

Re-Thinking Traffic Congestion in Los Angeles



46th Annual Conference of the Canadian
Transportation Research Forum

*Transportation and Innovation: the Roles of
Governments, Industry, and Academia*

May/June 2011
Ottawa, Canada

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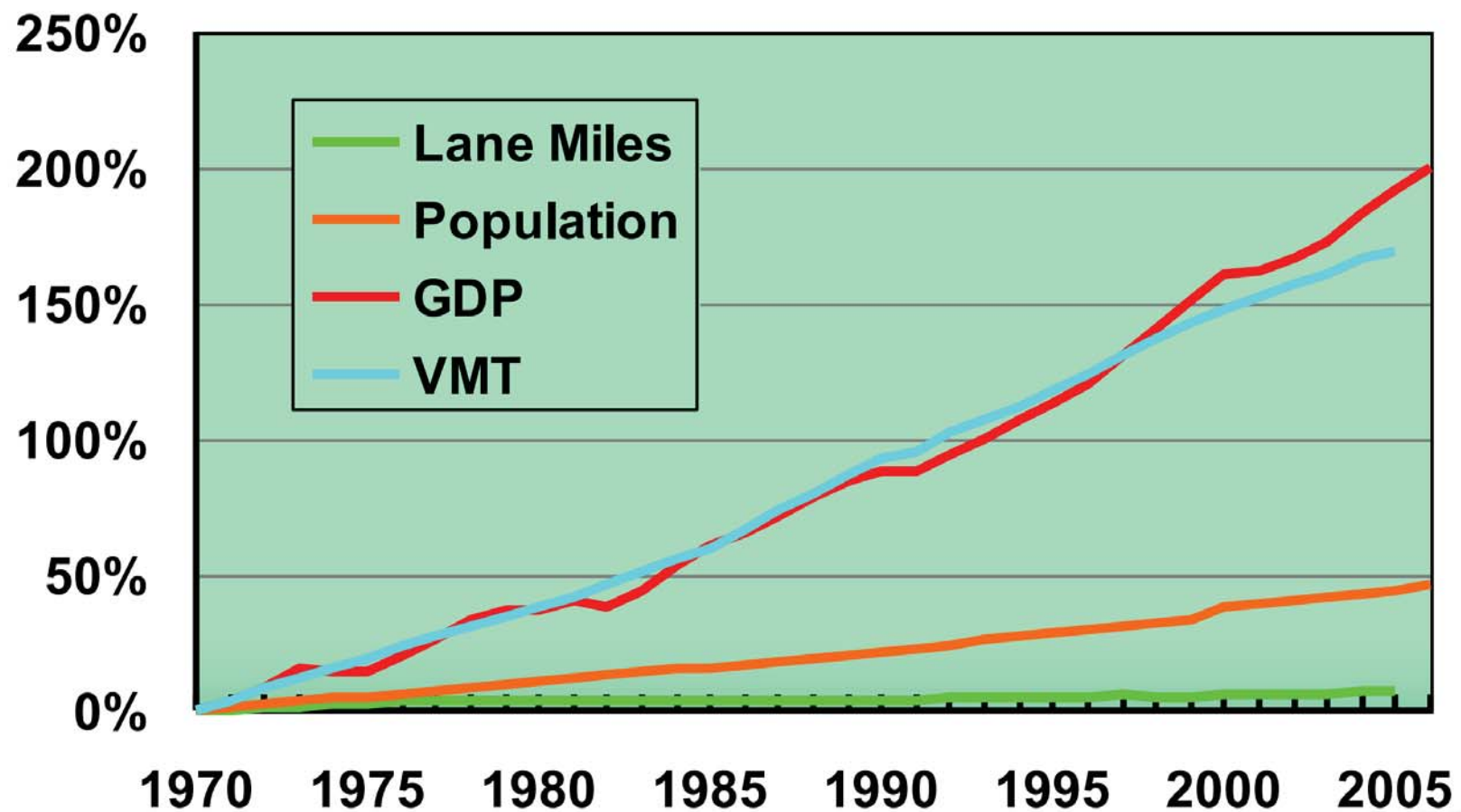
UCLA Luskin School of Public Affairs



Institute of Transportation Studies

Vehicle travel in the US has been growing faster than road capacity for a long time

U.S. Growth in Lane Miles, Population, VMT, and GDP Since 1970



Source: Paul Sorensen, The RAND Corporation, 2008

4 points about congestion



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1. Traffic congestion is not as it seems
2. Why LA is so congested
3. Compact, transit-oriented development will increase congestion
 - That may not be a bad thing

Put “Sprawl” on a diet

- Neo-traditional development
- Transit-oriented development
- Walkable, bikable communities
- Livable streets
- Compact, mixed-use development
- New urbanism
- Smart growth

...vehicle travel per person
decreases...

Location	Population Density	Person Travel	Travel Density
	<i>(people/acre)</i>	<i>(vmt/person/day)</i>	<i>(vmt/acre/day)</i>
Healdsburg	5 people/acre	30 miles/person	150 miles/acre
Berkeley	30 people/acre	10 miles/person	300 miles/acre
San Francisco	250 people/acre	4 miles/person	1,000 miles/acre

Source: Wachs, 1996

...but vehicle travel per acre or square mile increases.

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- I don't think so
- While dense, walkable, transit-friendly cities tend to be more congested...
- They offer residents more options for moving through congested spaces