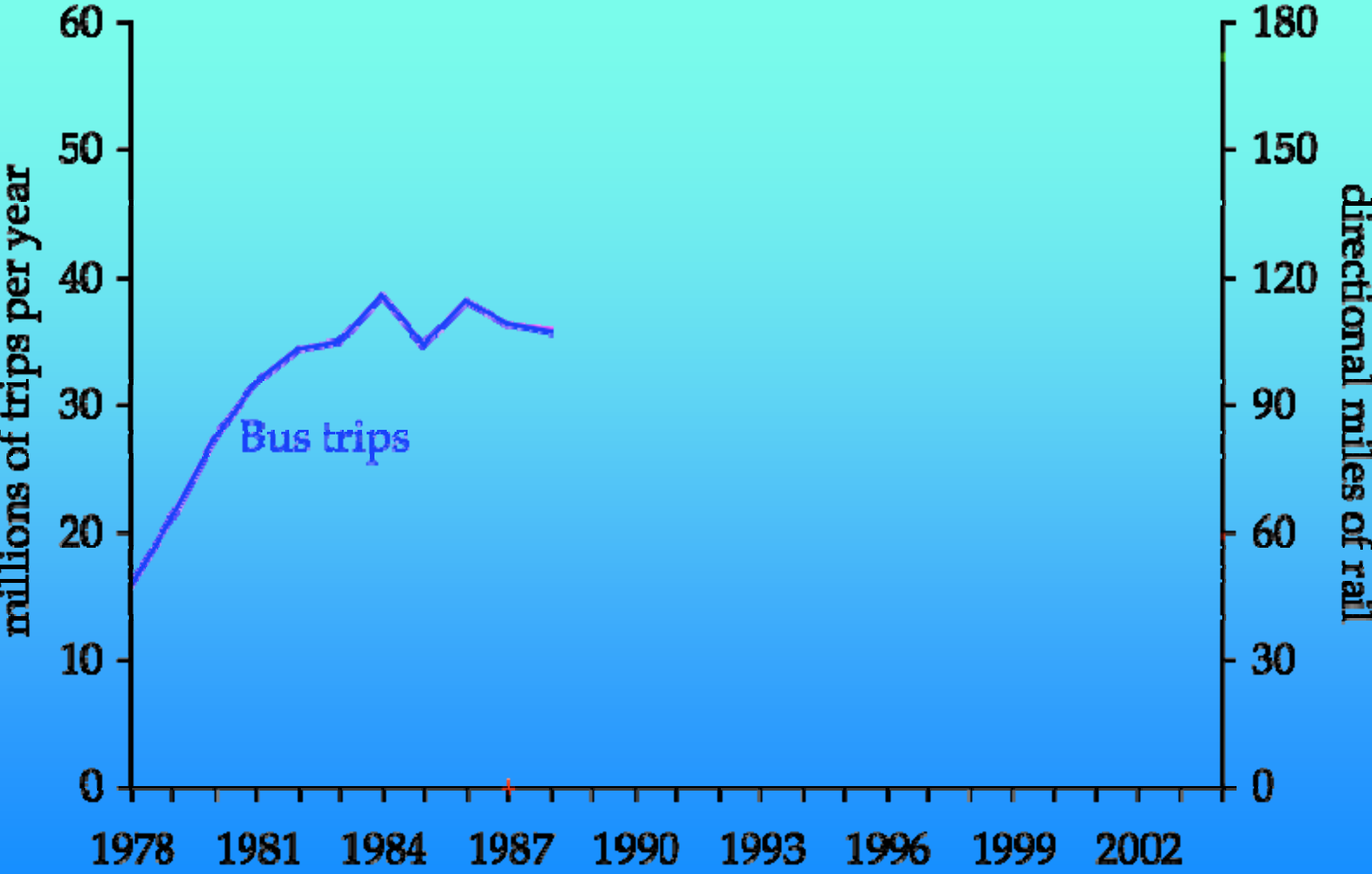
10 CALTRAIN
2121
10 SANTA CLARA CALTRAIN
VTA SJC AIRPORT FLYER
1075
2121
VTA

San Jose Transit Ridership



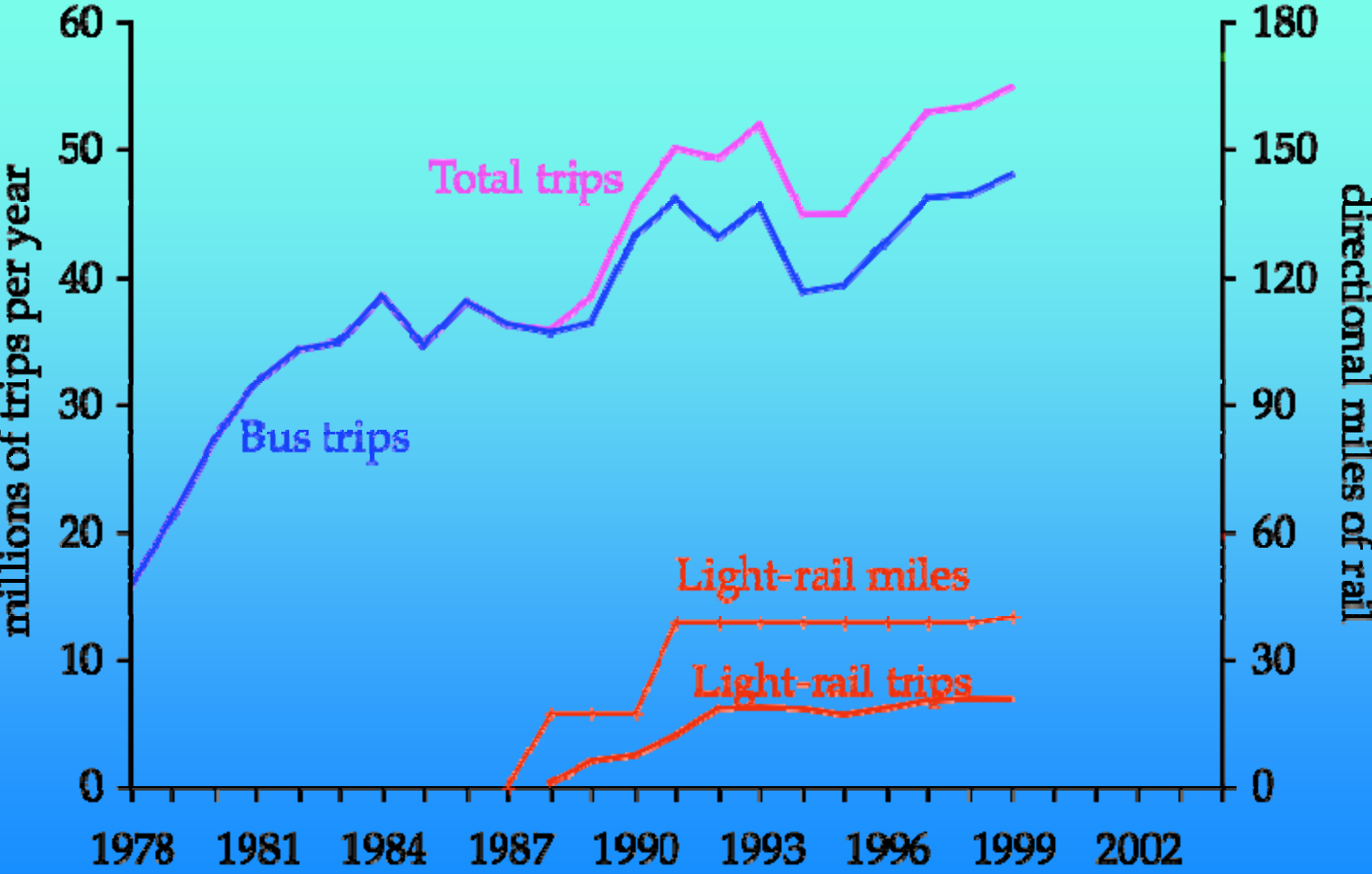
Source: FTA; 2004 est. from APTA

San Jose Transit Ridership



Source: FTA; 2004 est. from APTA

San Jose Transit Ridership



Source: FTA; 2004 est. from APTA

Mercury News

/W.BAYAREA.COM

NOVEMBER 5, 2002 | TUESDAY

THE NEWSPAPER OF SILICON VALLEY

Drastic cuts loom for valley transit

RECESSION ROBS AGENCY OF VITAL SALES TAX SUPPORT

By Gary Richards
Mercury News

Santa Clara County's main transportation agency is being slammed by the economic downturn — and the impact may fall heavily on bus service, light rail, even the planned South Bay extension of BART.

Already, the Valley Transportation Authority has cut back some scheduled transit service, slashed 300 jobs and canceled $71 million in new projects. Later this week, it is expected to raise some fares for the elderly and disabled. But no one expects those cuts to be enough, and the agency's governing board is expected to consider more drastic measures soon.

The VTA is far more vulnerable than most other government agencies to the downturn, because it is so heavily dependent on sales tax revenues, the most sensitive barometer of the economy. As consumers have reined in spending, the VTA's receipts from local sales taxes plunged 21 percent in the fiscal year ending in June, the biggest slide in the agency's history.

"This is the reality with sales tax revenues down as far as they are," said John Pilger, spokesman for the VTA, which oversees transit operations and highway planning in Santa Clara County. "It impacts everything."

Worsening the VTA's difficulty is that the county is in the midst of a historic expan-

See **TRANSIT**, *Back Page*

Transit agency to unveil list of possible cuts

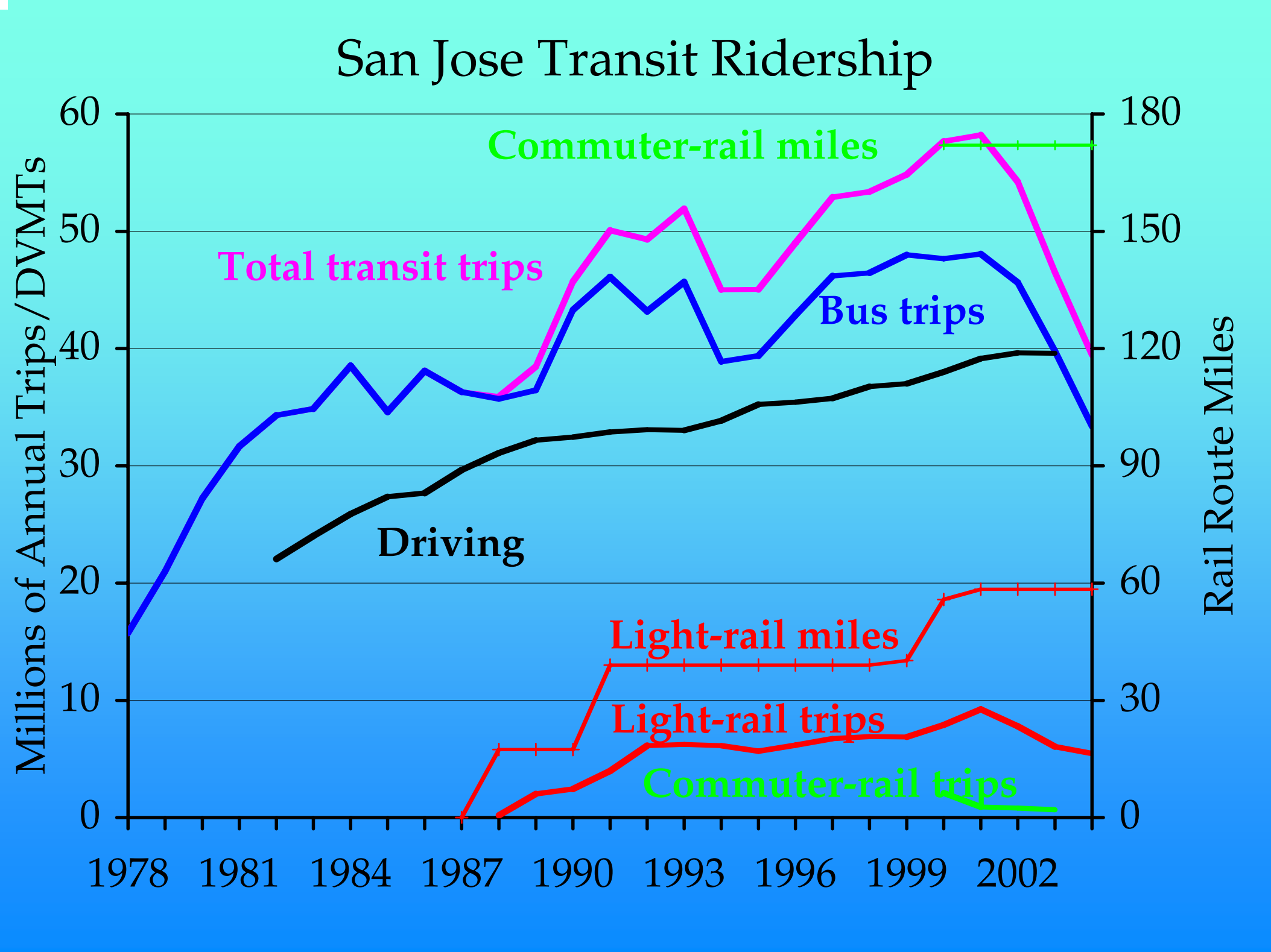
VTA FACING DRASTIC REDUCTIONS

By Gary Richards
Mercury News

Just two years ago the economy was still booming, Santa Clara County voters were approving a landmark tax to extend BART to San Jose, and commuters were envisioning a mass transit system that radiated through the South Bay like a nervous system.

Now as the economic malaise deepens, a harsh reality is setting in: the Valley Transportation Authority cannot afford to build the transit system it envisioned. If it does not find a way to raise hundreds of millions in new revenue, the agency may not even be able to keep its current fleet of trains and buses running.

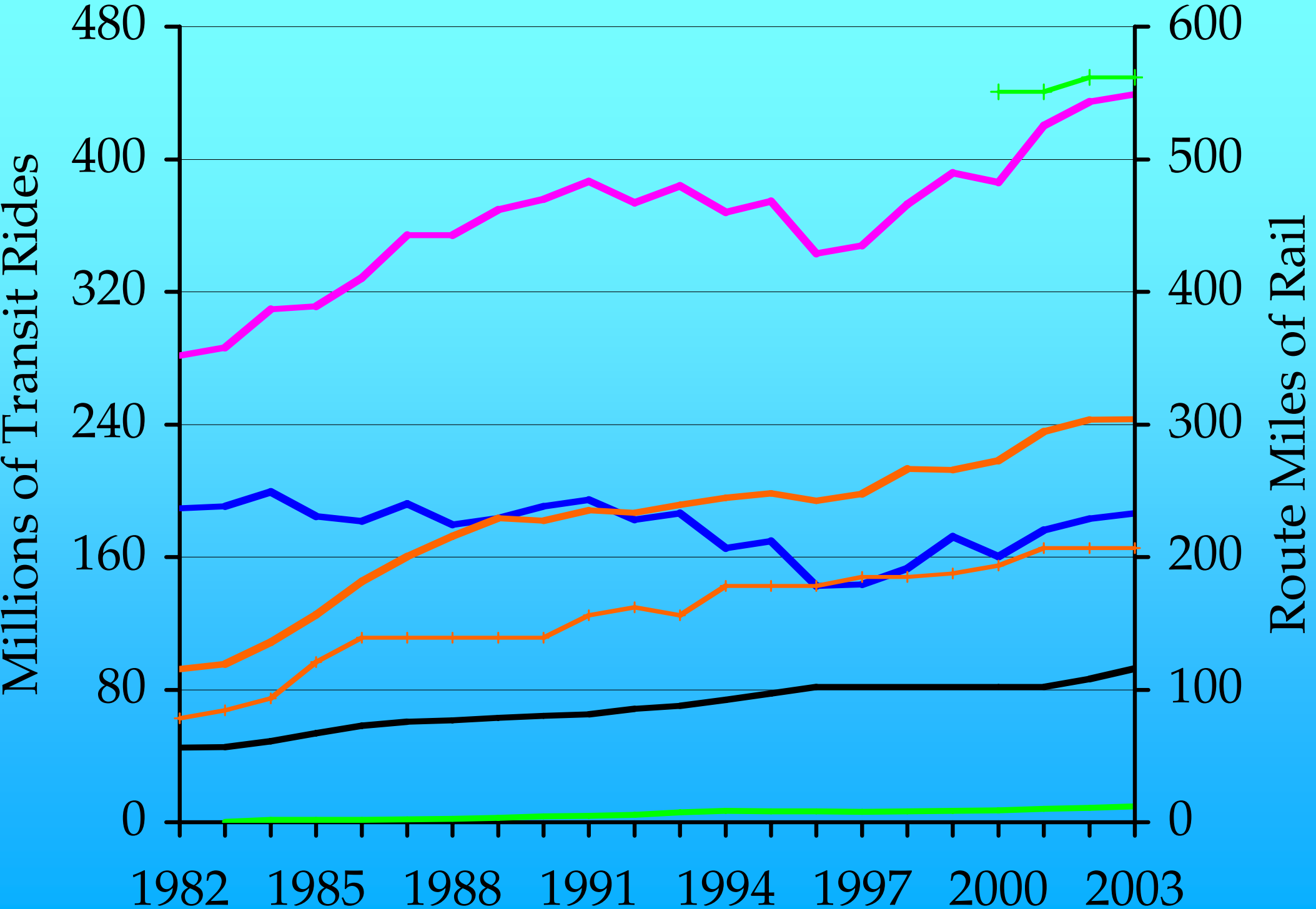
The VTA faces a projected $6 billion

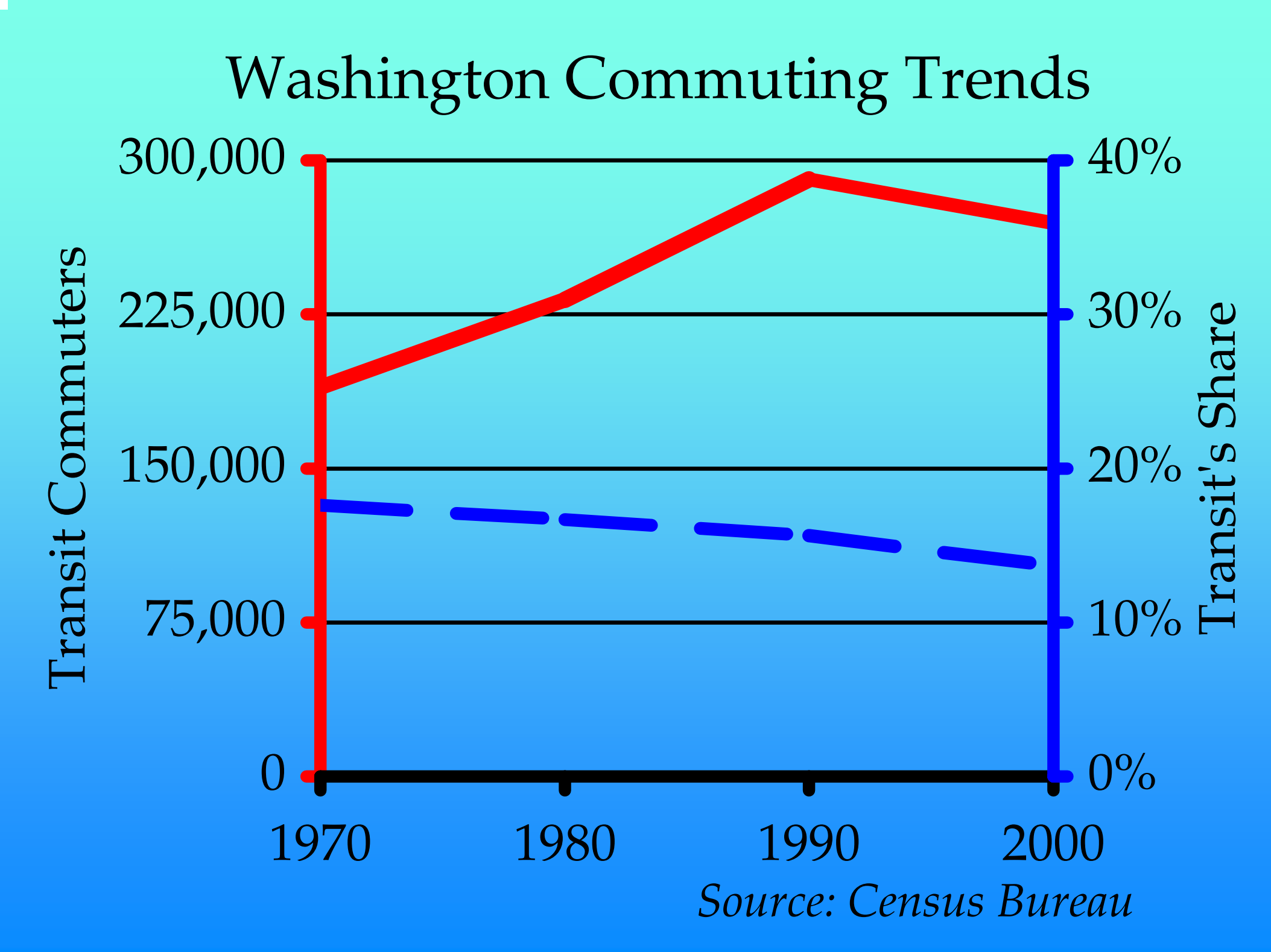

San Jose Transit Ridership
Millions of Annual Trips/DVMTs
Rail Route Miles
60
50
40
30
20
10
0
180
150
120
90
60
30
0
1978
1981
1984
1987
1990
1993
1996
1999
2002
Commuter-rail miles
Total transit trips
Bus trips
Driving
Light-rail miles
Light-rail trips
Commuter-rail trips

Rail's Triple Threat to Transit

1. Construction cost overruns(Los Angeles)
2. Debt service in recession(San Jose)
3. Reconstruction (Washington, DC)

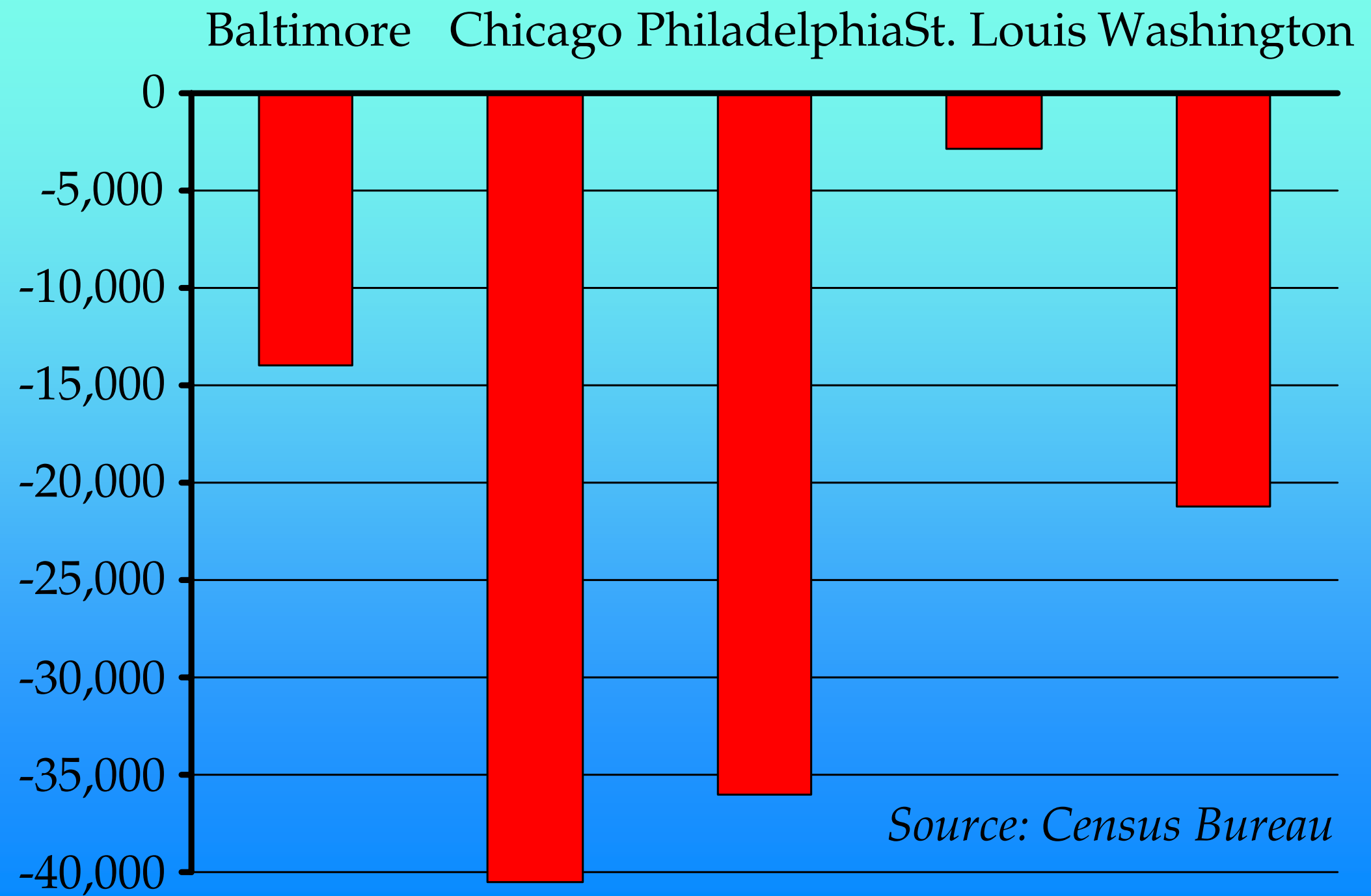
Washington Transit Ridership

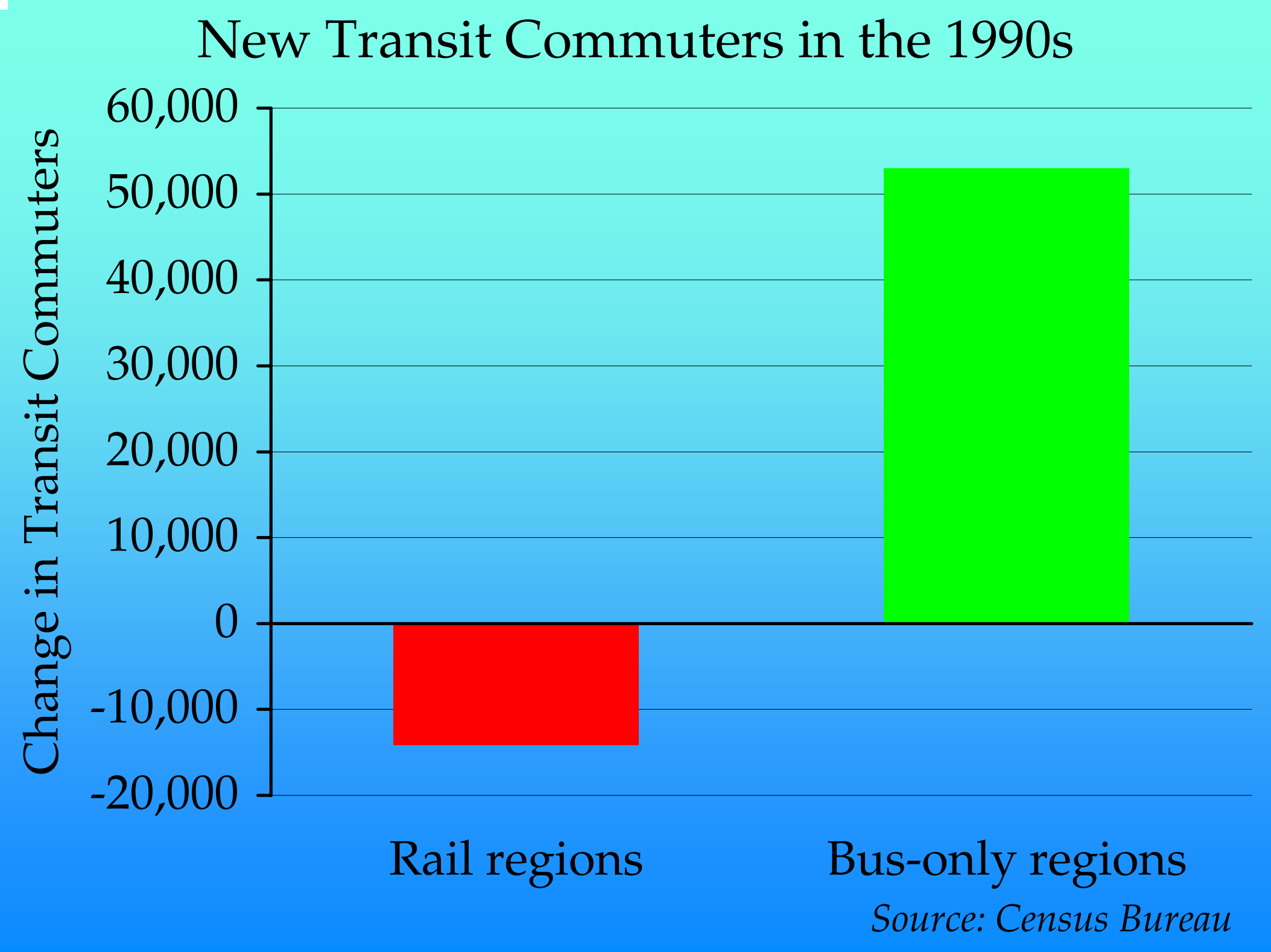



Washington Commuting Trends
300,000
225,000
150,000
75,000
0
Transit Commuters
40%
30%
20%
10%
0%
Transit's Share
1970
1980
1990
2000
Source: Census Bureau

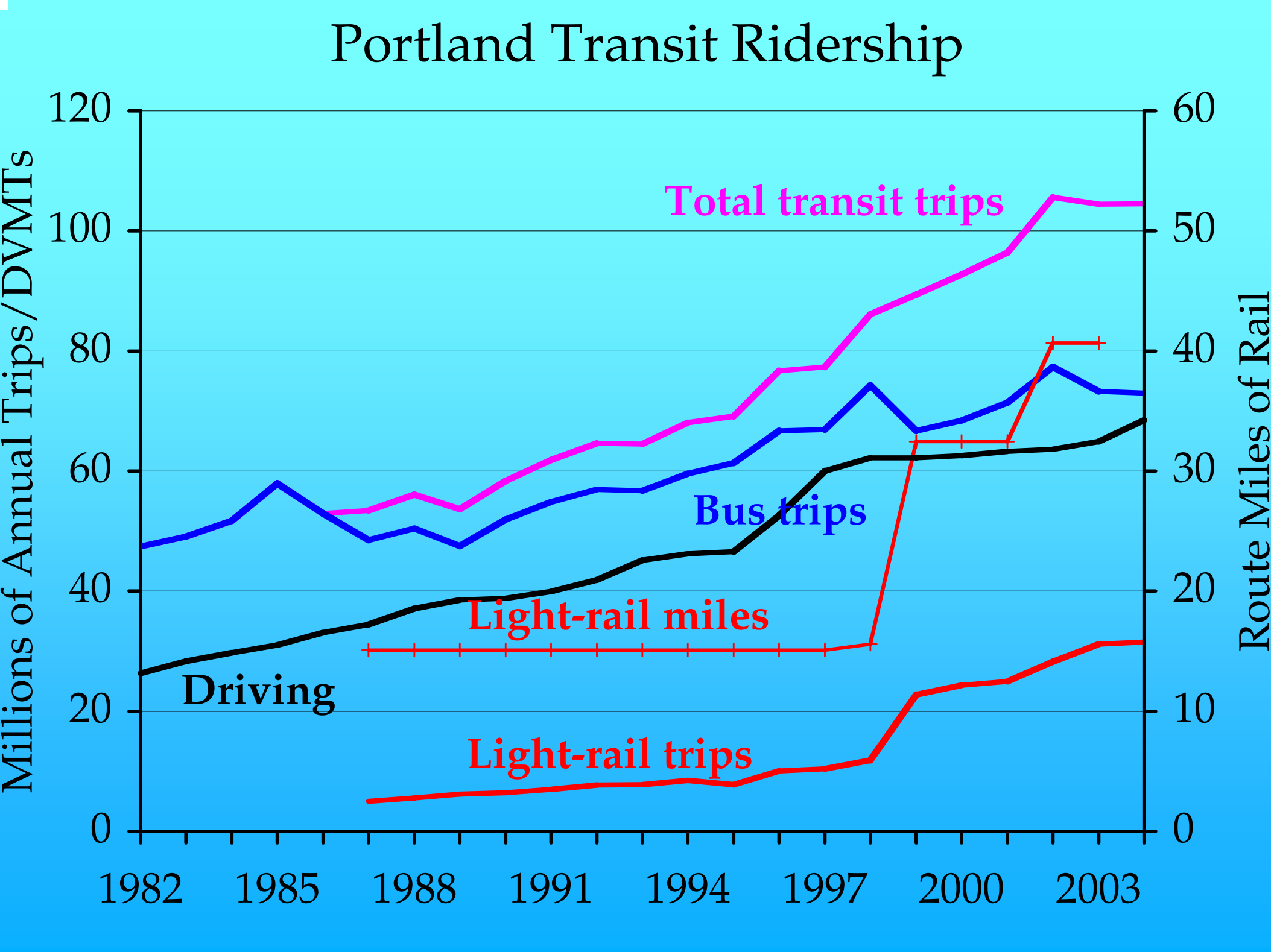
Change in the Number of Transit Commuters

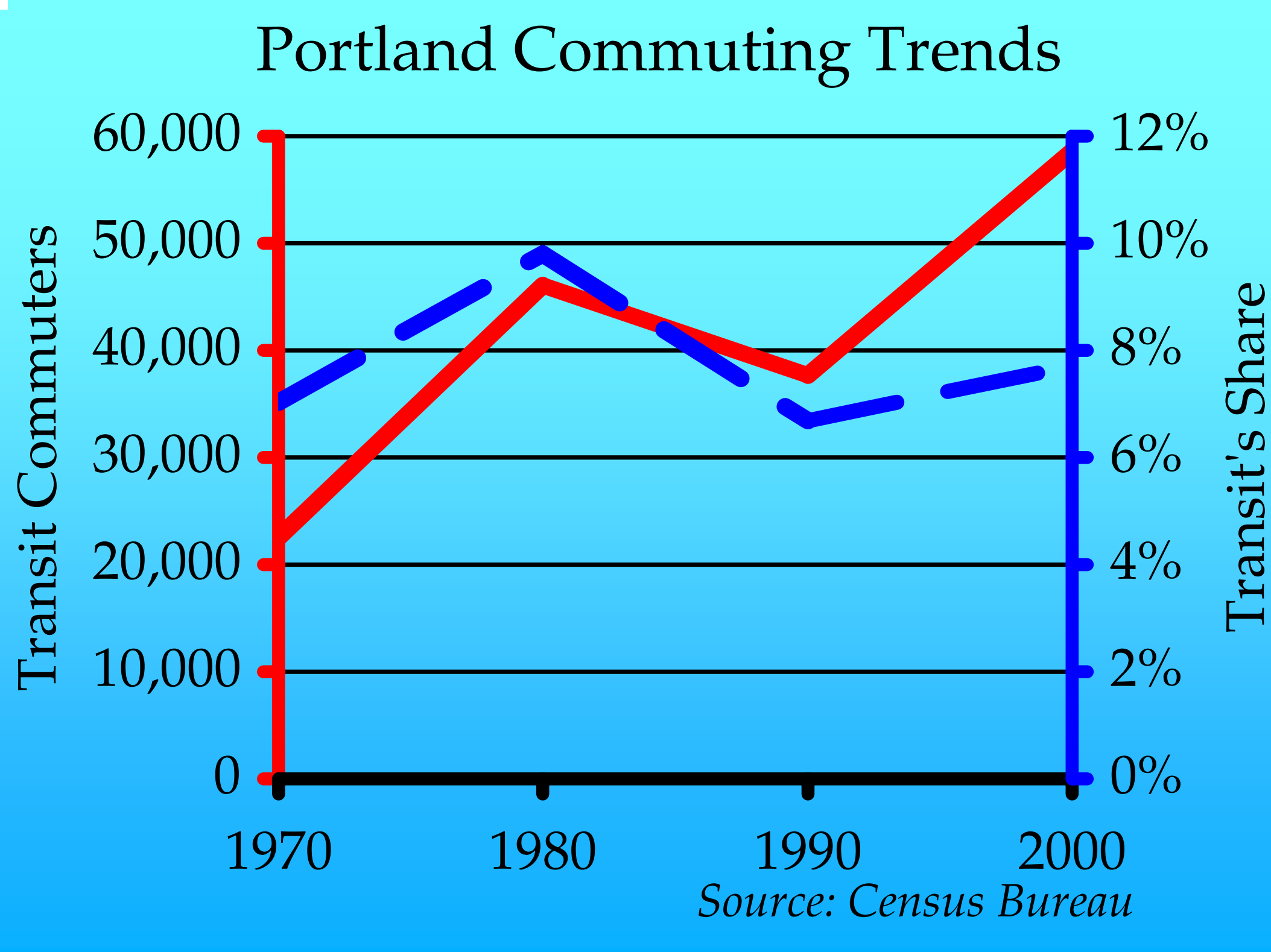
1990 to 2000



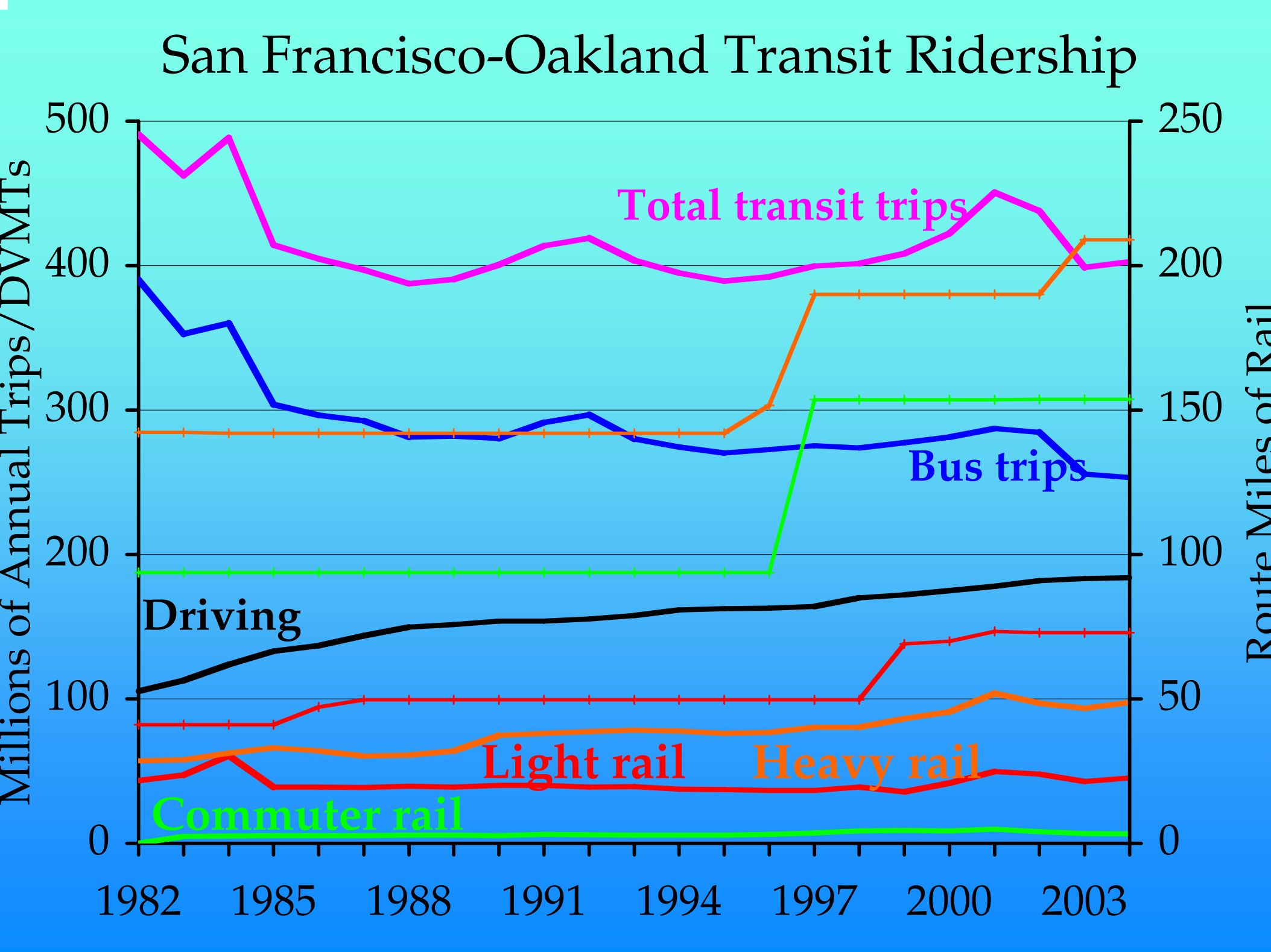

New Transit Commuters in the 1990s
Change in Transit Commuters
60,000
50,000
40,000
30,000
20,000
10,000
0
-10,000
-20,000
Rail regions
Bus-only regions
Source: Census Bureau

112
Portland
HA HA HA HA HA HA HA HARVEY'S

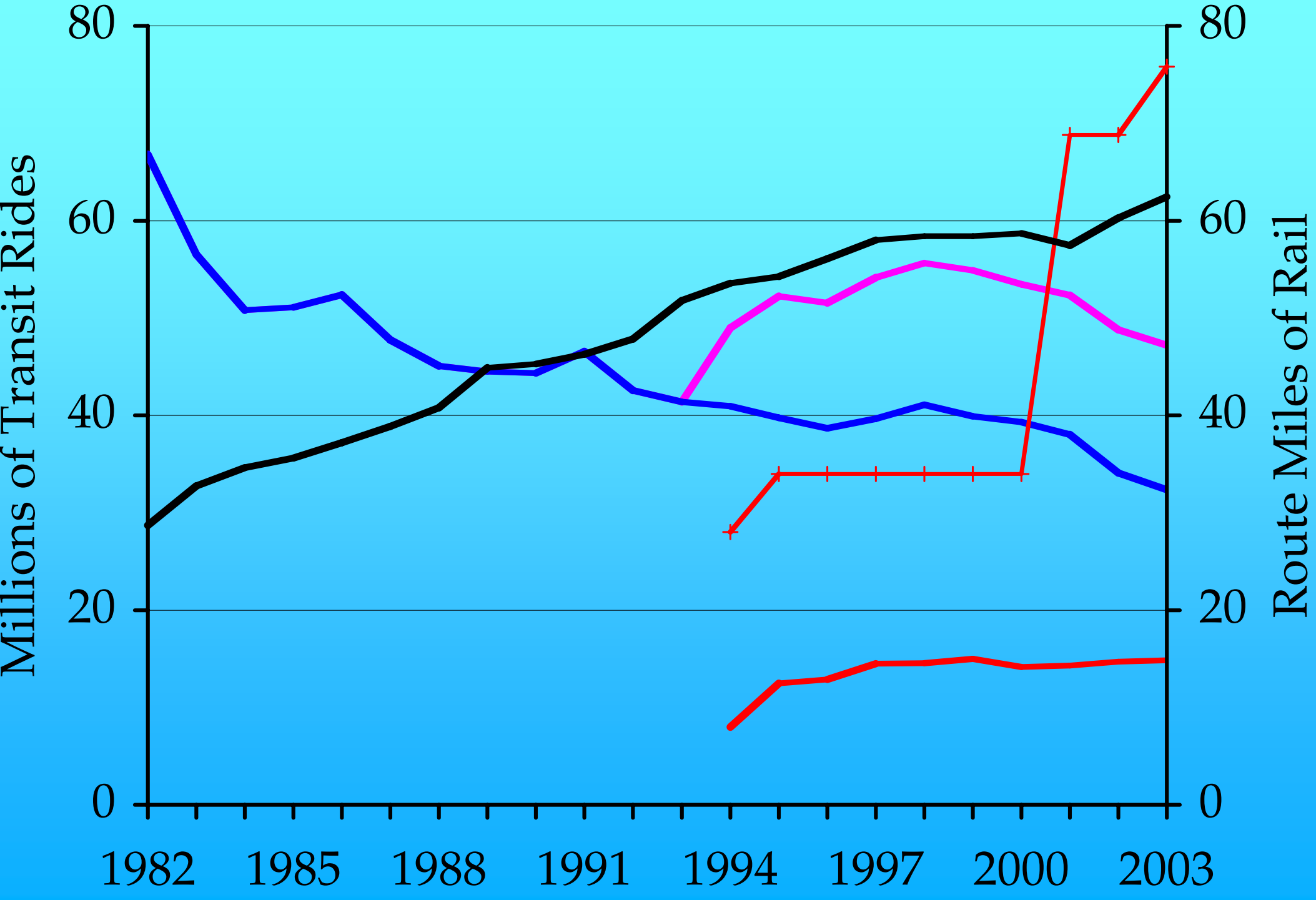

Portland Transit Ridership
Millions of Annual Trips/DVMTs
Route Miles of Rail
120
100
80
60
40
20
0
60
50
40
30
20
10
0
1982
1985
1988
1991
1994
1997
2000
2003
Total transit trips
Bus trips
Light-rail miles
Driving
Light-rail trips


Portland Commuting Trends
60,000
50,000
40,000
30,000
20,000
10,000
0
Transit Commuters
12%
10%
8%
6%
4%
2%
0%
Transit's Share
1970
1980
1990
2000
Source: Census Bureau

RICHMOND
PLATFORM 2
BART
bart


San Francisco-Oakland Transit Ridership
Millions of Annual Trips/DVMTs
Route Miles of Rail
500
400
300
200
100
0
250
200
150
100
50
0
1982
1985
1988
1991
1994
1997
2000
2003
Total transit trips
Bus trips
Driving
Light rail
Heavy rail
Commuter rail

St. Louis Transit Ridership

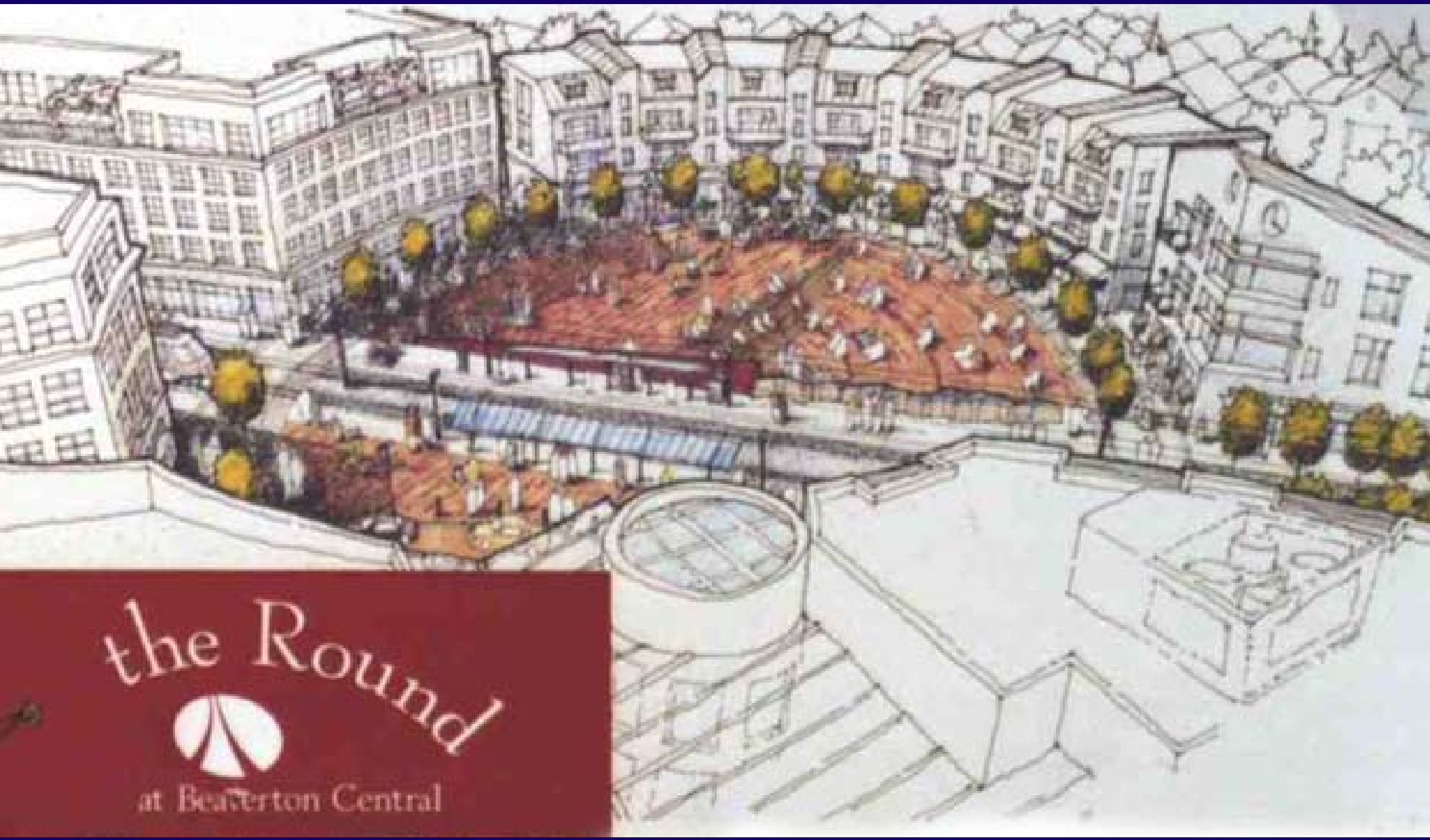


ONLY
Vegas
VisitLasVegas.com
SAHARA

Rail transit "is not worth the cost if you're just looking at transit. It is a way to develop your neighborhoods to higher densities."

John Fregonese, Metro (Portland's MAG) transportation planner

Track it down faster.


the Round
at Beaverton Central

NOT CROSS TRACKWAY

P
NO
PARKING
FIRE LANE
VEHICLES WILL BE
IMPOUNDED AT
OWNERS RISK AND
EXPENSE 24 HOURS A DAY
Retriever Towing
222-4763

LIVING - NOW LEASING

FOR
LEASE
NORRIS
BEGGS &
SIMPSON
REALTORS
NAI
(503)223-7181

Park & Ride Lot

Parking is regulated by TriMet Code.

- Transit/Carpool use only.
- Park within designated spaces only.
- Violators subject to fine and tow. For towed vehicle assistance, call 503-261-2810.

TriMet is not responsible for loss from theft, property damage, or personal injury.

TRIMET

Fred Meyer
STOP

MONDAY
February 10, 2003

The Oregonian

SUNRISE EDITION

PORTLAND, OREGON

2001 PULITZER PRIZE WINNER FOR PUBLIC SERVICE

Drugs are on the move on MAX

Police note that dealers have latched onto Pioneer Square stops and the riders between them as fruitful places for sales

By JOSEPH ROSE
THE OREGONIAN

The dealer lingered in the shadows of a MAX platform under the Burnside Bridge. In one of his jeans pockets, 87 packets of heroin rubbed against a trading card depicting the Virgin Mary.

Finding a buyer for the drugs was as easy as waiting for trains to stop and unload riders every few minutes.

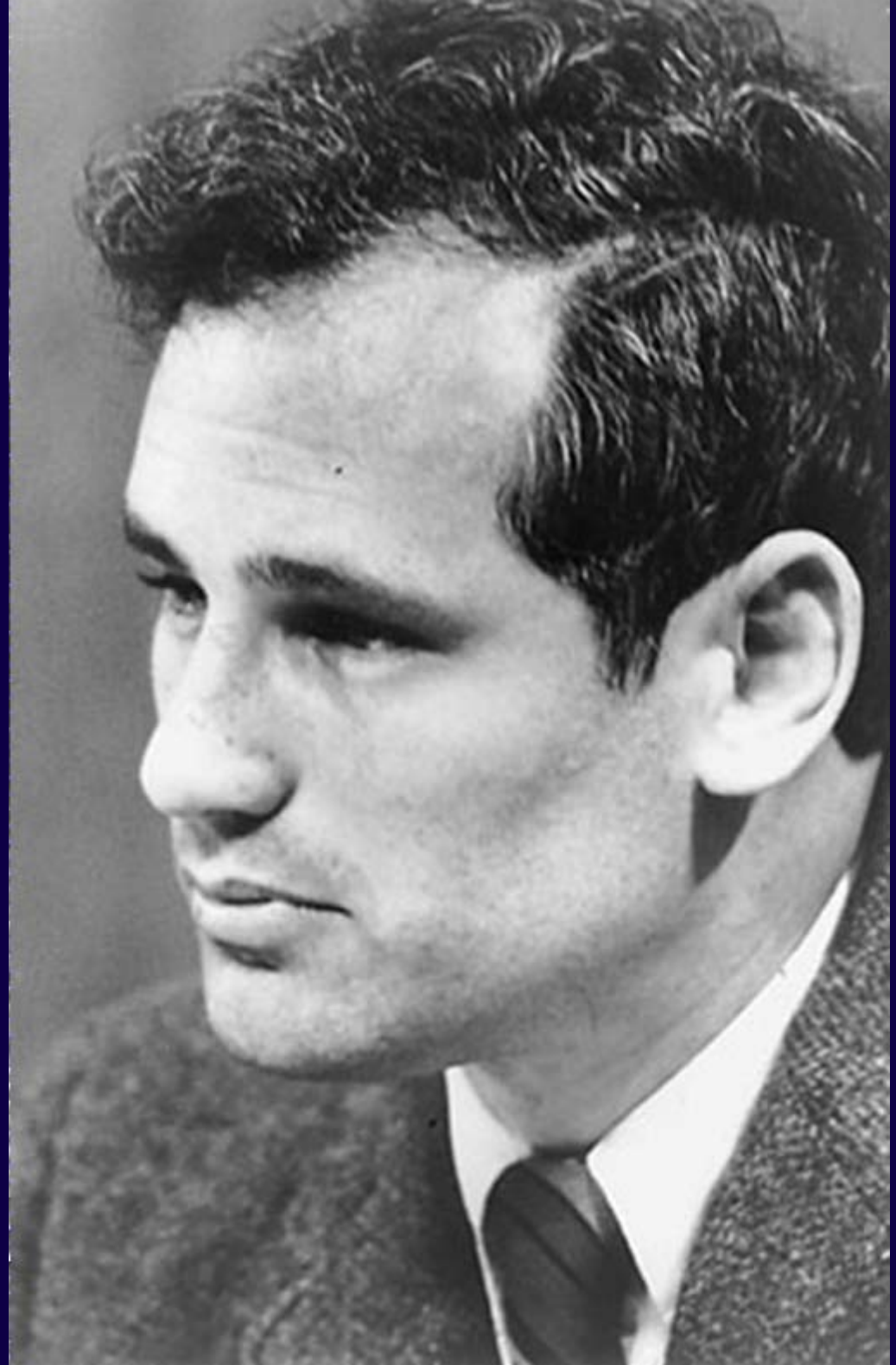
Busting the seller was just as easy for an undercover cop posing as a strung-out kid on a recent night. Step off the MAX. Make eye contact. Within two minutes, the dealer was in handcuffs.

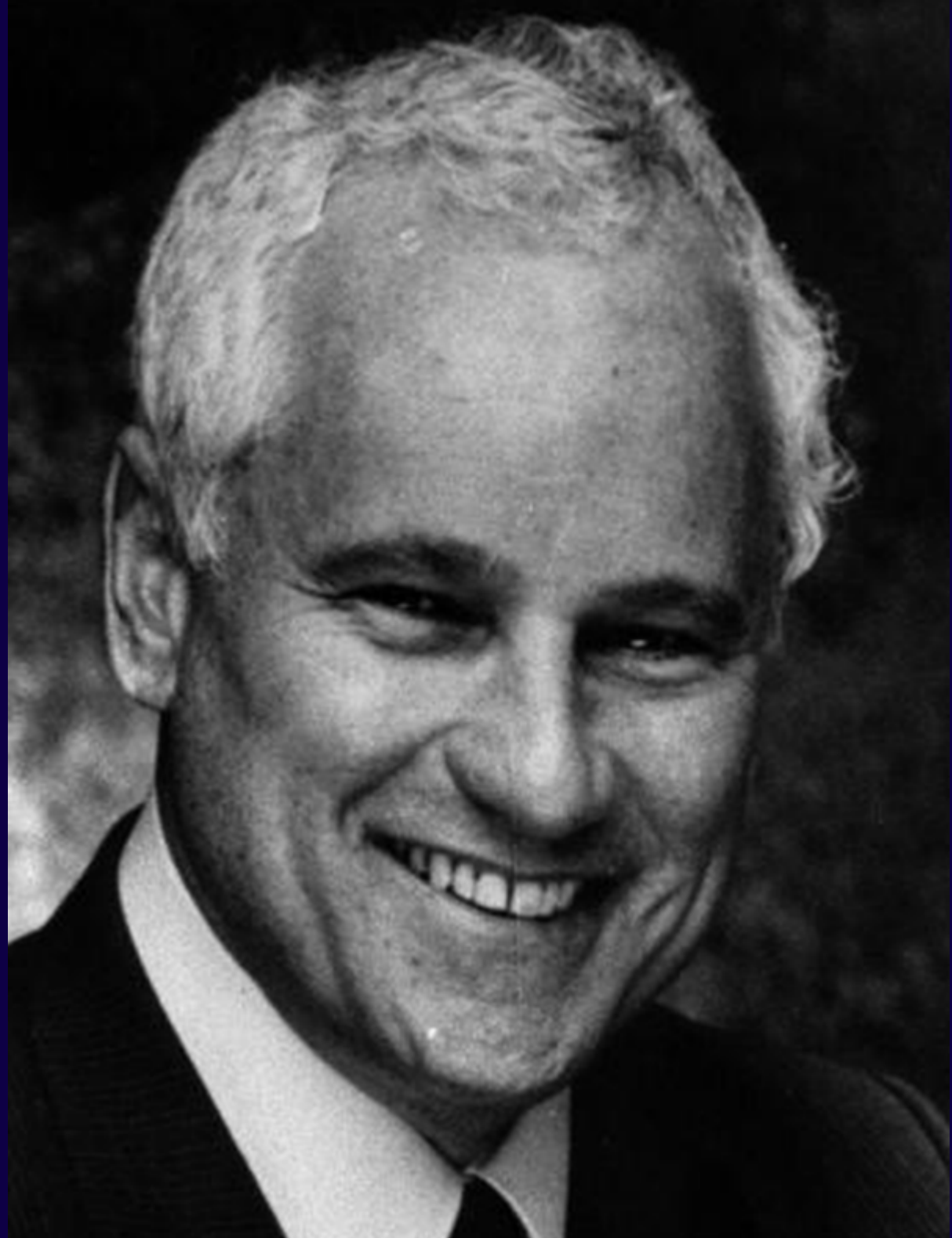
"The frustrating thing is there are three more guys in the wings, ready to take his place," said transit police Sgt. John Harrison as he watched a patrol car take the dealer away.

Every day, from just before sunrise to several hours after dark, the same frustration waits at MAX stops along Pioneer Square, say officers who patrol the free-

"Urban rail transit investments rarely 'create' new growth, but more typically redistribute growth that would have taken place without the investment."

Cervero & Seskin





10 year property tax exemption

"The primary reason for underbuilding in urban areas is the lack of financial feasibility. There is little evidence to support the conclusion that the high densities required in Urban Centers, in the absence of public assistance, are profitable and/or current market conditions and that developers and property owners are either unaware that they could make more money by building denser, or prohibited from doing so by physical or policy constraints."

from: *Metro Urban Centers: An Evaluation of the Density of Development.*

From Portland City Council Agenda:

1620 Grant a ten-year property tax exemption to Hoyt Street Properties, LLC for new multiple-unit housing on the block bounded by NW 11th, 12th, Lovejoy, and Marshall Streets (Second Reading Agenda 1587) Disposition: Ordinance No. 175047.

details: www.saveportland.org