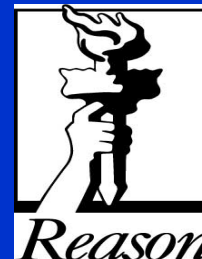


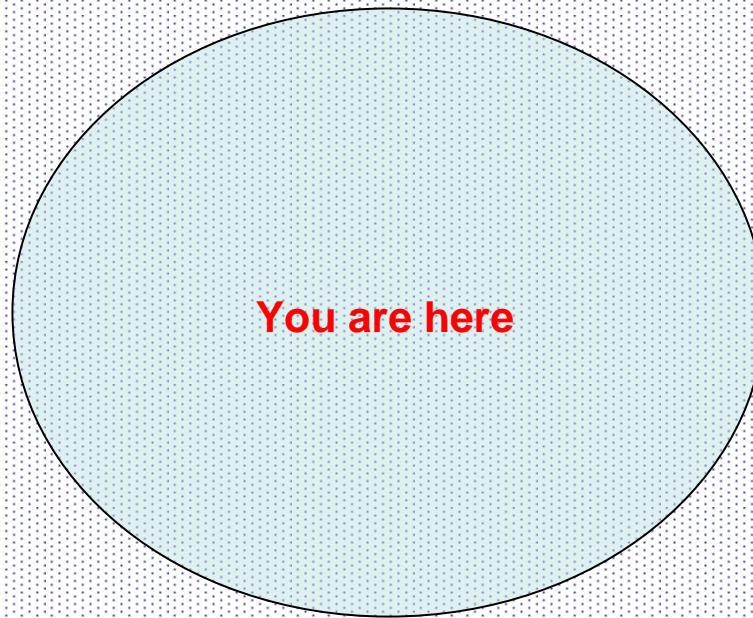
# *Facing Up to the Mobility Crisis*



**Ted Balaker**  
**Reason Foundation**  
[reason.org/mobility](http://reason.org/mobility)



# Your Opportunity Circle

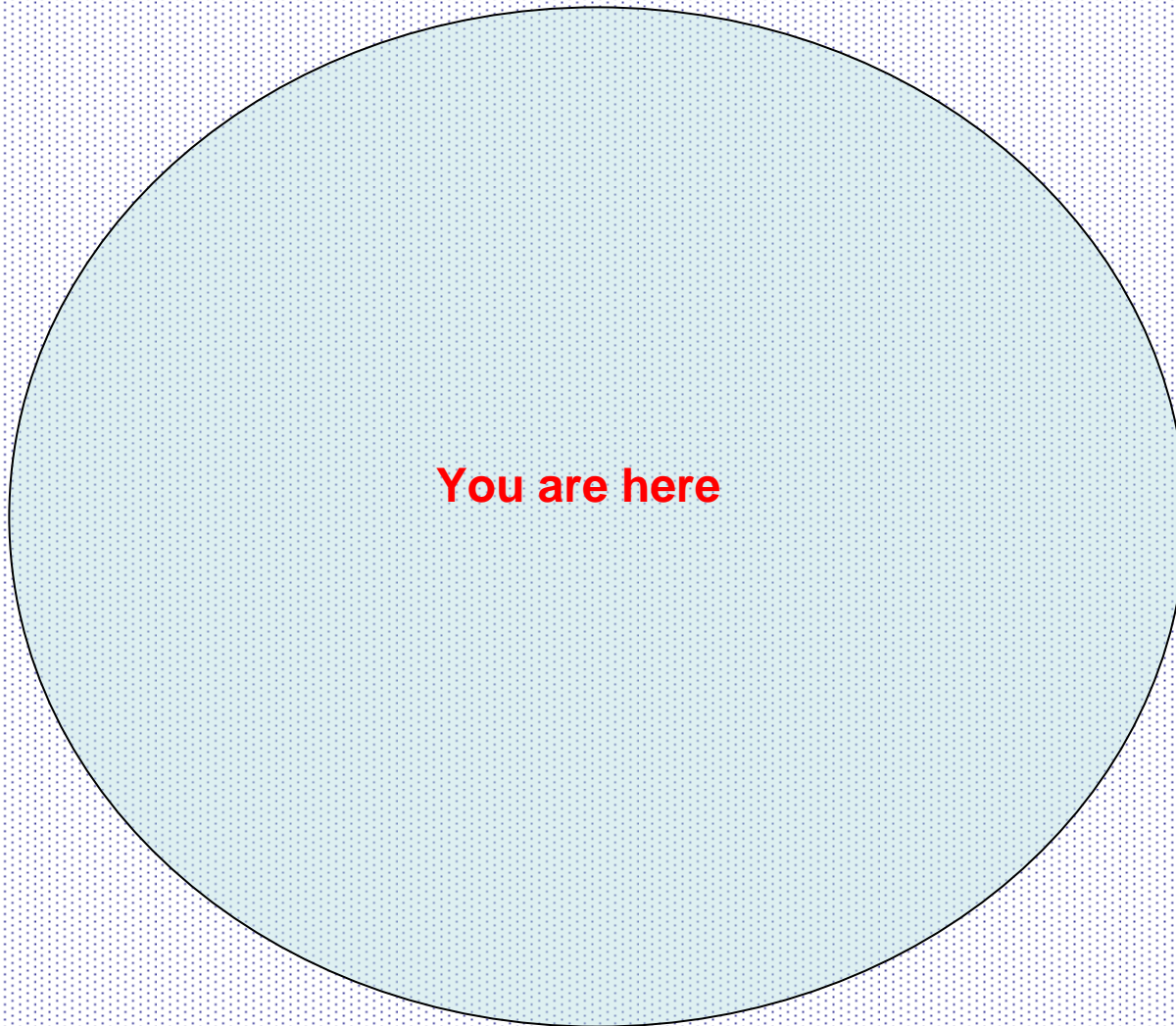


# Mobility is good

More mobility = more opportunities

Jobs, customers,  
employees, restaurants, dates ...

# Congestion Shrinks Opportunity Circles



# Congestion is bad

- More congestion = fewer opportunities

# Congestion is getting worse

- Nationwide: up 200%
- Honolulu: up 90%

Congestion is getting worse—why should we care?

Is congestion just an everyday irritant?



# Residents' Biggest Headache

Austin

Atlanta

DC Suburbs

Houston

Minneapolis-St. Paul

Portland

San Diego

Sacramento

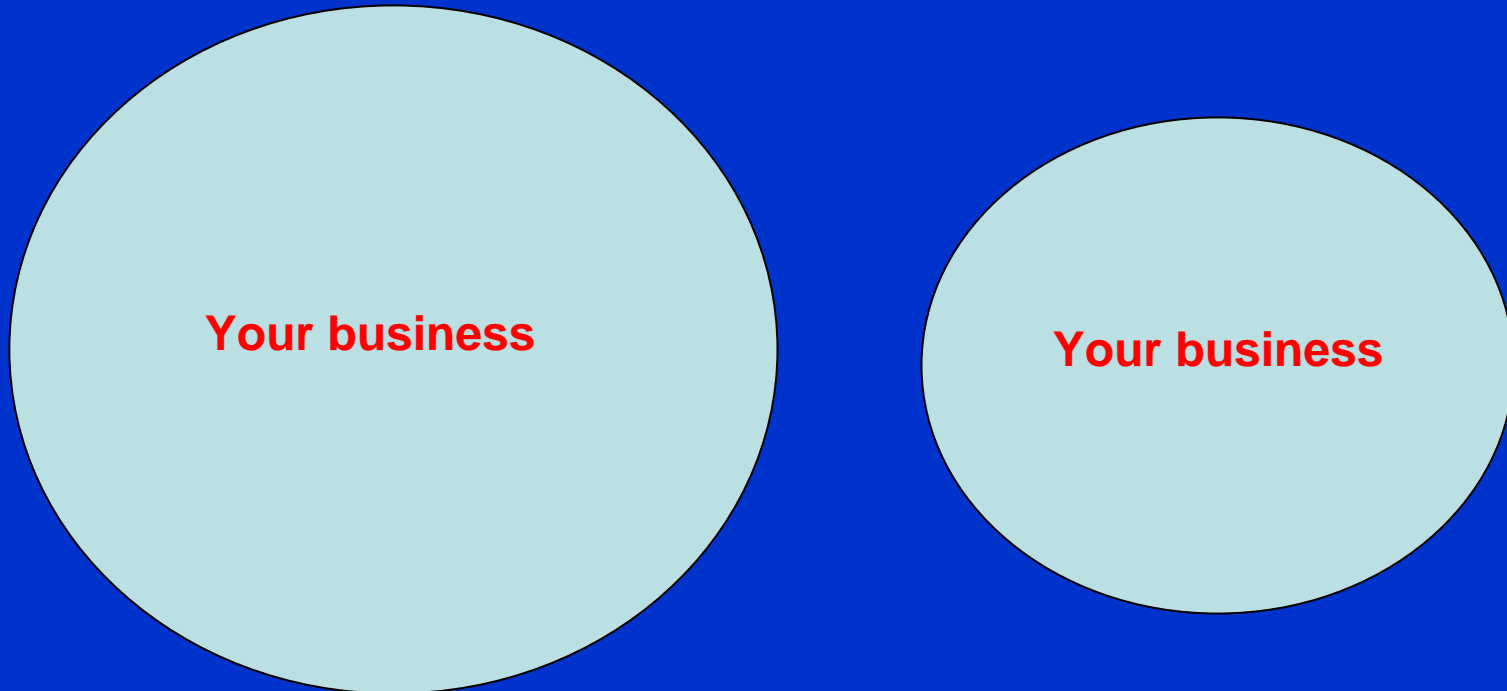
San Francisco





What about businesses?

# Congestion Shrinks Businesses



- Pool of possible customers shrinks.
- Pool of possible employees shrinks.

Congestion hurts business life,  
but it can also stop life.

# Congestion slows emergency care



# Congestion slows emergency care

- Cardiac arrest response time:
  - 1 min = 92% saved
  - 5 min = 30% saved

(American Heart Ass.)
- Austin Study:
  - 30 sec faster saves 41 lives per year.
- Not just ambulances, not just heart attacks



# Planning for more congestion

- Govts rarely try to cut congestion.
- Congestion will continue to get worse.
- We'll try to make things get worse more slowly.



- Over the next 25 years Oahu plans to spend \$13 billion on transportation.
- Multi-billion rail transit project.
  - Per capital cost: \$4,224
  - Portland: \$725; Dallas: \$204; St. Lake City: \$282
- Yet congestion projected to grow worse.

What to do?

# The first line is most important

- The Lays Effect
  - Unhealthy, but can't stop with just one.
- Charlotte: costs more, does less, get less, opens later
- Planning for more lines



What to do?

# Get informed

- [Honolulutraffic.com](http://Honolulutraffic.com)
- [Cascadepolicy.org](http://Cascadepolicy.org)
- [Publicpurpose.com](http://Publicpurpose.com)
- [Reason.org/mobility](http://Reason.org/mobility)

What to do?

# Get confident

- The evidence is on your side
- Economists condemn rail
- Do economists reach a conclusion on rail transit? *Econ Journal Watch*
- Summarizes economists' views on the big issues: mobility, congestion relief, econ development, environmental impact

# The Train Drain

- Brookings-Berkeley team: “With the single exception of BART, every U.S. [rail] transit system actually reduces social welfare.”
- Solution: stop building them

City	Yearly loss
Boston	\$453M
Atlanta	\$302M
LA	\$125M
Portland	\$221M
Dallas	\$457M
San Jose	\$211
Denver	\$279



What to do?

# Right of Way is what matters



What to do?

# Build Coalitions

- LA MTA: Diverted money from bus to rail (from poor to well-off)
- Overcrowding
- Security: 43 times more for rail.
- Subsidy per boarding
  - Bus: \$1.17
  - Red Line: \$2.92
  - Blue Line: \$11.34
  - Metrolink \$21.02



# Strange Bedfellows

- Reason Foundation, NAACP Legal Defense Fund, Environmental Defense, Bus Riders Union
- Won 1996 legal battle: slowed the MTA's plans to build rail at the expense of bus.
- Look for similar coalitions here.

What to do?

# Don't fight something with nothing

Offer solutions:

Virtual Exclusive Busway

HOT + High Quality Transit = VEB

# HOT Lanes

- Variable pricing
  - Keeps traffic moving
  - 65mph vs 20mph
- Electronic Toll Collection
- Popular
- Equitable





# + High Quality Transit

- Variable pricing can give bus riders the unthinkable—reliable travel.
- Houston: 25% for transit buses

= VEB

Something for everyone.

- Transit users get better service.
- Motorists get a free flowing escape route.
- Local govts get new funding source.

# VEB can help revive vanpooling

Fast, reliable travel

makes vanpooling more attractive.

# The Appeal of Vanpooling

- Guaranteed seat
- Point to point travel
- Most energy efficient transit mode
- Most cost effective transit mode



Anything else to do?

# THE ROAD MORE TRAVELED

“Debunks the myth that  
there is nothing we  
can do about traffic”

Mary Peters

U.S. Secretary of Transportation

“Should be required  
reading”

Joel Kotkin

Author, *The City: A Global History*



WHY THE CONGESTION CRISIS  
MATTERS MORE THAN YOU THINK,  
AND WHAT WE CAN DO ABOUT IT

TED BALAKER AND SAM STALEY