REFERENCES

This chapter presents the bibliography of sprawl. Of the approximately 500 citations that follow, almost all (475) deal directly with sprawl, whether or not it is specifically identified by that term. Approximately five percent of the citations comprise general references and data sources. A number and letter appear after each citation and are found in the key below. The numbers serve to sort the literature into five impact categories—Public/Private Capital and Operating Costs, Transportation and Travel Costs, Land/Natural Habitat Preservation, Quality of Life, and Social Issues—plus a sixth category termed Related Materials. The letters sort the literature by the type of analysis used in the study. These are descriptive, secondary, case study, engineering/per capita, retrospective, prospective, and econometric/regression analyses. The summation of numbers and letters for the entire bibliography serves as the basis for statements made concerning both the literature and analysis concentrations of Chapter 8.

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>SUBSTANTIVE CONCERN</th>
<th>LETTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Public/Private Capital and Operating Costs</td>
<td>A</td>
</tr>
<tr>
<td>2</td>
<td>Transportation and Travel Costs</td>
<td>B</td>
</tr>
<tr>
<td>3</td>
<td>Land/Natural Habitat Preservation</td>
<td>C</td>
</tr>
<tr>
<td>4</td>
<td>Quality of Life</td>
<td>D</td>
</tr>
<tr>
<td>5</td>
<td>Social Issues</td>
<td>E</td>
</tr>
<tr>
<td>6</td>
<td>Related Material</td>
<td>F</td>
</tr>
</tbody>
</table>

KEY


The Costs of Sprawl–Revisited

References


Burchell, Robert W., and David Listokin. 1990. \textit{Fiscal Studies.} Report to the Governor's Commission on Growth in the Chesapeake Bay Region. Annapolis, MD: 2020 Commission. [1B]


CH2M Hill. 1993. Cost of Providing Government Services to Alternative Residential Patterns: Literature Review. Maryland-Pennsylvania-Virginia: Chesapeake Bay Program. [1A]


Clark, Charles S. 1995. "Revitalizing the Cities: Is Regional Planning the Answer?" CQ Researcher 5, 38 (October 13): 897-920. [5B]


Ewing, Reid; P. Haliyur; and G. W. Page. 1994. "Getting Around a Traditional City, a Suburban PUD, and Everything In-Between." *Transportation Research Record* 1466: 53-62. [2C]

Ewing, Reid; MaryBeth DeAnna; and Shi-Chiang Li. 1996. "Land-Use Impacts on Trip Generation Rates." *Transportation Research Record* 1518: 1-7. [2C]


References


Gordon, Peter, and Harry W. Richardson. 1996. "Los Angeles Among Other CMSAs: Outlier or the Norm?" *Environment and Planning A*. [2B]


The Costs of Sprawl—Revisited

References

Rutgers  Brookings  Parsons Brinckerhoff  ECONorthwest 243 TRANSIT COOPERATIVE RESEARCH PROGRAM (TCRP) H-10


References


Linneman, Peter. 1995. Speech at Brookings Institution/Lincoln Institute/National Trust Conference (Spring). [5B]


Lower Mainland Regional Planning Board. 1956. *Urban Sprawl.* Lower Mainland, New Westminster, B.C. April. [4A]


Rice Center for Urban Mobility Research. 1987. *Houston's Major Activity Centers and Worker Travel Behavior.* Houston: Joint Center for Urban Mobility Research. [2C]


The Costs of Sprawl—Revisited

References


Webber, Melvin M. 1976. "The BART Experience—What Have We Learned?" *Public Interest* 45. [2C]


## LIST OF ANNOTATED STUDIES BY AUTHOR

<table>
<thead>
<tr>
<th>Author</th>
<th>Year</th>
<th>Page</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altshuler, Alan A.</td>
<td>1977</td>
<td>144</td>
<td>&quot;Review of The Costs of Sprawl&quot;</td>
</tr>
<tr>
<td>Altshuler, Alan A., and Jose A. Gomez-Ibanez</td>
<td>1993</td>
<td>145</td>
<td>Regulation for Revenue: The Political Economy of Land Use Exactions</td>
</tr>
<tr>
<td>American Farmland Trust</td>
<td>1986</td>
<td>146</td>
<td>Density-Related Public Costs</td>
</tr>
<tr>
<td>American Farmland Trust</td>
<td>1992a</td>
<td>146</td>
<td>Does Farmland Protection Pay? The Cost of Community Services in Three Massachusetts Towns</td>
</tr>
<tr>
<td>Andrews, James H.</td>
<td>1996</td>
<td>198</td>
<td>&quot;Going by the Numbers&quot;</td>
</tr>
<tr>
<td>Apogee Research, Inc.</td>
<td>1994</td>
<td>175</td>
<td>The Costs of Transportation: Final Report</td>
</tr>
<tr>
<td>Arendt, Randall, et al.</td>
<td>1994b</td>
<td>183</td>
<td>Rural by Design</td>
</tr>
<tr>
<td>Barnett, Jonathan</td>
<td>1995</td>
<td>205</td>
<td>The Fractured Metropolis: Improving the New City, Restoring the Old City, Reshaping the Region</td>
</tr>
<tr>
<td>Beaumont, Constance</td>
<td>1994</td>
<td>185</td>
<td>How Superstore Sprawl Can Harm Communities—And What Citizens Can Do About It and Better Models for Superstores: Alternatives to Big-Box Sprawl</td>
</tr>
<tr>
<td>Beaumont, Constance</td>
<td>1997</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black, Thomas J.</td>
<td>1996b</td>
<td>184</td>
<td>Smart States, Better Communities</td>
</tr>
<tr>
<td>Black, Thomas J.</td>
<td>1996</td>
<td>153</td>
<td>&quot;The Economics of Sprawl&quot;</td>
</tr>
<tr>
<td>Author</td>
<td>Year</td>
<td>Page</td>
<td>Title</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------</td>
<td>------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Bradbury, Katherine L., et al.</td>
<td>1982</td>
<td>216</td>
<td><em>Urban Decline and the Future of American Cities</em></td>
</tr>
<tr>
<td>Buchanan, Shepard C., and Bruce A. Weber</td>
<td>1982</td>
<td>147</td>
<td>&quot;Growth and Residential Property Taxes: A Model for Estimating Direct and Indirect Population Impacts&quot;</td>
</tr>
<tr>
<td>Burchell, Robert W., and David Listokin</td>
<td>1995a</td>
<td>190</td>
<td><em>Land, Infrastructure, Housing Costs, and Fiscal Impacts Associated with Growth: The Literature on the Impacts of Traditional versus Managed Growth</em></td>
</tr>
<tr>
<td>Burchell, Robert W., and David Listokin</td>
<td>1995b</td>
<td>137</td>
<td><em>The Economic Impacts of Trend Versus Vision Growth in the Lexington Metropolitan Area</em></td>
</tr>
<tr>
<td>Burchell, Robert W., and Harvey Moskowitz</td>
<td>1995</td>
<td>137</td>
<td><em>Impact Assessment of DELEP CCMP versus STATUS QUO on Twelve Municipalities in the DELEP Region</em></td>
</tr>
<tr>
<td>Calthorpe, Peter</td>
<td>1993</td>
<td>225</td>
<td><em>The Next American Metropolis: Ecology, Community, and the American Dream</em></td>
</tr>
<tr>
<td>Cambridge Systematics</td>
<td>1994</td>
<td>170</td>
<td><em>The Effects of Land Use and Travel Demand Strategies on Commuting Behavior</em></td>
</tr>
<tr>
<td>Cervero, Robert</td>
<td>1989</td>
<td>170</td>
<td><em>America's Suburban Activity Centers: The Land Use–Transportation Link</em></td>
</tr>
<tr>
<td>Cervero, Robert</td>
<td>1991b</td>
<td>161</td>
<td>&quot;Land Use and Travel at Suburban Activity Centers&quot;</td>
</tr>
<tr>
<td>Cervero, Robert</td>
<td>1996</td>
<td>171</td>
<td>&quot;Jobs-Housing Balance Revisited&quot;</td>
</tr>
<tr>
<td>Cervero, Robert, and R. Gorham</td>
<td>1995</td>
<td>171</td>
<td>&quot;Commuting in Transit Versus Automobile Neighborhoods&quot;</td>
</tr>
<tr>
<td>Cervero, Robert, and K. Kockelman</td>
<td>1996</td>
<td>162</td>
<td>&quot;Travel Demand and the 3Ds: Density, Diversity, and Design&quot;</td>
</tr>
<tr>
<td>Clark, Charles S.</td>
<td>1995</td>
<td>227</td>
<td>&quot;Revitalizing the Cities: Is Regional Planning the Answer?&quot;</td>
</tr>
<tr>
<td>Dahl, Thomas E.</td>
<td>1990</td>
<td>186</td>
<td><em>Wetlands Losses in the United States: 1780s-1980s</em></td>
</tr>
<tr>
<td>Author</td>
<td>Year</td>
<td>Page</td>
<td>Title</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------</td>
<td>------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Davis, Judy</td>
<td>1993</td>
<td>168</td>
<td>&quot;The Commuting of Exurban Residents&quot;</td>
</tr>
<tr>
<td>Diamond, Henry L., and P. Noonan</td>
<td>1996</td>
<td>192</td>
<td>Land Use in America</td>
</tr>
<tr>
<td>Dougharty, Laurence, et al.</td>
<td>1975</td>
<td>148</td>
<td>Municipal Service Pricing Impacts on Fiscal Position</td>
</tr>
<tr>
<td>Downing, Paul</td>
<td>1977</td>
<td>148</td>
<td>Local Services Pricing and Their Effects on Urban Spatial Structure</td>
</tr>
<tr>
<td>Downs, Anthony</td>
<td>1992</td>
<td>159</td>
<td>Stuck in Traffic: Coping with Peak Hour Traffic Congestion</td>
</tr>
<tr>
<td>Downs, Anthony</td>
<td>1994</td>
<td>217</td>
<td>New Visions for Metropolitan America</td>
</tr>
<tr>
<td>Drucker, Peter F.</td>
<td>1992</td>
<td>207</td>
<td>&quot;People, Work, and the Future of the City&quot;</td>
</tr>
<tr>
<td>Duffy, N. E.</td>
<td>1994</td>
<td>200</td>
<td>&quot;The Determinants of State Manufacturing Growth Rates: A Two-Digit-Level Analysis&quot;</td>
</tr>
<tr>
<td>Duncan, James E., et al.</td>
<td>1989</td>
<td>137</td>
<td>The Search for Efficient Urban Growth Patterns</td>
</tr>
<tr>
<td>DuPage County Development Department</td>
<td>1989</td>
<td>149</td>
<td>Impacts of Development on DuPage County Property Taxes</td>
</tr>
<tr>
<td>Dzurik, Andrew</td>
<td>1993</td>
<td>163</td>
<td>&quot;Transportation Costs of Urban Sprawl: A Review of the Literature&quot;</td>
</tr>
<tr>
<td>ECONorthwest</td>
<td>1994</td>
<td>138</td>
<td>Evaluation of No Growth and Slow Growth Policies for the Portland Region</td>
</tr>
<tr>
<td>Ewing, Reid</td>
<td>1995a</td>
<td>186</td>
<td>Best Development Practices: Doing the Right Thing and Making Money at the Same Time</td>
</tr>
<tr>
<td>Ewing, Reid, et al.</td>
<td>1994</td>
<td>172</td>
<td>&quot;Getting Around a Traditional City, a Suburban PUD, and Everything In-Between&quot;</td>
</tr>
<tr>
<td>Ewing, Reid</td>
<td>1997b</td>
<td>159</td>
<td>Transportation and Land Use Innovations</td>
</tr>
<tr>
<td>Ewing, Reid and Gordon, Peter, et al.</td>
<td>1997</td>
<td>178</td>
<td>&quot;Is Los Angeles-Style Sprawl Desirable?&quot; and &quot;Are Compact Cities a Desirable Planning Goal?&quot;</td>
</tr>
<tr>
<td>Fishman, Robert</td>
<td>1987</td>
<td>207</td>
<td>Bourgeois Utopias: The Rise and Fall of Suburbia</td>
</tr>
<tr>
<td>Fodor, Eben V.</td>
<td>1997</td>
<td>138</td>
<td>&quot;The Real Cost of Growth in Oregon&quot;</td>
</tr>
<tr>
<td>Frank, James E.</td>
<td>1989</td>
<td>139</td>
<td>The Costs of Alternative Development Patterns: A Review of the Literature</td>
</tr>
<tr>
<td>Author</td>
<td>Year</td>
<td>Page</td>
<td>Title</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>------</td>
<td>------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Frank, L. D., and Gary Pivo</td>
<td>1994</td>
<td>165</td>
<td>The Relationship Between Land Use and Travel Behavior in the Puget Sound Region</td>
</tr>
<tr>
<td>Fried, Carla, et al.</td>
<td>1996</td>
<td>195</td>
<td>&quot;Best Places to Live In America&quot;</td>
</tr>
<tr>
<td>Gordon, Peter, et al.</td>
<td>1989</td>
<td>165</td>
<td>&quot;The Influence of Metropolitan Spatial Structure on Commuting Times&quot;</td>
</tr>
<tr>
<td>Gordon, Peter, and H. W. Richardson</td>
<td>1997b</td>
<td>211</td>
<td>&quot;The Destiny of Downtowns: Doom or Dazzle?&quot;</td>
</tr>
<tr>
<td>Gottlieb, Paul D.</td>
<td>1995</td>
<td>201</td>
<td>&quot;Residential Amenities, Firm Location and Economic Development&quot;</td>
</tr>
<tr>
<td>Greenwood, Michael J., et al.</td>
<td>1991</td>
<td>201</td>
<td>&quot;Migration, Regional Equilibrium, and the Estimation of Compensating Differentials&quot;</td>
</tr>
<tr>
<td>Handy, S.</td>
<td>1992</td>
<td>172</td>
<td>&quot;Regional Versus Local Accessibility: Neo-Traditional Development and Its Implications for Non-Work Travel&quot;</td>
</tr>
<tr>
<td>Handy, S.</td>
<td>1995</td>
<td>172</td>
<td>Understanding the Link Between Urban Form and Travel Behavior</td>
</tr>
<tr>
<td>Hanson, M. E.</td>
<td>1992</td>
<td>179</td>
<td>&quot;Automobile Subsidies and Land Use: Estimates and Policy Responses&quot;</td>
</tr>
<tr>
<td>Holtzclaw, J.</td>
<td>1990</td>
<td>166</td>
<td>Explaining Urban Density and Transit Impacts on Auto Use</td>
</tr>
<tr>
<td>Holtzclaw, J.</td>
<td>1994</td>
<td>166</td>
<td>Using Residential Patterns and Transit to Decrease Auto Dependence and Costs</td>
</tr>
<tr>
<td>Ihlanfeldt, Keith R.</td>
<td>1995</td>
<td>218</td>
<td>&quot;The Importance of the Central City to the Regional and National Economy: A Review of the Arguments and Empirical Evidence&quot;</td>
</tr>
<tr>
<td>Katz, Lawrence, and Kenneth Rosen</td>
<td>1987</td>
<td>150</td>
<td>&quot;Interjurisdictional Effects of Growth Controls on Housing Prices&quot;</td>
</tr>
<tr>
<td>Katz, Peter</td>
<td>1994</td>
<td>227</td>
<td>The New Urbanism: Towards an Architecture of Community</td>
</tr>
<tr>
<td>Author</td>
<td>Year</td>
<td>Page</td>
<td>Title</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------</td>
<td>------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Kunstler, James</td>
<td>1993</td>
<td>219</td>
<td><em>The Geography of Nowhere: The Rise and Decline of America's Man-Made Landscape</em></td>
</tr>
<tr>
<td>Landis, John D.</td>
<td>1995</td>
<td>192</td>
<td>&quot;Imagining Land Use Futures: Applying the California Urban Futures Model&quot;</td>
</tr>
<tr>
<td>Ledebur, Larry C., and William R. Barnes</td>
<td>1992</td>
<td>221</td>
<td><em>Metropolitan Disparities and Economic Growth: City Distress and the Need for a Federal Local Growth Package</em></td>
</tr>
<tr>
<td>Lewis, Peirce F.</td>
<td>1995</td>
<td>187</td>
<td>&quot;The Galactic Metropolis&quot;</td>
</tr>
<tr>
<td>Litman, Todd</td>
<td>1995</td>
<td>179</td>
<td><em>Transportation Cost Analysis: Techniques, Estimates and Implications</em></td>
</tr>
<tr>
<td>Logan, John, and M. Schneider</td>
<td>1981</td>
<td>150</td>
<td>&quot;Suburban Municipal Expenditures: The Effects of Business Activity, Functional Responsibility, and Regional Context&quot;</td>
</tr>
<tr>
<td>McKee, David L., and G. Smith</td>
<td>1972</td>
<td>154</td>
<td>&quot;Environmental Diseconomies in Suburban Expansion&quot;</td>
</tr>
<tr>
<td>Metro</td>
<td>1994</td>
<td>160</td>
<td><em>Region 2040: Recommended Alternative Decision Kit</em></td>
</tr>
<tr>
<td>Michigan Society of Planning Officials</td>
<td>1995</td>
<td>188</td>
<td><em>Patterns on the Land: Our Choices, Our Future</em></td>
</tr>
<tr>
<td>Mills, David E.</td>
<td>1981</td>
<td>154</td>
<td>&quot;Growth, Speculation, and Sprawl in a Monocentric City&quot;</td>
</tr>
<tr>
<td>Mobility for the 21st Century Task Force</td>
<td>1996b</td>
<td>160</td>
<td><em>Strategic Goals for the 21st Century</em></td>
</tr>
<tr>
<td>Moe, Richard, and Carter Wilkie</td>
<td>1997</td>
<td>188</td>
<td><em>Changing Places: Rebuilding Community in the Age of Sprawl</em></td>
</tr>
<tr>
<td>Myers, Dowell</td>
<td>1987</td>
<td>199</td>
<td>&quot;Internal Monitoring of Quality of Life for Economic Development&quot;</td>
</tr>
<tr>
<td>Nelson, Arthur C., and T. W. Sanchez</td>
<td>1997</td>
<td>212</td>
<td>&quot;Exurban and Suburban Households: A Departure From Traditional Location Theory&quot;</td>
</tr>
<tr>
<td>Newman, Peter W.G., and Jeffrey R. Kenworthy</td>
<td>1989a</td>
<td>166</td>
<td><em>Cities and Automobile Dependence: An International Sourcebook</em></td>
</tr>
<tr>
<td>Author</td>
<td>Year</td>
<td>Page</td>
<td>Title</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------</td>
<td>------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Ohls, James C., and David Pines</td>
<td>1975</td>
<td>155</td>
<td>&quot;Discontinuous Urban Development and Economic Efficiency&quot;</td>
</tr>
<tr>
<td>1000 Friends of Oregon</td>
<td>1996</td>
<td>169</td>
<td>Making the Land Use Transportation Air Quality Connection: Analysis of Alternative</td>
</tr>
<tr>
<td>Oregon Progress Board</td>
<td>1994</td>
<td>200</td>
<td>Oregon Benchmarks: Standards for Measuring Statewide Progress and Institutional Performance</td>
</tr>
<tr>
<td>Orfield, Myron</td>
<td>1997</td>
<td>221</td>
<td>Metropolitics: A Regional Agenda for Community and Stability</td>
</tr>
<tr>
<td>Parsons Brinckerhoff Quade and Douglas</td>
<td>1996a</td>
<td>180</td>
<td>Cost of Travel in Boulder</td>
</tr>
<tr>
<td>Parsons Brinckerhoff Quade and Douglas</td>
<td>1996b</td>
<td>167</td>
<td>&quot;Commuter and Light Rail Transit Corridors: The Land Use Connection&quot;</td>
</tr>
<tr>
<td>Parsons Brinckerhoff Quade and Douglas</td>
<td>1996c</td>
<td>173</td>
<td>&quot;Influence of Land Use Mix and Neighborhood Design on Transit Demand&quot;</td>
</tr>
<tr>
<td>Parsons, George</td>
<td>1992</td>
<td>151</td>
<td>&quot;The Effects of Coastal Land Use Restrictions on Housing Prices&quot;</td>
</tr>
<tr>
<td>Peiser, Richard B.</td>
<td>1984</td>
<td>139</td>
<td>&quot;Does It Pay to Plan Suburban Growth?&quot;</td>
</tr>
<tr>
<td>Peiser, Richard B.</td>
<td>1989</td>
<td>155</td>
<td>&quot;Density and Urban Sprawl&quot;</td>
</tr>
<tr>
<td>Pisarski, Alan E.</td>
<td>1992</td>
<td>158</td>
<td>New Perspectives in Commuting</td>
</tr>
<tr>
<td>Popeneoe, David</td>
<td>1979</td>
<td>203</td>
<td>&quot;Urban Sprawl: Some Neglected Sociological Considerations&quot;</td>
</tr>
<tr>
<td>Precourt, Geoffrey, and Anne Faircloth</td>
<td>1996</td>
<td>197</td>
<td>&quot;Best Cities: Where the Living is Easy&quot;</td>
</tr>
<tr>
<td>Propst, Luther, and Mary Schmid</td>
<td>1993</td>
<td>151</td>
<td>The Fiscal and Economic Impacts of Local Conservation and Community Development Measures: A Review of Literature</td>
</tr>
<tr>
<td>Pushkarev, B., and J. M. Zupan</td>
<td>1977</td>
<td>167</td>
<td>Public Transportation and Land Use Policy</td>
</tr>
<tr>
<td>Ravitch, Diane</td>
<td>1996</td>
<td>228</td>
<td>&quot;The Problem of the Schools: A Proposal for Renewal&quot;</td>
</tr>
<tr>
<td>Real Estate Research Corporation (RERC)</td>
<td>1974</td>
<td>140</td>
<td>The Costs of Sprawl: Environmental and Economic Costs of Alternative Residential Development Patterns at the Urban Fringe</td>
</tr>
<tr>
<td>Richmond, Henry R.</td>
<td>1995</td>
<td>221</td>
<td>Regionalism: Chicago as an American Region</td>
</tr>
<tr>
<td>Roback, Jennifer</td>
<td>1982</td>
<td>201</td>
<td>&quot;Wages, Rents, and the Quality of Life&quot;</td>
</tr>
<tr>
<td>Author</td>
<td>Year</td>
<td>Page</td>
<td>Title</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------</td>
<td>------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Rosen, Sherwin</td>
<td>1979</td>
<td>202</td>
<td>&quot;Wage-Based Indexes of Urban Quality of Life&quot;</td>
</tr>
<tr>
<td>Eversole</td>
<td></td>
<td></td>
<td>Cities Without Suburbs</td>
</tr>
<tr>
<td>Salant, Priscilla, et al.</td>
<td>1996</td>
<td>202</td>
<td>Estimating the Contribution of Lone Eagles to Metro and Nonmetro In-Migration</td>
</tr>
<tr>
<td>Savageau, David, and Richard</td>
<td>1993</td>
<td>197</td>
<td>Places Rated Almanac</td>
</tr>
<tr>
<td>Boyer</td>
<td></td>
<td></td>
<td>&quot;Suburban Growth Controls and the Price of New Housing&quot;</td>
</tr>
<tr>
<td>Schwartz, Seymour I., et al.</td>
<td>1989</td>
<td>152</td>
<td>&quot;Research Design Issues and Pitfalls in Growth Control Studies&quot;</td>
</tr>
<tr>
<td>Sclar, Elliot, and Walter Hook</td>
<td>1993</td>
<td>214</td>
<td>&quot;The Importance of Cities to the National Economy&quot;</td>
</tr>
<tr>
<td>Souza, Paul</td>
<td>1995</td>
<td>141</td>
<td>New Capital Costs of Sprawl, Martin County, Florida</td>
</tr>
<tr>
<td>Thompson, J. Phillip</td>
<td>1996</td>
<td>222</td>
<td>&quot;Urban Poverty and Race&quot;</td>
</tr>
<tr>
<td>Tischler &amp; Associates</td>
<td>1994</td>
<td>142</td>
<td>Marginal Cost Analysis of Growth Alternatives—King County, Washington</td>
</tr>
<tr>
<td>von Reichert, Christiane, and</td>
<td>1992</td>
<td>202</td>
<td>&quot;Mutinomial Logistical Models Explaining Income Changes of Migrants to High-Amenity Counties&quot;</td>
</tr>
<tr>
<td>Gundars Rudzitis</td>
<td></td>
<td></td>
<td>&quot;Mutinomial Logistical Models Explaining Income Changes of Migrants to High-Amenity Counties&quot;</td>
</tr>
<tr>
<td>Voorhees, M.T.</td>
<td>1992</td>
<td>181</td>
<td>The True Costs of the Automobile to Society</td>
</tr>
<tr>
<td>Windsor, Duane</td>
<td>1979</td>
<td>142</td>
<td>&quot;A Critique of The Costs of Sprawl&quot;</td>
</tr>
<tr>
<td>York, Marie L.</td>
<td>1989</td>
<td>143</td>
<td>Encouraging Compact Development in Florida</td>
</tr>
<tr>
<td>Zinam, Oleg</td>
<td>1989</td>
<td>204</td>
<td>&quot;Quality of Life, Quality of the Individual, Technology and Economic Development&quot;</td>
</tr>
</tbody>
</table>
INDEX

—A—
adequate public facilities, 13, 22
aesthetics of sprawl, 83
Altshuler, Alan, 12, 46, 48–49, 51–52, 60, 114, 117, 120–123, 144–145, 163–164
American Farmland Trust, 27, 74, 76–77, 146–147
Cost of Community Services studies, 27, 146
Arendt, Randall, 27, 72, 81, 87, 118, 183–184
Arizona, 34, 77
Atlanta
    Georgia, 31

—B—
Bank of America, 23, 24
Brookings Institution, 31, 145, 159, 190, 216–217, 221
Bruegmann, Robert, 35

—C—
San Francisco, 20, 39, 57, 59, 62–64, 75, 80, 117–118, 145, 150, 166, 171–175, 193
Calthorpe, Peter, 25, 29–30, 205, 220, 225–228
Carson, Richard, 48
central city decline, 31
city rating surveys, 24
costs
    capital, 12–13, 46, 55, 137, 139, 142, 176
development, 28, 52–53, 138–139
    housing, 137, 142
    infrastructure, 3, 4, 11, 20, 32, 46–50, 60, 100, 114, 118–119, 136, 138, 190
    land, 57–58, 143, 153
    operating, viii, 12–13, 26, 40, 43–45, 50, 54, 58, 113, 115–117, 122, 124–125, 128, 132, 135, 141, 144
    public services, 11, 16, 50, 55, 58, 98, 191
    roads, 136, 142
    schools, 2, 12, 50–51, 54, 57–58, 111–112, 116, 136

—D—
decentralization
  employment, 23–24, 175
  land use, 32, 61
DeGrove, John, 36
Delafons, John, 5, 6, 88
Delaware Estuary, 18–20, 52–53, 57, 75, 80, 117, 137, 190
development patterns
  leapfrog, 124
  mixed use, 46
  strip commercial, 1, 7, 25, 30, 179, 203, 206
Duany, Andres, 30, 87, 227

—E—
edge cities, 16, 34, 86
Ewing, Reid, 1, 12, 29, 32–33, 36, 63–64, 71, 74, 80, 86, 88–91, 94–95, 113–114, 117–118, 157, 159–160, 172, 178, 183, 186

—F—
Fannie Mae, 24–25, 34–35, 81, 94
farmland
  productivity, 76–77
  viability, 77
Florida, 13, 15, 18, 21–22, 28, 31, 36, 37, 46, 48, 52, 64, 79, 85, 89, 118, 137, 141, 143–144, 172, 186, 190, 198
Freilich, Robert, 28, 34, 107

—G—
Gans, Herbert, 9, 86
  The Levittowners, 9
Georgia, 28, 31, 35–36, 82
Giuliano, Genevieve, 21–22, 31, 35
Gore, Al, 38
growth boundary, 31, 35, 63, 160–161
growth management
  impact fees, 3, 28, 136
  ordinances, 13
  permitting, 13
  regional, 35–36

—H—
Healy, Robert G., 39
historic preservation, 31, 83, 92, 184
households
  location decisions, 26, 178

—I—
Illinois
  Chicago, 30–31, 87, 105, 117, 123, 149, 153, 173, 185, 222
index of elasticity, 17, 213

—J—
Johnson, Jerald, 35

—K—
Kentucky
  Lexington, 18–20, 53, 57, 75, 80, 137, 190
Kunstler, James, 29, 87, 118–119, 205, 219–220

—L—
Lake, Robert W., 38, 159
land consumption
  agricultural, 74, 189
  environmental, 4, 32, 73, 78–80, 178
  land use, 2, 5, 7, 9, 11, 13, 17, 27, 30, 37–39, 46–47, 54, 56, 61, 64–65, 73, 79, 82, 93, 107, 109, 111, 114, 116, 121, 124–125, 128,
The Costs of Sprawl–Revisited

Index

---O---
open space, 11, 13, 16, 27, 32, 39, 60, 73, 80–82, 84, 89, 90, 93, 100, 118, 143, 147, 178, 184, 188–189, 191, 206, 220, 225
personal, 73, 81
public, 81, 206
Friends of Oregon, 21, 31, 62, 70, 169
Orfield, Myron, 35–36, 221

---P---
Peiser, Richard B., 49, 139, 155
Pivo, Gary, 35, 67, 165
Porter, Douglas, 36, 37
prairie psychology, 5, 88
property
ownership, 5
public/private capital and operating costs, viii, 3, 11–15, 19, 22, 40, 42–43, 45–60, 124–132, 133, 135–155
Pugh, Margaret, 106

---Q---

---R---
RERC, vii, 8, 11, 12, 15, 24, 46, 48, 54, 114, 117, 118, 120, 140, 141, 142, 143, 144, 145, 163, 164
Rhode Island, 36, 38
Richmond, Henry, 6, 30–31, 121, 123, 205, 221–222

---N---
National Trust for Historic Preservation, 30–31, 92, 184, 185
negative impacts, viii, 113, 118–120, 125, 128, 168, 209, 211
Nelson, Christopher, 6, 26, 28, 35–36, 48, 74–76, 183, 189, 205, 212
neo-traditionalism, 23, 29–30, 35, 162, 228
Impact Assessment of the New Jersey State Development and Redevelopment Plan, 51, 53, 55, 91
New Urbanism, 28–30, 35, 38, 162, 225, 227–228
<table>
<thead>
<tr>
<th>Index</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seskin, Sam</td>
<td>8, 21–22, 31, 36</td>
</tr>
<tr>
<td>Siemon, Charles</td>
<td>28, 34</td>
</tr>
<tr>
<td>Sierra Club</td>
<td>27, 35</td>
</tr>
<tr>
<td>smart growth</td>
<td>27, 37–39</td>
</tr>
<tr>
<td>South Carolina</td>
<td>3–4, 18–20, 75, 135, 190</td>
</tr>
<tr>
<td>sprawl</td>
<td></td>
</tr>
<tr>
<td>definition</td>
<td>6, 10–12, 16, 28, 30–31, 65, 109, 113, 118–119, 123, 203</td>
</tr>
<tr>
<td>fiscal impacts</td>
<td>13, 20, 38, 54–56, 190</td>
</tr>
<tr>
<td>housing costs</td>
<td>8, 13, 24, 32, 45, 53, 57, 59, 104, 112, 138, 142, 189–190, 196</td>
</tr>
<tr>
<td>land consumption</td>
<td>73, 75, 117–119, 132, 179, 190, 193</td>
</tr>
<tr>
<td>measures</td>
<td>7, 17, 30, 123</td>
</tr>
<tr>
<td>quality of life</td>
<td>83–101, 195–204</td>
</tr>
<tr>
<td>sewer</td>
<td>3, 15, 19–21, 28, 45–47, 49, 51, 55, 92, 120, 136–137, 142, 185, 188</td>
</tr>
<tr>
<td>social costs</td>
<td>103–111, 205–229</td>
</tr>
<tr>
<td>transportation and travel costs</td>
<td>61–72, 157–181</td>
</tr>
<tr>
<td>water</td>
<td>3, 15, 19, 20, 28, 35, 45–47, 49, 51, 55, 68, 77–78, 91, 92, 117, 120, 136, 139, 141–142, 151, 179, 185, 188–189, 192, 196, 199, 200, 222</td>
</tr>
<tr>
<td>suburban development</td>
<td>51, 73, 93, 115, 123, 203, 225</td>
</tr>
<tr>
<td>sustainable development</td>
<td>37–39, 161</td>
</tr>
<tr>
<td>Texas</td>
<td>49, 70, 77, 199</td>
</tr>
<tr>
<td>Austin</td>
<td>199</td>
</tr>
<tr>
<td>Houston</td>
<td>49, 70, 139</td>
</tr>
<tr>
<td>transportation</td>
<td></td>
</tr>
<tr>
<td>1956 Interstate Highway Act</td>
<td>10</td>
</tr>
<tr>
<td>accessibility</td>
<td>23, 24, 26, 64, 89, 159, 162, 164, 172–174, 187, 212</td>
</tr>
<tr>
<td>air pollution</td>
<td>11, 22, 83, 91, 141, 162, 164, 177, 179–181, 201, 222, 228</td>
</tr>
<tr>
<td>energy consumption</td>
<td>11, 145, 180, 185</td>
</tr>
<tr>
<td>highways</td>
<td>10, 21, 69–71, 84, 164, 168–169, 179, 181, 187, 197, 201, 220</td>
</tr>
<tr>
<td>taxes</td>
<td>3, 4, 136</td>
</tr>
<tr>
<td>TOD</td>
<td>21, 226, 228</td>
</tr>
<tr>
<td>travel distances</td>
<td>21, 23, 62–63, 70, 118, 122, 132, 160, 162, 164, 175, 178, 199</td>
</tr>
<tr>
<td>transportation and travel costs</td>
<td>viii, 12, 40–43, 61–72, 113, 115–118, 125, 128, 132, 140, 153, 155, 157–181</td>
</tr>
<tr>
<td>travel times</td>
<td>32, 64, 69–70, 89, 158, 160, 165, 168, 175, 181</td>
</tr>
<tr>
<td>unlimited outward extension</td>
<td>30, 113, 125–129</td>
</tr>
<tr>
<td>Vermont</td>
<td>74–75, 143</td>
</tr>
<tr>
<td>Virginia</td>
<td>146</td>
</tr>
<tr>
<td>Washington, state of</td>
<td>18, 31, 36, 69, 85, 110, 142, 190, 202</td>
</tr>
<tr>
<td>Seattle</td>
<td>198</td>
</tr>
<tr>
<td>wetlands</td>
<td>20, 75, 79, 180, 186, 193</td>
</tr>
<tr>
<td>exclusionary</td>
<td>34, 104, 105, 107, 213</td>
</tr>
<tr>
<td>Standard Zoning Enabling Act</td>
<td>9</td>
</tr>
</tbody>
</table>
The Transportation Research Board is a unit of the National Research Council, which serves the National Academy of Sciences and the National Academy of Engineering. The Board's mission is to promote innovation and progress in transportation by stimulating and conducting research, facilitating the dissemination of information, and encouraging the implementation of research results. The Board's varied activities annually draw on approximately 4,000 engineers, scientists, and other transportation researchers and practitioners from the public and private sectors and academia, all of whom contribute their expertise in the public interest. The program is supported by state transportation departments, federal agencies including the component administrations of the U.S. Department of Transportation, and other organizations and individuals interested in the development of transportation.

The National Academy of Sciences is a private, nonprofit, self-perpetuating society of distinguished scholars engaged in scientific and engineering research, dedicated to the furtherance of science and technology and to their use for the general welfare. Upon the authority of the charter granted to it by the Congress in 1863, the Academy has a mandate that requires it to advise the federal government on scientific and technical matters. Dr. Bruce M. Alberts is president of the National Academy of Sciences.

The National Academy of Engineering was established in 1964, under the charter of the National Academy of Sciences, as a parallel organization of outstanding engineers. It is autonomous in its administration and in the selection of its members, sharing with the National Academy of Sciences the responsibility for advising the federal government. The National Academy of Engineering also sponsors engineering programs aimed at meeting national needs, encourages education and research, and recognizes the superior achievements of engineers. Dr. William A. Wulf is president of the National Academy of Engineering.

The Institute of Medicine was established in 1970 by the National Academy of Sciences to secure the services of eminent members of appropriate professions in the examination of policy matters pertaining to the health of the public. The Institute acts under the responsibility given to the National Academy of Sciences by its congressional charter to be an adviser to the federal government and, upon its own initiative, to identify issues of medical care, research, and education. Dr. Kenneth I. Shine is president of the Institute of Medicine.

The National Research Council was organized by the National Academy of Sciences in 1916 to associate the broad community of science and technology with the Academy's purpose of furthering knowledge and advising the federal government. Functioning in accordance with general policies determined by the Academy, the Council has become the principal operating agency of both the National Academy of Sciences and the National Academy of Engineering in providing services to the government, the public, and the scientific and engineering communities. The Council is administered jointly by both the Academies and the Institute of Medicine. Dr. Bruce M. Alberts and Dr. William A. Wulf are chairman and vice chairman, respectively, of the National Research Council.

Abbreviations used without definitions in TRB publications:

- AASHO American Association of State Highway Officials
- AASHTO American Association of State Highway and Transportation Officials
- ASCE American Society of Civil Engineers
- ASME American Society of Mechanical Engineers
- ASTM American Society for Testing and Materials
- FAA Federal Aviation Administration
- FHWA Federal Highway Administration
- FRA Federal Railroad Administration
- FTA Federal Transit Administration
- IEEE Institute of Electrical and Electronics Engineers
- ITE Institute of Transportation Engineers
- NCHRP National Cooperative Highway Research Program
- NCTR National Cooperative Transit Research and Development Program
- NHTSA National Highway Traffic Safety Administration
- SAE Society of Automotive Engineers
- TCRP Transit Cooperative Research Program
- TRB Transportation Research Board
- U.S.DOT United States Department of Transportation