

# The 8/80 principle

Or why rail makes little or no  
difference to traffic congestion

# **The 8/80 principle:**

***Oahu commuters:***

**8% use TheBus.**

**80% use their cars**

All metro areas saw commuters reduced as a percentage of public transportation users. We would be exceptional if we maintained 8 percent.

# **The 8/80 principle:**

## **New commuters in 2030:**

100,000 new commuters

8,000 new transit users

80,000 new auto users

**8/80 principle for Vancouver, 1993-2003:**

**Transit commuters**

1993            88,550

2003            121,000

+32,450

+37%

## **8/80 principle for Vancouver, 1993-2003:**

| Vancouver commute method |           |         |       |          |       |
|--------------------------|-----------|---------|-------|----------|-------|
|                          | Workers   | Transit | %     | Autos    | %     |
| <b>1993</b>              | 805,000   | 88,550  | 11.0% | 595,700  | 74.0% |
| <b>2003</b>              | 1,100,000 | 121,000 | 11.0% | 814,000  | 74.0% |
| <b>Change</b>            | +295,000  | +32,450 |       | +218,300 |       |

Vancouver gained almost seven times more motorists than transit users. And most of the new transit users were bus users since buses board four times as many commuters as rail lines in Vancouver.

## 8/80 principle for Portland 1990-2000

### Portland commute method

|               | Commuters | Transit | %    | Autos    | %     |
|---------------|-----------|---------|------|----------|-------|
| <b>1990</b>   | 861,141   | 41,335  | 4.8% | 635,522  | 73.8% |
| <b>2000</b>   | 1,105,133 | 62,992  | 5.7% | 807,852  | 73.1% |
| <b>Change</b> | +243,992  | +21,657 |      | +172,330 |       |

Portland gained eight times as many motorists as transit users.