Model T
U.S. Homeownership Rates

Percent of Families That Own Home

- 1900
- 1920
- 1940
- 1960
- 1980
- 2000
SECS

• Speed
• Economy

• Convenience
• Safety
Fatalities Per Billion Vehicle Miles

Interstates
Arterials
Collectors
Local

Rural
Urban
Japan Travel Shares

Air | Rail | Bus | Car

Existing Mid Block Cross Section

Travel Lane 12'
Travel Lane 12'
Travel Lane 12'
Two-Way Left Turns 20'
Travel Lane 12'
Travel Lane 12'
Travel Lane 12'
Travel Lane 12'

92' Curb to Curb
Existing Mid Block Cross Section

Travel Lane 12'
Travel Lane 12'
Travel Lane 12'
Two-Way Left Turns 20'
Travel Lane 12'
Travel Lane 12'
Travel Lane 12'

92' Curb to Curb

Recommended Mid Block Cross Section

Travel Lane 12'
Travel Lane 12'
Median 9'
BRT Guideway 26'
Median
Travel Lane 12'
Travel Lane 12'

92' Curb to Curb
TECHNICAL SUPPLEMENT #2
Albuquerque Rapid Transit (ART) Project

Prepared for:

Prepared by:

ABQRIDE

PARSONS BRINCKERHOFF
“Overall, this analysis concludes that in the Build Condition, the operational performance at several intersections would be deteriorated [compared with No Build]. Several segments would have diminished operational performance, thereby increasing queuing and congestion along the Central Avenue corridor. This can clearly be attributed to the reduction in capacity of the general purpose lanes along the majority of the corridor.”

Parsons Brinckerhoff
How 21,501 New Portland Workers Commute

Source: Census Bureau American Community Survey
“We have not seen any of the kind of development—of a mid-rise, higher-density, mixed-use, mixed-income type—that we would’ve liked to have seen” along the MAX line.

—Mike Saba, Portland City Planner, 1996
“We are in the hottest real estate market in the country,” yet “most of those sites [along the MAX line] are still vacant.”

—Charles Hales, City Commissioner, 1996
Urban Renewal (TIF) Districts (subsidies in millions)

- $335.0
- $233.9
- $167.5
- $165.0
- $143.6
- $288.6
- $164.2
- $72.6
- $75.0
PORTLAND STREETCAR
DEVELOPMENT ORIENTED TRANSIT
~$200 Million in TIF and Other Subsidies
• 50+ projects
• $1.33 billion
• $26 million/project
No TIF or Other Subsidies
• 7 projects
• $17.6 million
• $2.5 million/project
Transit Trips Per Capita

Source: APTA Transit Factbook, Census Bureau
Transit Spending and Urban Growth

Source: National Transit Database, Census
How Vehicleless Workers Commute

- Drive alone: 40%
- Carpool: 5%
- Transit: 15%
- Other: 35%
- Work at home: 5%
Transit Commuting by Income

Source: Census Bureau
Albuquerque Energy Efficiency in 2013

- Rapid bus: 7,000 BTUs Per Passenger Mile
- Bus: 5,000 BTUs Per Passenger Mile
- Car: 3,000 BTUs Per Passenger Mile
- Rail Runner: 2,000 BTUs Per Passenger Mile
- Prius: 1,000 BTUs Per Passenger Mile
Benefits

1. 3x-4x road capacities
2. Universal mobility
3. Increased speeds
4. Safety
5. Green transport
Projected Timeline
• 2000: Adaptive Cruise Control
• 2017: Self-steering cars
• 2020: Self-driving cars
• 2030: Cars with no human-driver option
• 2040: States begin to close roads to human-driven cars
American Drivers

Licensed Drivers 68%
Non-Drivers 32%
Manhattan

- 40% of nation’s transit riders
- 2 million jobs in 7 square miles
- 77% take transit
Downtown Denver

- 120,000 jobs
- Only 20% take transit
Downtown Albuquerque

- 44,000 jobs (13% of region)
- Less than 13% take transit
Guidelines for Policymakers

• Solve today’s problems today
• Don’t encumber future with heavy debts or costly but obsolete rail transit
• Build and maintain dumb infrastructure
• Don’t mandate V2X