Bridging the Urban Transport Divide in the US and Europe

Michael Replogle & Michael Kodransky

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US Transportation & Land Use: Driving Inequality of Access
Europe: A Less Sharp Divide Than U.S.
In Past Decades Most US Job Growth in Suburbs

Much of it inaccessible except by car

<table>
<thead>
<tr>
<th>Central Cities</th>
<th>Suburbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.0%</td>
<td>14.2%</td>
</tr>
</tbody>
</table>

US Job Growth 1990-96
Housing & Transport Choices of US Working Class

Limited by lack of affordable housing, few transit options, few jobs near or in residential areas

- Live in neighborhoods with poor-quality housing, poor schools, high unemployment, concentrated poverty, low wages, and poor access to jobs & daily necessities
Housing & Transport Choices of US Working Class

- Or live far from the urban core to find better / more affordable housing and access higher wages, with long, costly commute
US Car Dependence and the Poor

Working poor spend twice as much of their income on commuting as others

35% of US households in lowest income quintile lack cars
Percent of Income Spent on Transportation

<table>
<thead>
<tr>
<th>Income Quintile</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to $13,060</td>
<td>42%</td>
</tr>
<tr>
<td>$13,061 to $25,218</td>
<td>26%</td>
</tr>
<tr>
<td>$25,219 to $41,492</td>
<td>21%</td>
</tr>
<tr>
<td>$41,493 to $67,516</td>
<td>17%</td>
</tr>
<tr>
<td>$67,517 or higher</td>
<td>12%</td>
</tr>
</tbody>
</table>
Vehicle Mileage By Income US$
More Roads Induce More Travel

39 U.S. Urban Areas over 1 Million Population, 1999

As more roadway capacity is provided, vehicular travel increases

Source: Texas Transportation Institute
Transportation Inequality in Atlanta

Source: David Goldberg, Lawrence Frank, Barbara McCann, Jim Chapman, Sarah Kavage, New Data for a New Era: Summary of SMARTRAQ Findings, Linking Land Use, Transportation, Air Quality, and Health in the Atlanta Region, 2005.
Atlanta Traveler Characteristics

- Transit riders: 85% Black or Hispanic
- 52% of weekday transit riders are low income
- 34% of weekday transit riders have no car available
- Low-income no-car households: 82% commute by transit
- Latino pedestrian fatality rate 6x higher than whites
### Car dependence in all but central core

<table>
<thead>
<tr>
<th>County</th>
<th>Car Dependence</th>
<th>Transit</th>
<th>Walk or Bike</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fulton</td>
<td>80</td>
<td>5</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>Douglas</td>
<td>82</td>
<td>5</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Forsyth</td>
<td>85</td>
<td>4</td>
<td>13</td>
<td>1</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>91</td>
<td>3</td>
<td>6</td>
<td>11</td>
</tr>
<tr>
<td>Paulding</td>
<td>92</td>
<td>8</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Rockdale</td>
<td>93</td>
<td>2</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>Cherokee</td>
<td>94</td>
<td>1</td>
<td>4</td>
<td>1</td>
</tr>
</tbody>
</table>
Most of Region Has Low Walkability
Atlanta Transportation Campaign 1996-2002

20 Year $35 billion Atlanta Regional Transport Plan

- Heavy investment in roads, commuter rail
- Share of jobs reachable by households without cars dropped 2000-2015
- In 2020 >60% of jobs still unreachable without a car
- Environmental & civil rights legal challenges redirected US$300 m from roads to transit, sidewalks, bikepaths, traffic safety projects
Continuing challenges to Atlanta transportation

$10 billion 2008-13 transport program focuses on roads and adding new express buses

MARTA Local Bus Service
- 13% white passengers
- Peak hour bus service cut from 580 in 2000 to 451 in 2006
- 30 min peak / 45 min off-peak service

New Express Bus Service
- 48% white passengers
- Luxury coaches
- Service only from suburbs to downtown
- No reverse commute service
Effects of New Orbital Motorway on Transport Divide

$2.3 billion InterCounty Connector in Maryland

- Road expansion paid for by tolls in City of Baltimore that could have helped fund transit
- Motorway fuels sprawl, hurts poor, damages environment

Percent of Vehicle Kilometers Traveled on InterCounty Connector by Income Quartile

- 63% high
- 33% upper middle
- 4% lower middle
- 0.1% poor
Urban Transport Divide in Europe: Mixed Bag

Negative trends
- Big box power centers
- Sprawl development
- Highway expansion

Positive trends
- Strong parking policies
- Transit improvements
- High road user fees/taxes
- Social housing policies
Lessons in Addressing Urban Transport Divide

- Learn from mistakes of US
- Adapt US & EU best practices promoting walking, cycling, public transport, smart traffic management, inclusionary & social housing, transit-oriented development
- Focus on affordable BRT, walking, cycling investments, pricing

Before  Marietta, GA Town Center  After
For More Information

Michael A. Replogle

ITDP
1225 Eye Street NW, 9th Floor
Washington, DC 20005
mreplogle@itdp.org
+1-301-529-0351

Michael Kodransky

ITDP
127 W. 26th Street, 10th Floor
New York, NY 10001
mkodransky@itdp.org
+1-212-629-8001

www.itdp.org