

STILL STUCK in TRAFFIC

**COPING WITH PEAK-HOUR
TRAFFIC CONGESTION**

ANTHONY DOWNS

BROOKINGS INSTITUTION PRESS
Washington, D.C.

Contents

Foreword	vii
Acknowledgments	xi
1 Introduction	1
2 The Benefits of Peak-Hour Traffic Congestion	5
3 How Bad Is Traffic Congestion?	14
4 Causes of Recent Increases in Peak-Hour Traffic Congestion	37
5 Incidents and Accidents as Causes of Congestion	61
6 Strategies for Reducing Congestion and Four Basic Principles of Traffic	76
7 Reducing Incident-Caused Congestion	91
8 Increasing Road-Carrying Capacity	101
9 Creating More Public Transit Capacity	117
10 Peak-Hour and Other Road Pricing	152
11 Demand-Side Behavioral Tactics	180
12 Remedies That Increase Densities	200

vi **CONTENTS**

13	Changing the Jobs-Housing Balance	228
14	Concentrating Jobs in Large Clusters	245
15	Local Growth Management Policies	258
16	Traffic Congestion around the World	272
17	Regional Anticongestion Policies	298
18	Summary and Conclusions	321

Appendixes

A	The Dynamics of Traffic Congestion	355
B	Graphic Analysis of Peak-Hour Road Pricing	368
C	Translating Gross Residential Densities into Net Residential Densities	371
D	A Spatial Model for Simulating Changes	375
E	Clustering High-Density Housing Near Transit Stops	390
	Notes	403
	Index	443