

North American Transit Realities

Rail is not right for many communities & corridors.

Most communities should redesign and reinvest in their bus networks, especially to compliment rail & BRT systems & projects.

North American infrastructure costs are out of hand and unsustainable.

Land use and housing policy limit the effectiveness of most transit projects.

In large, the U.S. incentivizes driving at the expense of transformative transit networks.

Disincentives to Transformative Transit Networks

What Each Mode Does Best

Even when transit systems and projects are optimally designed and delivered, they'll never be able to realize massive and lasting modal shifts due to a society that structurally advantages driving. Sure, they'll hit their promised ridership numbers in most cases, but can't attract more than decent minority of travelers even in regions where transit use should flourish. Here's how it happens:



A combination of public and private factors produce artificially low gas prices. Only when gas prices are above \$3/gallon for extended periods do shifts in travel behavior change.



The availability of low-cost auto loans over the past decade has encouraged car ownership by low income populations.



Free or cheap parking - often provided or subsidized by employers - in both downtowns and other activity centers adds to the inherent convenience advantage of automobiles.



Speed



Convenience



Flexibility



Capacity



Autonomy