

Transit in the 2000s

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Renaissance without Ridership

- Both transit investment and transit supply have risen, often on the back of voter-approved initiatives
- Ridership has been largely flat, or falling
- Transit has become less productive as a result – fewer trips per dollar of investment

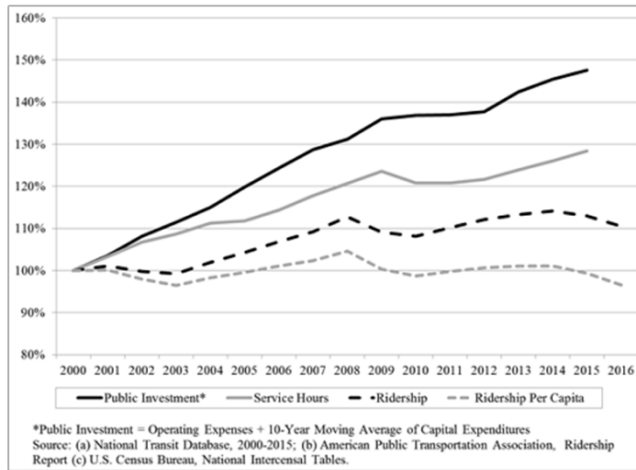


FIGURE 1.
 Indexed Trends in Transit Ridership, Ridership per Capita, Inflation-Adjusted Public Investment, and Service Hours since 2000

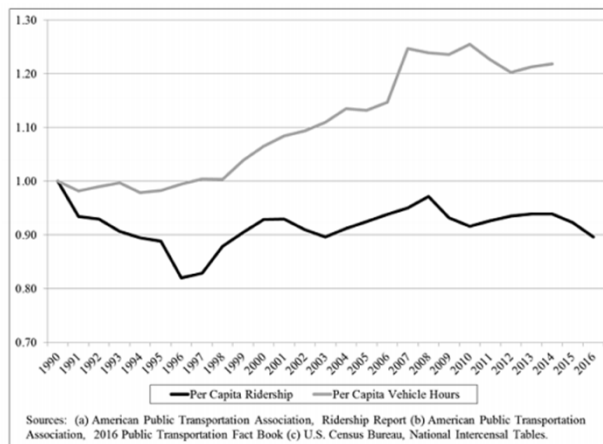
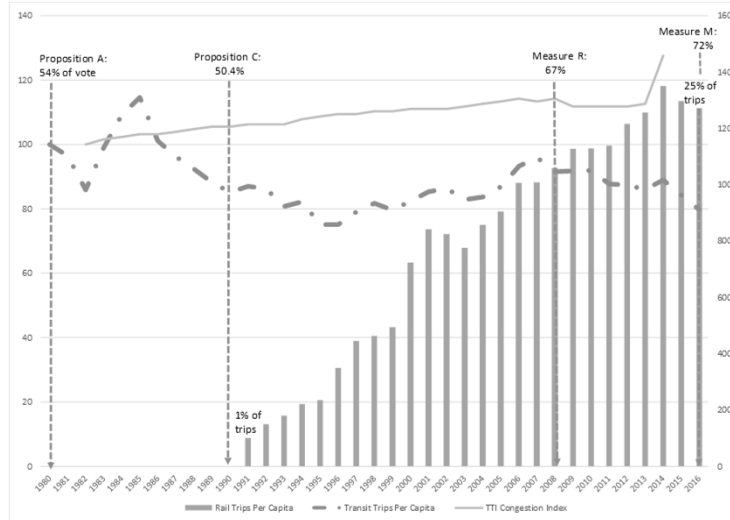


FIGURE 2.
 Indexed Trends since 1990 in Per Capita Vehicle Hours (through 2014) and Per Capita Ridership (through 2016)

Transit Ballots, Rail Ridership and Overall Ridership in Los Angeles, 1980-2016



Three Challenges for Transit

- Asymmetry of the Industry – makes it vulnerable to disruptions
- Ridership is often beyond agencies' control
- No agreement on transit's *raison d'être*

The Asymmetric Transit Industry

- Most people in most places do not use transit
 - 7 urban areas: NY, LA, CHI, DC, SF, PHI, BOSTON
 - 25 percent of urban population
 - 46 percent of transit service
 - 69 percent of ridership
- NY alone: 41 percent of ridership, 8 percent of population
- Within these areas:
 - Ridership concentrated in central cities
 - Ridership disproportionately low-income
 - Ridership disproportionately foreign born

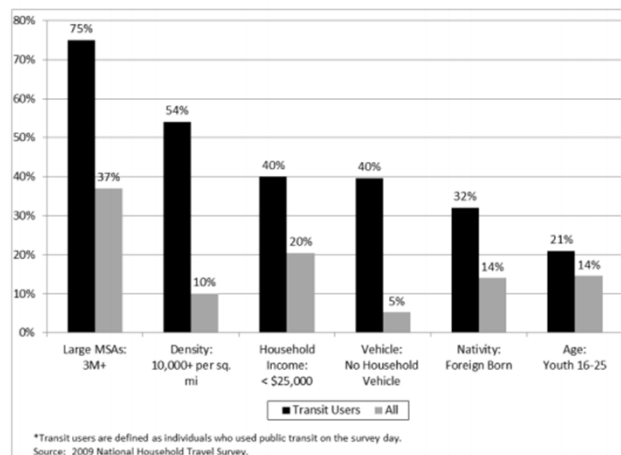


FIGURE 3.
Comparing Transit Users to the U.S. Population across Six Dimensions

Ridership and What Agencies Can Control

Transit Use, Density and Parking Availability in Los Angeles and Six Transit-Heavy US Regions

	Unlinked Transit Trips per Capita	Vehicle Revenue Hours per Capita	Fixed Guideway Miles/1000 People	Roadway Miles Per Person	MSA Population Density	MSA Share Bundled Parking	Central City Population Density	Central City Housing Density	Central City Share Bundled Parking
Los Angeles	56	1.5	0.05	2.1	6,999	0.80	8,483	3,063	0.76
New York	233	3.0	0.14	2.4	5,319	0.41	27,016	11,235	0.18
Chicago	75	1.8	0.15	3.7	3,524	0.67	11,868	5,251	0.49
Philadelphia	68	1.4	0.26	3.8	2,746	0.49	11,233	8,900	0.30
San Francisco	135	2.5	0.21	2.4	6,266	0.75	18,679	8,163	0.66
Boston	96	1.8	0.22	4.2	2,232	0.42	13,321	5,638	0.28
Washington DC	104	2.7	0.14	2.9	3,470	0.44	11,020	5,028	0.28
<i>Ratio of Los Angeles to:</i>									
Six-City Average	0.47	0.68	0.28	0.65	1.78	1.51	0.55	0.42	2.08
Five-City Average	0.58	0.73	0.26	0.62	1.92	1.45	0.64	0.46	1.89

Sources: NTD 2014-2015, AHS 2015, US Census ACS 2015

"Bundled Parking" refers to homes that include a garage or carport. Units with other forms of off-street parking are not counted. Fixed guideway transit is heavy rail light rail, and monorail. Six-city average is unweighted mean of all non-LA cities. Five-city average is unweighted mean excluding New York.

Agencies cannot control vehicle ownership, the price of gas, highway speeds, housing density - a lot of what matters

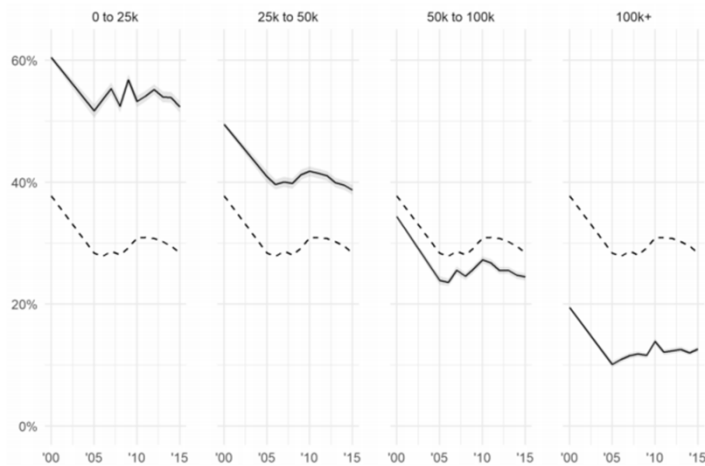
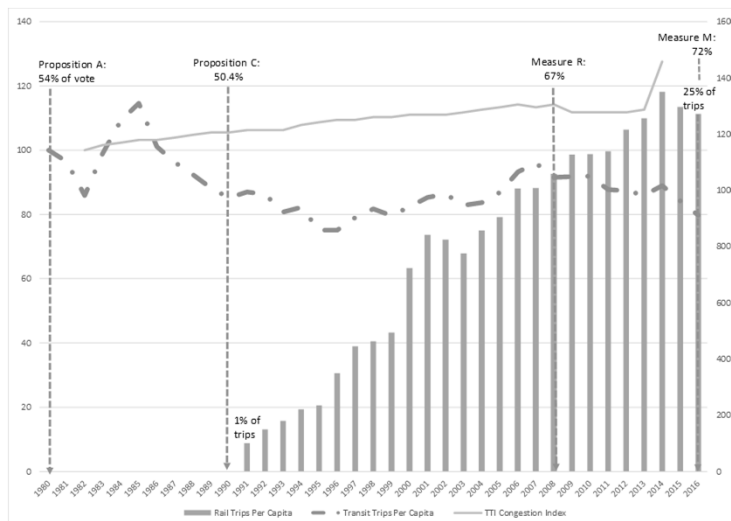


Figure 34. Share of households with vehicle deficits, by income and nativity, 2000-2015, US Census (solid line = foreign born, dashed line = native born).

What is Transit For?

- Solving problems created by cars (congestion, pollution, etc)
- Creating jobs
- Moving low-income people (and others unable to drive) around
- The first of these is most popular and least feasible – problems caused by cars cannot be solved by building transit
- The last is, in most areas, the actual business of public transportation

Transit Ballots, Rail Ridership and Overall Ridership in Los Angeles, 1980-2016



The Social Service of Public Transportation

Characteristics of LA Metro Riders and LA County Residents, 2016

	Metro Riders	County Residents
Share Non-Hispanic White	11%	27%
Median Household Income	\$16,890	\$57,952
Share in Poverty	58%	16%
Share w/HH Income Under \$15k	44%	12%
Share w/HH Income Over 100k	11%	30%
Share w/No Vehicle Available	78%	11%
Share Using Transit over 20 times per Month	67%	23%

Sources: LACMTA Rider Surveys, CHTS 2012, US Census ACS 2016

Notes: Vehicle availability comparisons are imperfect--Metro asks if rider had a vehicle available for a trip, while Census asks if household has a vehicle available in general. Metro riders using transit 5 or more times per week are classified as using over 20 times per month.

Where Will Become of Transit in the Future?

- Three Questions:
 - 1) Will funding be focused on places with high ridership?
 - Legacy cities that need upgrades, as opposed to new service in new cities
 - 2) Can other places grow denser and flourish?
 - Can LA or Houston or Nashville become a bit more like Boston?
 - 3) Will public policy finally confront the automobile?
 - Pricing congestion accurately
 - Parking reform
 - Zoning reform

Thank You!