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of Railroad Passengers**

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RETURN REQUESTED

Our Message is Getting Out!

“Smart Highways” vs. Smart Policy

While many NARP members challenge the notion that high-speed rail efforts should be abandoned in favor of magnetic levitation vehicles (*NARP News*, Mar.), high tech highway “solutions” are also coming under attack from environmentalists.

“Some believe that ‘smart highways’ will solve the congestion problem by safely squeezing more cars onto the same roadspace through computer guidance systems,” says Michael Replogle of the Institute for Transportation and Development, in a Sep. presentation at Sao Paulo, Brazil, to the Conference on the Development and Planning of Urban Transport in Developing Countries.

“However,” continues Replogle, “the extremely high degree of reliability required for such a system to significantly expand road capacity appears to pose cost and technical feasibility problems comparable to the ‘Star Wars’ Strategic Defense Initiative, which is now quietly being put on hold after billions of dollars of research. ‘Smart Highways’ would require expensive retrofitting of miles of new infrastructure elements on highways. It is unlikely that the US (can afford) such investment.”

Arlee Reno of the Urban Institute (Washington, DC) is critical of another “high tech” road concept: “systems that display alternative routes to motorists stuck in traffic jams. In almost all cases, there are no alternative routes that will not be experiencing the same congestion difficulties; only a few cars have to switch from a clogged freeway to any parallel arterial to assure that the arterial also will be completely congested.

“The problem is not that stupid motorists fail to consider alternative routes. In major metropolitan areas, radio traffic reporters already provide for free whatever benefits could possibly accrue from high-tech electronic map displays in autos” (*Journal of Commerce*, Sep. 21).

Devoting more resources to policies that encourage people not to get in their cars would make far more sense than spending money on “smart highways” or “smart cars.” ■

Worldwatch Institute Paper Joins Environmental Parade Endorsing Transit, Amtrak

“In my travels and speaking engagements, I sense a greater interest by people in rethinking their relationship with the automobile. This is partly due to congestion but health is also a big factor.”

—Lester R. Brown, Director, Worldwatch Institute, at Oct 11 news conference unveiling Worldwatch Paper 98

“Public transport plays a central role in any efficient urban transport system. In developing countries, where at least 16 cities will have more than 12 million people each by the year 2000, failing to give priority to public transport would be disastrous.”

“But neither the exploding Cairos and Delhis nor the relatively stabilized New Yorks and Londons can sustain future growth in automobile use. As the nineties began, a new oil crisis, mounting pollution and congestion, and global warming all call for a greater commitment to public transport.”

—Marcia D. Lowe, in *Worldwatch Paper 98*,

“Alternatives to the Automobile: Transport for Livable Cities”

It has long been clear that the effort to reduce U.S. dependence on the auto and increase reliance on public transport would benefit greatly if endorsed and actively supported by the many environmental organizations whose agendas—like ours—would be advanced by dramatic changes in U.S. transportation. That was the philosophy behind our establishment of the Campaign for New Transportation Priorities (May News; box on page 3).

Now a number of well-known environmental groups have gone a step further, giving prominence to the transportation crisis in well-written newsletter articles.

One of the most respected organizations to do this is the Washington-based Worldwatch Institute which publishes occasional papers “for a worldwide audience of decision makers, scholars, and the general public.” Its papers are heavily footnoted—especially useful to those who want more

information—and published in many languages.

Marcia Lowe is a Worldwatch Senior Researcher specializing in agriculture and transportation. Her new paper, quoted above, is a superb 49-page work building on Papers 84 (“Rethinking the Role of the Automobile,” by Michael Renner) and 90 (“The Bicycle: Vehicle for a Small Planet,” also by Lowe).

The Institute unveiled Paper 98 at an Oct. 11 news conference well-attended by reporters from both U.S. and foreign publications. WI Director Lester Brown, who introduced the author, said Paper 98 was funded by a foundation which had specialized in hospital-related research but came to feel it was dealing with symptoms and should start dealing with causes—an obvious reference to the severe health costs of auto-related air pollution and accidents.

Among the key points Lowe made:

- The 4 keys to balanced transportation: improve mass transit; promote use of the bicycle; orient future land use around transit, bicycling, and walking; and make auto users pay their full costs.

- In the Netherlands, the bicycle handles 30% of all work trips and 60% of school trips.

- Between 10 and 55% of rail travelers in Western Europe bike to the rail station. (From the paper: “Guarded bicycle parking [is] common in many Asian countries, including China and Vietnam, and at rail stations in industrial countries, including Japan, the Netherlands, West Germany, and Denmark.”)

- Less than 10% of U.S. workers pay for their parking.

Bad for Business!:

Too Many Auto Parking Spaces

Public policy generally requires employers and developers in the U.S. to provide on-site parking. The belief that such parking is “good for business” is widely held. Yet “Geneva

ATTENTION: HOUSTON, PHOENIX, DENVER!!!

“It is not too late for well-established cities to change their auto-oriented land-use patterns. . . . Instead of further catering to autos, cities can step off the road building treadmill by changing land use patterns to reduce the need for driving. . . . In much of Europe, development of private land is guided by zoning, tax incentives, bans on low-density projects. . . . Urban planners try to position new developments within cycling or walking distance of public transport stops.

“Although the term ‘high density’ evokes images of towering apartment buildings and little open space, dense developments are pleasant and livable if well planned. A more compact urban form, far from precluding green spaces and structures on a human scale, can actually facilitate them. The planned Mission Bay development in San Francisco, for example, will combine homes and offices with ample open space at a total density higher than many large Western European cities—all with no buildings higher than 8 stories.

“According to a study done for the U.S. Environmental Protection Agency, a compact development can mix 2- to 6-story apartments and town houses with clustered single-family homes, and still leave 30% of the developed area for open space and parks. In a typical low-density sprawl community, according to the study, only 9% of the land is devoted to open space.”

—Marcia D. Lowe, in *Worldwatch Paper 98*

WE NEED SENSIBLE GROWTH, NOT “NO-GROWTH”!!!

“Even cities in Australia and the U.S. are beginning to rethink their inefficient use of land. Portland, OR, decided to use some federal road building funds to build a light rail system instead, and worked out plans to intensify development along the rail corridor

“The time may be ripe for more careful development in other parts of the U.S. . . . However, many popular no-growth initiatives actually undermine the goals of mixing land use and concentrating higher densities near public transport, by trying to stop growth altogether. This just diverts inevitable development to areas where the controls are looser, leading to further sprawl. The issue is not whether to reject or accept growth, but rather how best to use it to reduce automobile dependence and make communities more livable.”

—Marcia D. Lowe, in *Worldwatch Paper 98*

prohibits car parking at workplaces in the central city, motivating commuters to use the city’s excellent public transport system” (emphasis added).

Lowe notes research in “10 major West German cities” showing that “too much parking can even hurt business by creating an atmosphere unfriendly to pedestrians. . . . Paris Mayor Jacques Chirac, apparently impressed by the reduced traffic resulting from temporary parking restrictions for France’s 1989 bicentennial, announced plans to permanently remove more than 100,000 street parking spaces in central Paris to make space for public transport and pedestrians

“Copenhagen’s city council has . . . banned all on-street parking in the core, replacing parking space in public squares with landscaping, and increasing the amount of bicycle parking at commuter train stations. . . .”

The Ideal City

“The heart of a city would be reserved for people on foot and passengers arriving by metro or trolley. Beyond the core, pedestrians, cyclists, trolleys, and buses would share the streets equitably with slow car traffic. Express public transport routes would link outlying areas to each other and to downtown. People would make most short trips by foot or bike, and longer trips by walking or biking to public transport stops. Cars would be reserved for trips for which the alternatives are inconvenient.”

USSR and Eastern Europe

The least hopeful aspect of Lowe’s paper relates to the one bad result from recent political developments in the Com-

Energy Intensity of Urban Transport Modes, United States

Mode	Number of Passengers	Energy Intensity
		<i>(Btu per passenger-km)</i>
Intercity rail	80	442
Intercity bus	40	477
Light rail	55	639
City bus	45	691
Rapid rail	60	752
Car pool	4	1144
Automobile	1	4576

Sources: Worldwatch Institute estimates, based on Mary C. Holcomb et al., *Transportation Energy Data Book: Edition 9* (Oak Ridge, Tenn.: Oak Ridge National Laboratory, 1987); Vukan R. Vuchic, *Urban Public Transportation Systems and Technology* (Englewood Cliffs, N.J.: Prentice-Hall, 1981).

munist world: auto dependence is likely to skyrocket in countries which today have an unusually high dependence on transit, boasting 180 of the world's roughly 300 streetcar and trolley systems. These countries cannot afford to add massive auto pollution to their industrial pollution that is already among the worst in the world.

Other Environmental Transit Coverage

● E MAGAZINE's ("The Environmental Magazine") Sep./Oct. cover story, "Rethinking Our Transportation Future," twice mentions our Campaign for New Transportation Priorities, quotes NARP's Ross Capon, and makes extensive use of sources to which NARP referred Author Francesca Lyman.

● The August issue of *Habitat: Journal of the Maine Audubon Society* is devoted to "Rethinking Transportation Priorities"—all 8 articles plus the Director's Column. One article, "Getting Back on the Track," reports that NARP Dir. Wayne Davis, founder of TrainRiders Northeast, "has been quite successful in generating both popular support and initial interest from transportation officials."

● The May/June *Greenpeace* includes this phrase on the cover: "America's Love Affair with the Automobile is Headed for Disaster." This refers to a story by Robert Schaeffer, "Car Sick: Automobiles ad Nauseam," which lists our Campaign as a resource.

● The Boston-based Conservation Law Foundation's *CLF Newsletter* devoted its Summer 1990 issue to transportation—7 articles plus the editor's column. Cover headline: "Inspection: The Car and its Driver." One of the articles: "Rail: The Forgotten Alternative."

● *Garbage: The Practical Journal for the Environment* included an article, "Cars," by Janet Marinelli in the Nov./Dec., 1989, issue.

To get one or more *Worldwatch Papers*, make check payable to *Worldwatch Institute*, and write to them at 1776 Massachusetts Ave., NW, Washington, DC 20036. One paper is \$4; bulk copies (any combination of titles): 2-5, \$3 each; 6-20, \$4 each; and 21 or more, \$1 each. ■

MORE ORGANIZATIONS ENDORSE CAMPAIGN

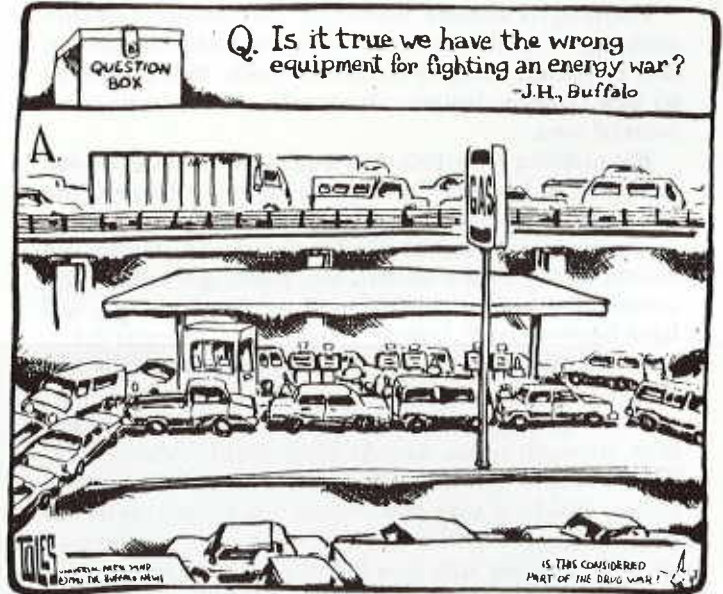
35 national and local organizations have now endorsed our Campaign for New Transportation Priorities. Add these groups to the list in *May News*: Baltimore Area Transit Assn.; Boston Area Bicycle Coalition; Citizens for Modern Transit (St. Louis); Conservation Law Foundation (Boston); Committee for Better Transit (New York City); Fossil Fuels Policy Action Institute (Fredericksburg, VA); High Speed Rail Assn. (Pittsburgh); National Assn. of Transit Consumer Organizations (Minneapolis). Our apologies to Committee for Better Transit—which submitted one of the earliest endorsements—for not including them in the May list.

Meanwhile, other coalitions have recently formed, mostly around individual items on our agenda:

- CRASH, working against bigger trucks;
- American Institute of Architects has a working group focussing on "liveable cities" (element 7 of our Campaign's policy brochure);
- TRANSIT NOW, a broad coalition initiated by the transit industry to promote a greater role for all mass transit including car pools and HOV lanes;
- METRO AMERICA, an effort of the Washington-based Institute for Policy Studies to act as a resource center for environmentally-sound transportation efforts. IPS is in touch with many superb academicians who work on balanced transportation.

A PENNY FOR AMTRAK

NARP Director Samuel E. Stokes Jr., of Alstead, NH, noting the 800,000 U.S. highway fatalities (at a cost of at least \$600 billion) and 42 Amtrak passengers who died since Amtrak's 1971 creation asks: Does anyone in Congress think a gasoline penny tax (for Amtrak) to reduce this slaughter significantly would be worthwhile?



—Tom Toles in the *Buffalo News*

TRAVELERS' ADVISORY

The "Broadway/Capitol" reroutes and slower schedules that start Nov. 11 (Sep. Advisory) will end some popular connections with other long-distance trains:

● "Silver Star" north to "Capitol Ltd." west at Washington is reduced to 44 minutes (16 minutes less than the 60 minutes Amtrak requires for a ticketed connection), so Florida-Midwest passengers must start about 8 hours earlier on "Silver Meteor" and spend the day in Washington or Philadelphia, even though on many days the "Star" connection would be physically possible. (Amtrak considered many options to save this connection. They variously conflicted with Miami-West Palm Beach commuter train schedules, a narrow agreed-upon time slot for "Broadway" on CSX, and the fact that Amtrak feels its Chicago maintenance facility is at capacity. One rejected option: "Capitol" leaving Washington at 6 PM if "Capitol" maintenance could have been switched to Chicago.)

● "Empire Builder" east to "Capitol Ltd." east at Chicago will be 55 minutes.

● "California Zephyr/Pioneer/Desert Wind" east to "Capitol Ltd." east at Chicago will be 5 minutes.

● "Broadway Ltd." east to "Crescent" south at Philadelphia will be 17 minutes. (Chicagoans—but not connecting passengers from the above-noted Western trains—can use "Capitol" instead of "Broadway.")

There is hope for future schedule tightening of "Capitol," but this will set off a tug-of-war between demands to add stops at the smaller "Lake Shore" stations "Capitol" will initially skip and efforts to re-establish connections with other trains.

FUTURE BAY AREA AMTRAK CHANGES

On June 27 the Amtrak board approved a \$1.5 mill. contribution to the joint CalTrain/Amtrak maintenance facility planned for San Jose. Such a facility would permit shifting Amtrak's Bay Area maintenance work from Oakland to San Jose. That in turn would facilitate establishing state-supported San Jose-Oakland-Sacramento "corridor" trains and extending "California Zephyr" and perhaps "San Joaquins" to San Jose.

Planning is already underway to relocate Oakland passenger facilities from the old, earthquake-devastated and physically isolated Southern Pacific 16th St. Station to Jack London Square, an attractive waterfront commercial area.

But nothing is perfect. Although railroad operational problems at Jack London Square appear solveable, the ferry service is negligible, BART (Lake Merrit) is 7 blocks away (the joint Amtrak/BART Richmond station will always be the best transfer), and passengers riding the connecting bus or driving to/from San Francisco will have both a slightly longer trainride and a longer drive. (The old station's one virtue is its proximity to the Bay Bridge.)

Hopefully, with Bay Area-based trains serviced in San Jose, through trains (Los Angeles-Seattle "Coast Starlight") would still be fueled and watered during the longer Oakland stop that would remain necessary for mail, baggage, and passengers. The alternatives—a special servicing stop or a lengthened San Jose stop—would add to the train's overall running time.

Station Restoration Video



—Photo by Michael Forrester

"Rebuilding a Landmark: The Kissimmee Train Station Restoration" shows the steps taken by citizens of that Florida community during the restoration project which ended in 1988. The information on this video could prove helpful to citizens in other communities which have train stations in need of rebuilding or restoration. Kissimmee is served by Amtrak's "Silver Meteor" and "Silver Star."

Produced by NARP Director Michael Forrester, a Kissimmee resident who was involved in the station project, the 7-min. video is available for \$12.95, postpaid, by writing "Train Station Video"; P.O. Box 421901N; Kissimmee, FL 34742. Also included is a 5-page written outline of the project. A portion of the proceeds will go to NARP affiliate Florida Coalition of Rail Passengers.

MORE ON AIR MARKETS

Our August listing of U.S. air markets with the most ridership failed to reflect that U.S. DOT logically considers New York and Newark as a single market; wherever "New York" or "Newark" appeared, "New York/Newark" was intended.

Here are the numbers for the 12 months ending Mar. 31, and their growth since calendar year 1981. (Ridership is from a 10% ticket sample, multiplied by 10. Remember: New York = New York plus Newark.)

1990 Rank	City-Pair	Passengers (Millions) 12 mos. ending 3/31/90	% Growth over 1981	1981 Rank
1	Los Angeles-New York	3,145	+ 42.9	3
2	Boston-New York	3,104	+ 32.5	1
3	New York-Washington	2,951	+ 34.0	2
4	Chicago-New York	2,485	+ 35.0	6
5	Miami-New York	2,342	+ 19.2	4
6	Dallas-Houston	2,241	+ 39.3	8
7	Los Angeles-San Francisco	2,221	+ 14.2	5
8	New York-San Francisco	2,084	+ 55.8	9
9	Honolulu-Kahului (Maui), HI	2,027	+202.1	22
10	New York-Orlando	1,765	+169.5	23

The following markets with high-speed rail potential also appeared among aviation's top 45: Chicago-Detroit (#11), Chicago-St. Louis (#21), Dallas-San Antonio (#28), Chicago-Kansas City (#29), Chicago-Minneapolis (#31), Las Vegas-Los Angeles (#38), Dallas-Austin (#41), and Buffalo-New York (#44).

Trains to "Wonderland"

Trains of Discovery, a book by NARP Member and Former Dir. Alfred Runte of Seattle, outlines the pivotal role of the western railroads in developing the concept of national parks. A revised edition was published this year, with a new chapter on the Grand Canyon Railway (*NARP News*, Sep. '89, *Travelers' Advisory*), which marked its first anniversary Sep. 17.

The \$16.95 book is 80 pages with color and B&W illustrations but is available to NARP members for \$11.95 plus \$2 shipping. Make \$13.95 checks payable to Roberts Rinehart, Inc.; P.O. Box 666; Niwot, CO 80544-0666; 303/652-2921.