

ERE Seminar

Conference Room 4:10-5:00

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Induced Traffic in Mexico Citys Metropolitan Area(MCMA): Empirical Evidence and Environmental Impacts

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Abstract

A large share of the MCMA's criteria pollutants are derived from the transportation sector in where private cars and small buses participate largely. This mode distribution that generates inefficiencies in time, space and resource allocation as well as environmental injustices is the result of not only economic variables but of historical, institutional and geographical factors that are shortly commented. The aim of this study is to identify the presence of induced traffic in the MCMA. This is, increases in road networks capacity have positive impacts on the traffic volumes. The Johansen procedure yields a cointegration vector that shows a positive long term relationship between gasoline consumption and lane kilometers, thus revealing the presence of induced traffic. Short and long run elasticities from an error correction model are reported and provide insights about the traffic growth determinants during the last two decades in the MCMA. These findings suggest that environmental and health impacts derived from the resulting extra traffic should be taken into account when calculating the costs from new schemes, and that the urban transport development should not rely on projects that privilege and encourages the use of private cars.