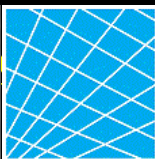


HOW CAN AN INTEGRATED PUBLIC TRANSPORT NETWORK

JARRETT
WALKER
+ ASSOCIATES

Let's think about transit



MRCagney

JARRETT WALKER,
PH.D.



HUMAN TRANSIT

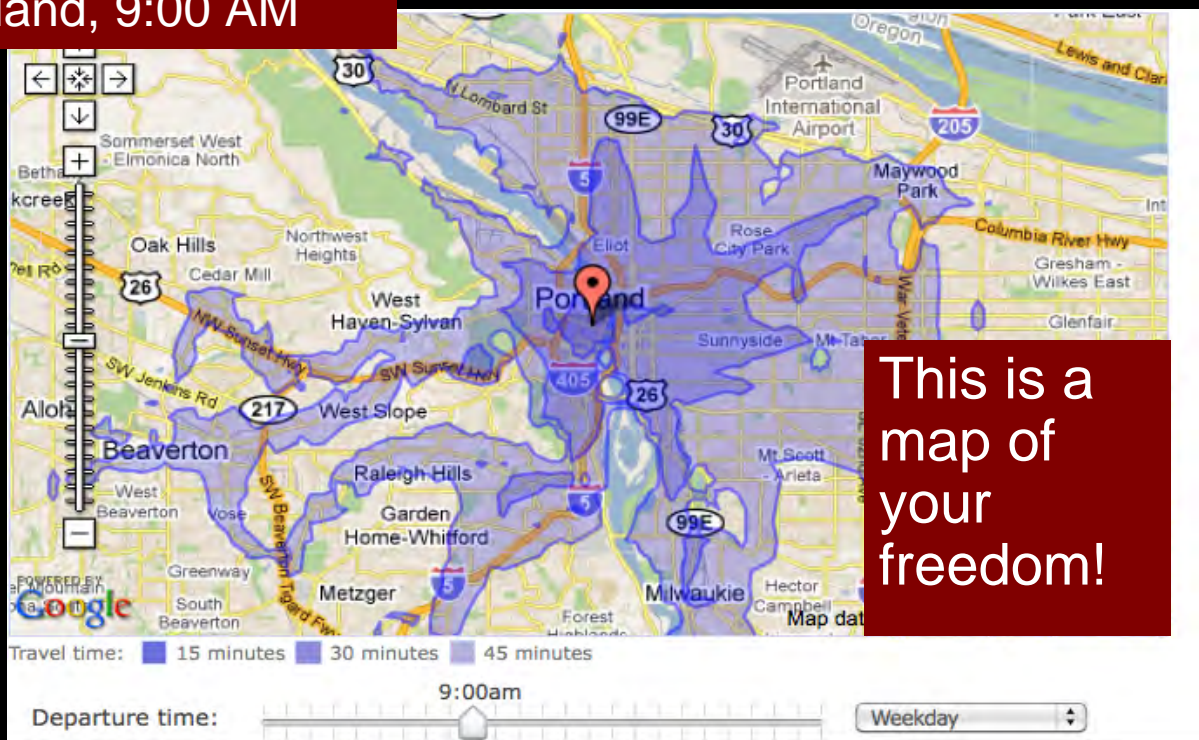
How Clearer Thinking

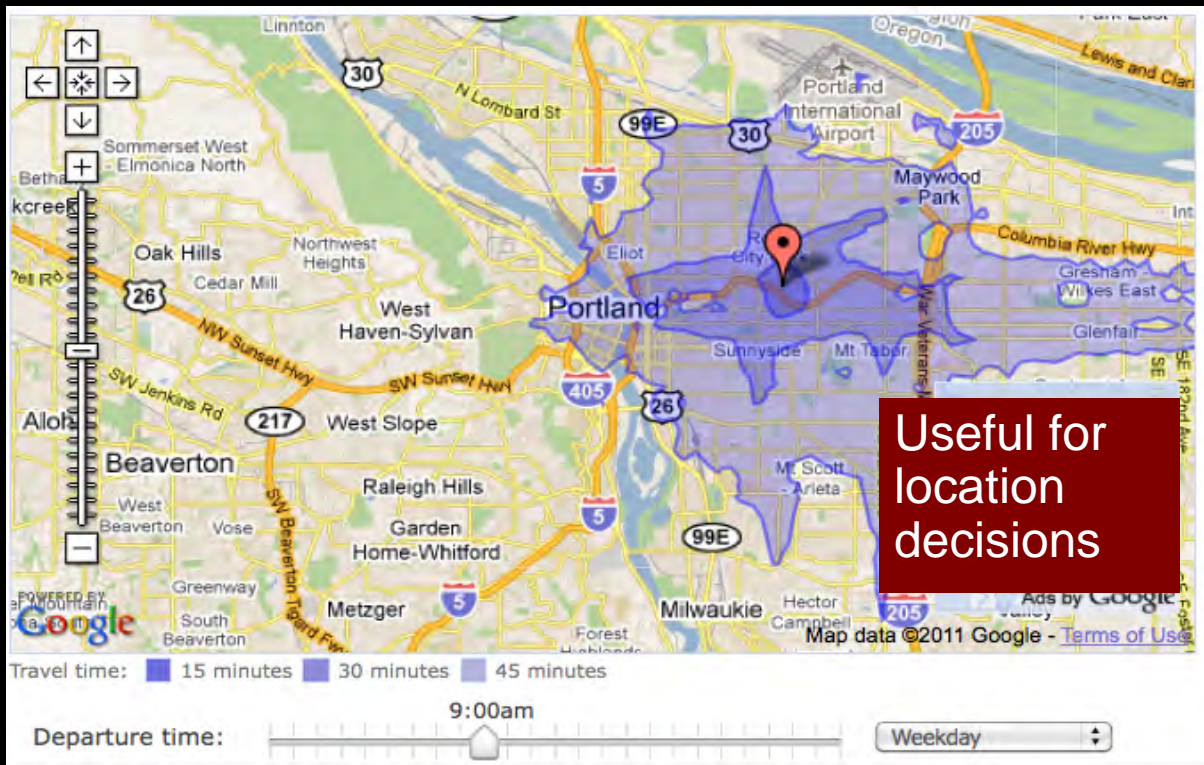
about Public Transit
Can Enrich Our
Communities
and Our Lives

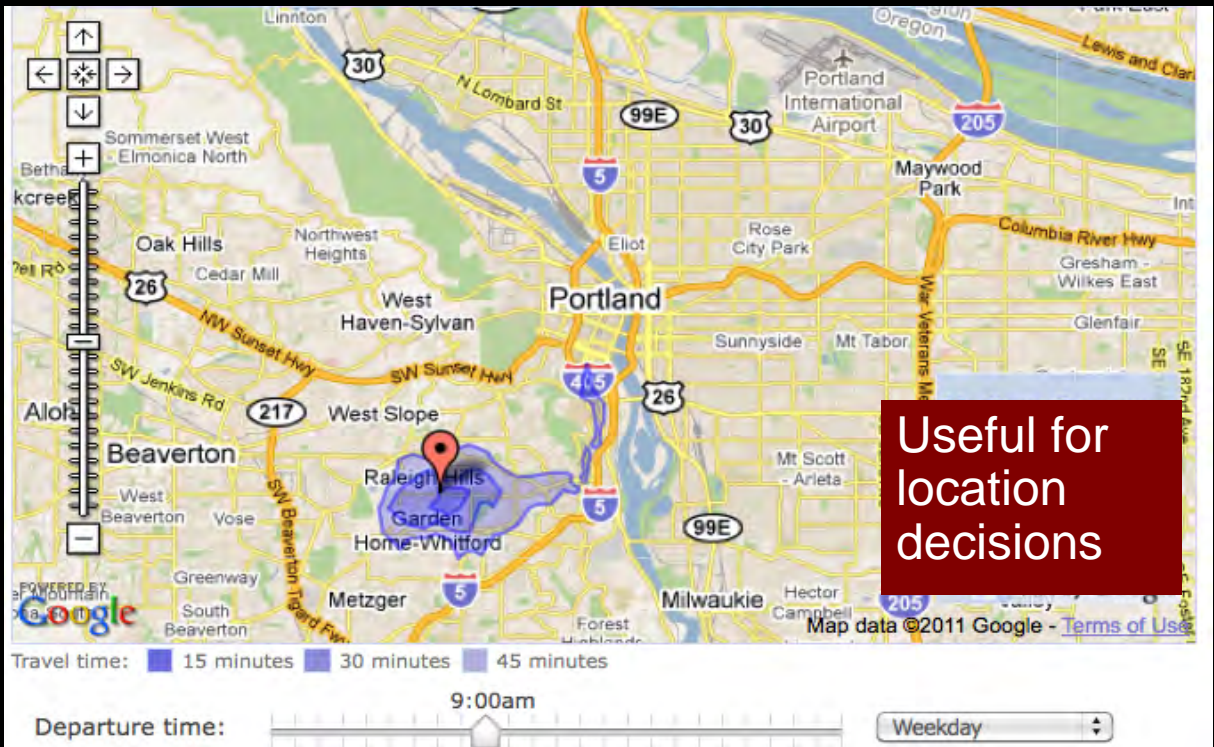
Jarrett Walker

WHAT IF YOU COULD SEE YOUR OWN ACCESS AND MOBILITY?

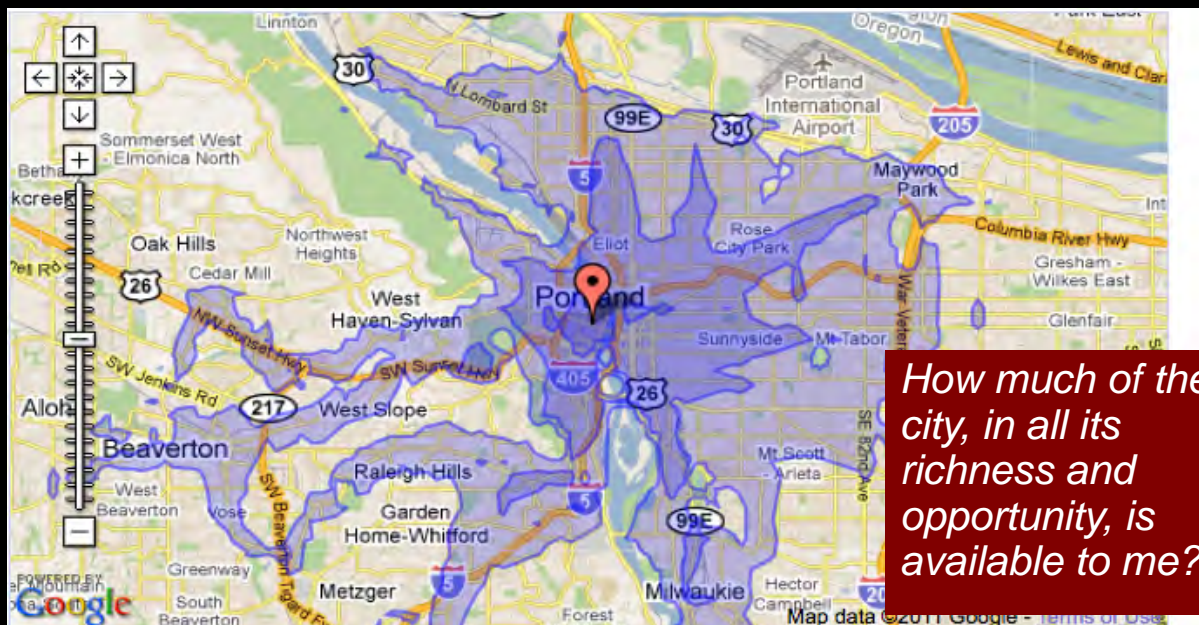
Portland, 9:00 AM







WHAT IF TRANSIT'S TASK WERE TO GROW THESE BLOBS
FOR THE GREATEST NUMBER OF PEOPLE?



How much of the city, in all its richness and opportunity, is available to me?

In other words: How free am I?

WHAT IF TRANSIT'S TASK WERE TO GROW THESE BLOBS FOR THE GREATEST NUMBER OF PEOPLE?





FREQUENCY AND SPAN ARE INVISIBLE!




... AND FREQUENCY IS HARD TO EXPLAIN TO
SOMEONE WHO DOESN'T USE TRANSIT.

- Elevators? THERE'S NO GOOD ANALOGY ...
- Traffic signals?



Imagine that
there's a gate at
the end of your
driveway that
opens only once
an hour!

FREQUENCY IS FREEDOM!

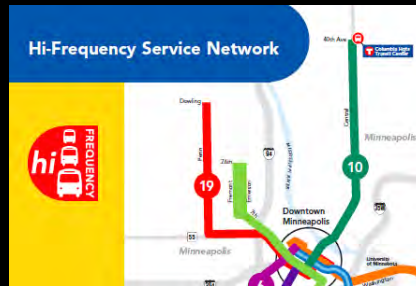
- Frequency in transit is the essence of many great outcomes:
 - spontaneity
 - freedom, empowerment
 - getting on with your life.
- Frequency is often **more important than speed** in total trip time.
- But frequency is expensive. 
 - so deploying it efficiently may be transit's hardest task, and the one that connects most urgently with urban form

Frequent Network Brands

“Turn up and go.”

- “The wait is over”
- A network for people in a hurry.

Minneapolis



Montreal



Bellingham



Los Angeles

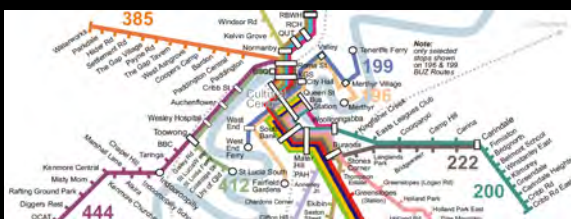
Every 15 Minutes (or Less)



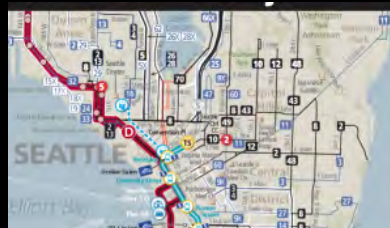
Vancouver BC



Brisbane



Seattle

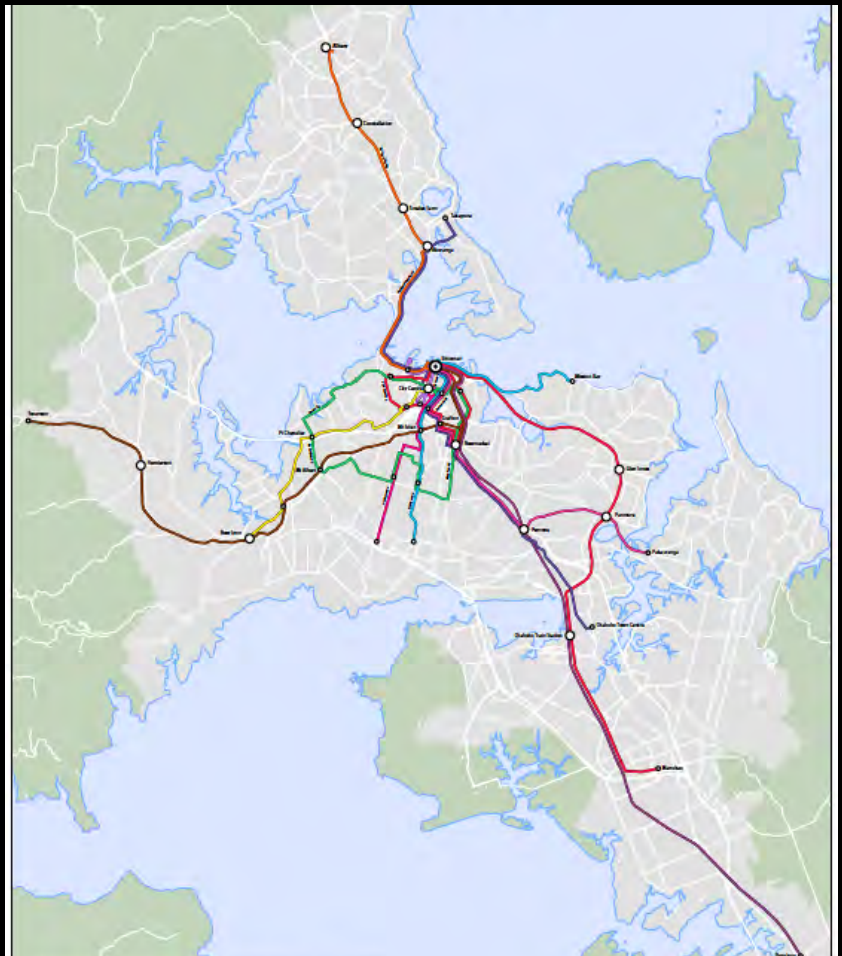


Spokane



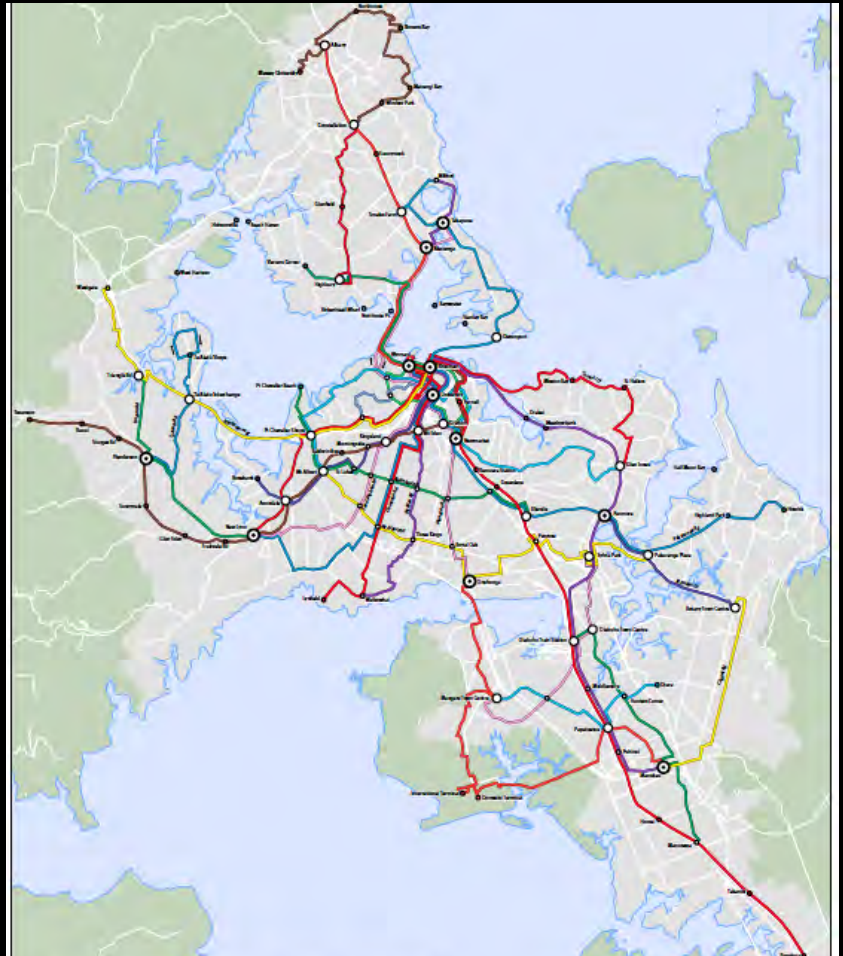
BUSINESS AS USUAL

If we continued on previous path, your frequent network would look like this by 2016



THE NEW DIRECTION

Instead, it will look like this ...



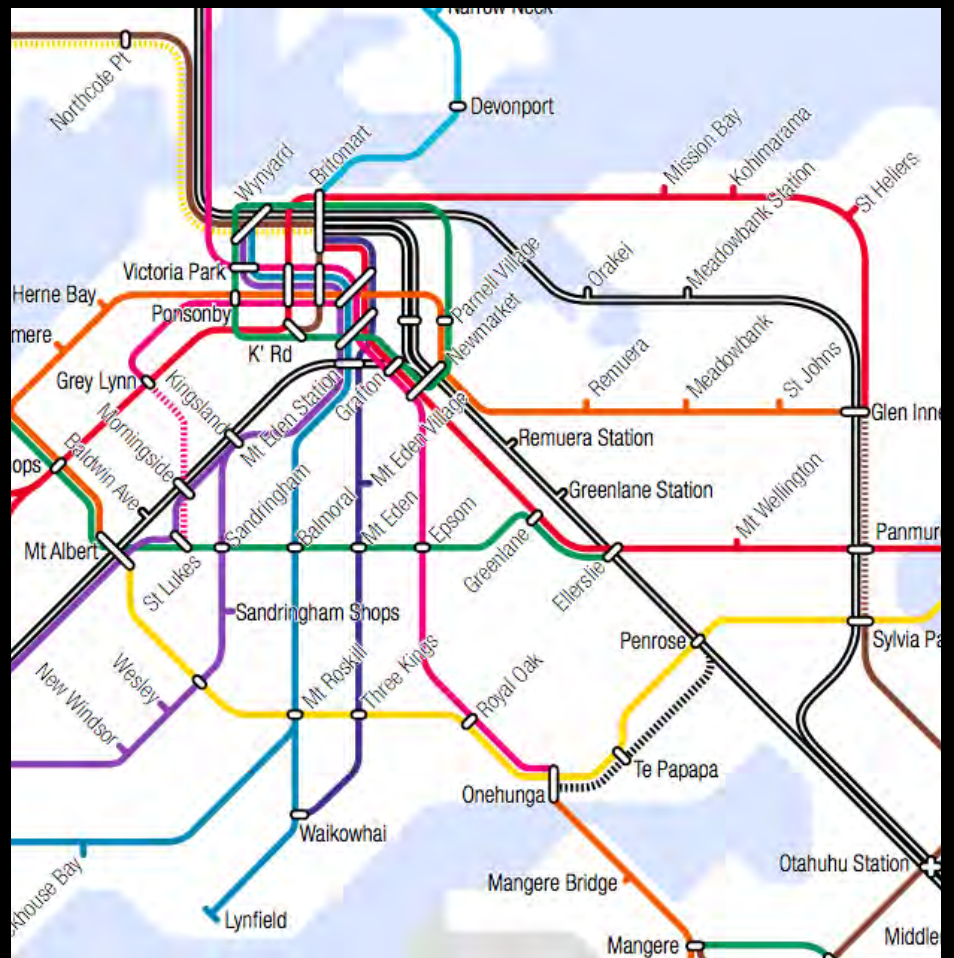
S AUCKLAND COMMENTS 70% POSITIVE

"I love the new network. I have the map pinned to my fridge ... I've been telling my friends about it and thinking about all the new places I'll be able to get to."



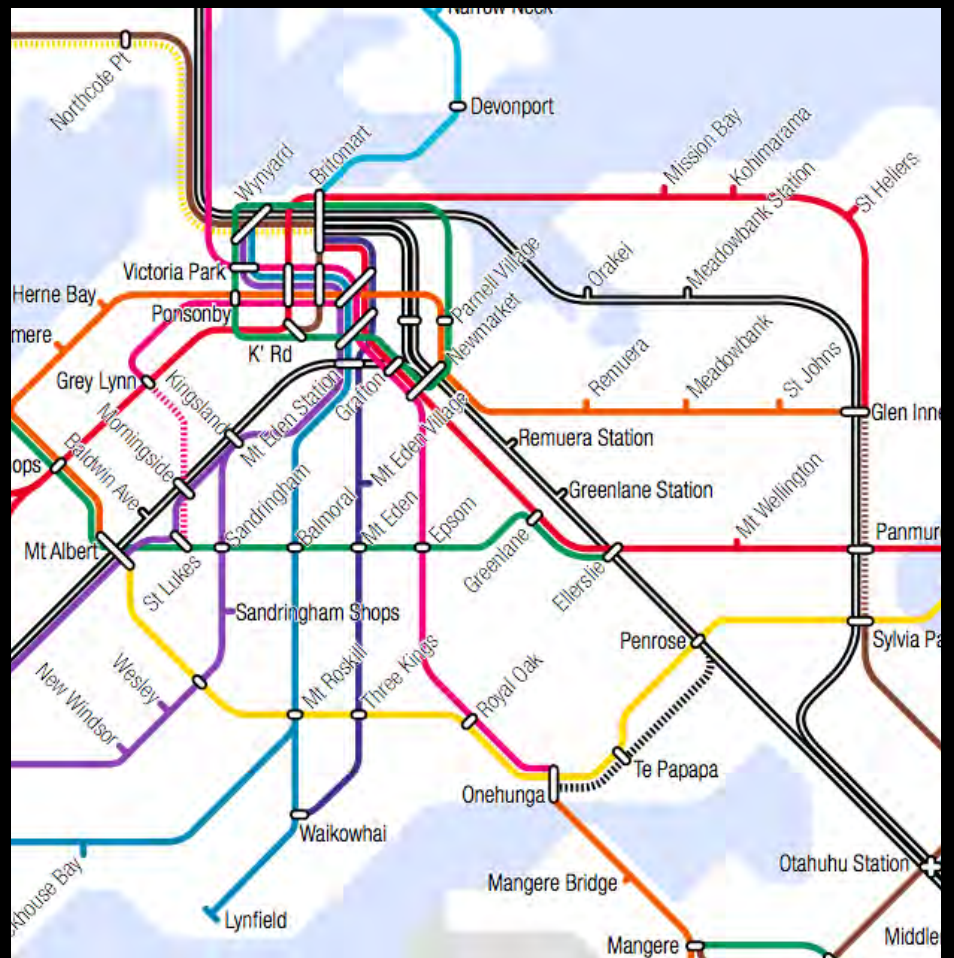
MASSIVE IMPROVEMENT FOR THE ITHSMUS

*Extremely
frequent
service covers
most of the
ithsmus, for
spontaneous
anywhere-to-
anywhere
travel.*



BUT FREQUENCY
MEANS
QUANTITY

And quantity
requires
careful scaling
to the "middle
80%"



" BUSES HAVE NO PLACE IN A
CIVILIZED CITY"

-- AN INFLUENTIAL DEVELOPER/URBANIST

" BUT I SIMPLY WOULDN'T RIDE A
BUS"

-- A LEADING PROFESSOR OF ARCHITECTURE

" WE CARE ABOUT THESE PEOPLE,
NOT THOSE PEOPLE ..."

-- ALMOST EVERY INTEREST GROUP WHO SUBMITS ON PT

REASONS TO HATE AUCKLAND BUSES ...

- Old, smelly, noisy ...

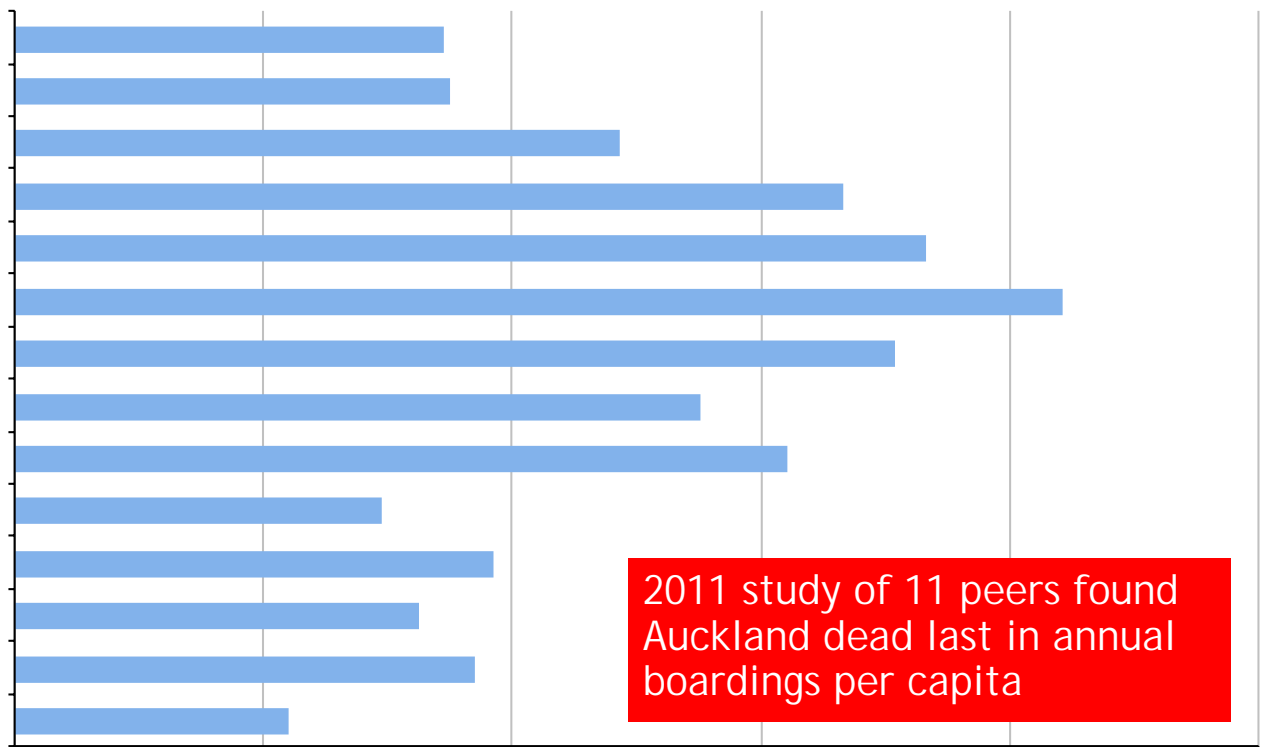


EXISTING BUS SERVICES MOSTLY ...

- advertise complexity,
- are hard to use spontaneously
- seem unrelated to civic goals.
- seem to add little to urban environment

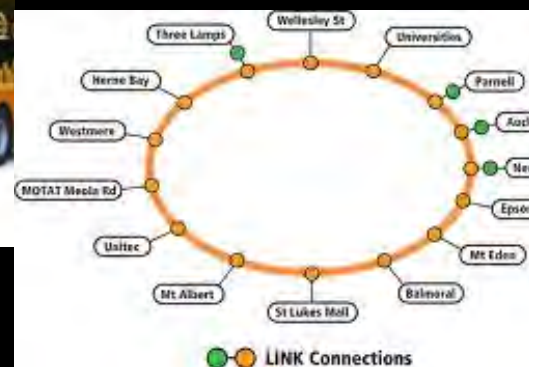


THE LOW UTILITY OF BUSES SHOWS ON YOUR BOTTOM LINE ...

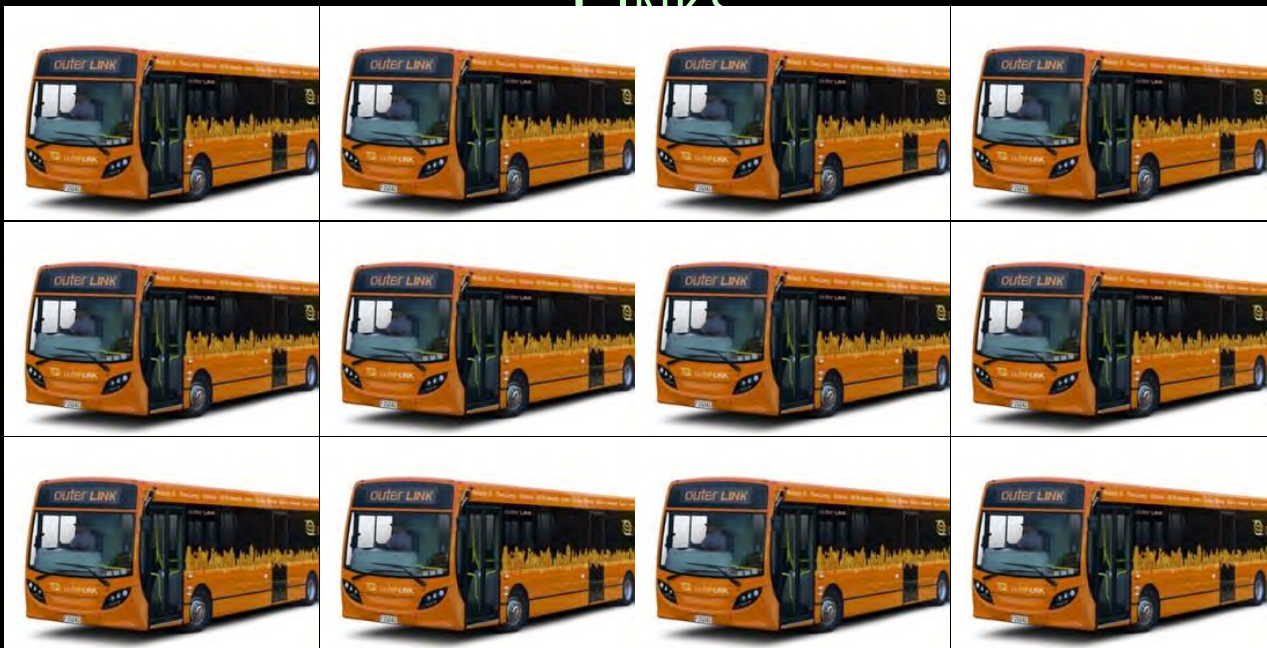


BUT THE LINKS ARE POPULAR

- Frequent
- Simple
- Transparent
- Useful
- Easy

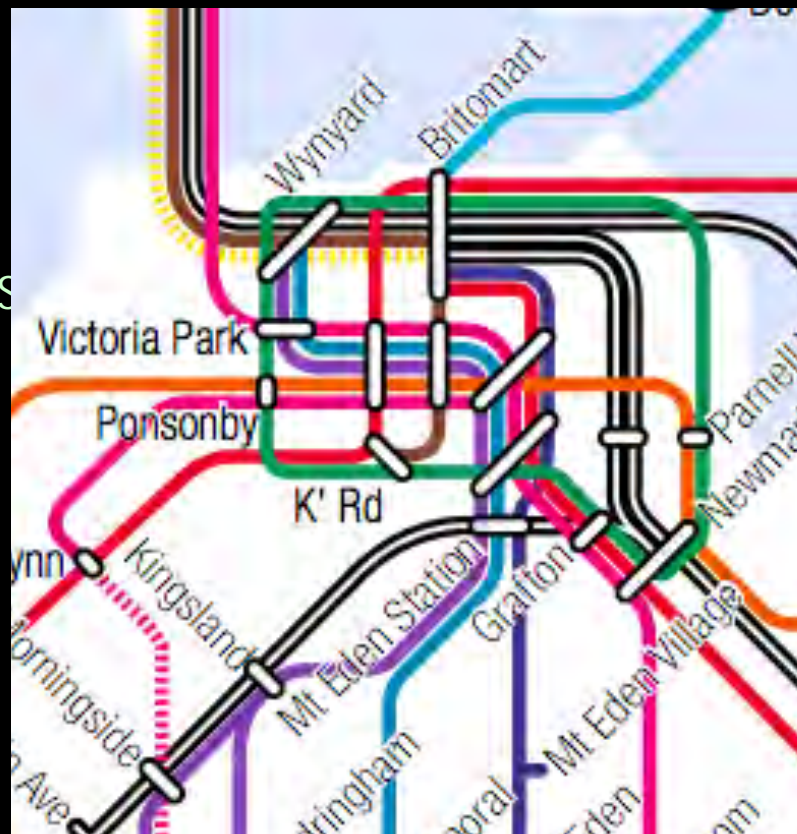


WE WANT A WHOLE URBAN NETWORK MADE OF SIMPLE, LEGIBLE, FREQUENT "LINKS"

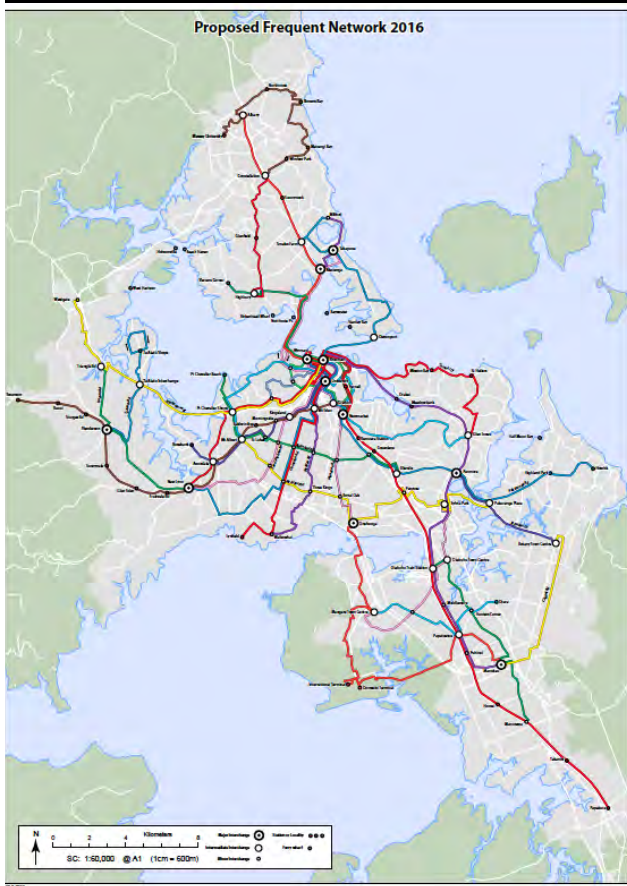


A CBD WITH
ABUNDANT "LINKS"

- Frequent
- Legible
- Abundant
- Direct



THE NEW NETWORK MEANS ...



- Abundant frequent all-day service.
- Massive simplification; buses "function like trams."
- Some drop in CBD bus volumes.
- Buses doing more work, as "pedestrian fountains"
- Most CBD buses will be from isthmus and north as outer areas shift to rail.

" BUSES HAVE NO PLACE IN A
CIVILIZED CITY"

-- AN INFLUENTIAL CITIZEN

SOME "BARBARIC" PLACES ...

PARIS

- World's densest Metro network.
- 1980s consensus:
 - Metro is our transit for "real people"
 - Stinking buses are for unimportant people.
 - We need more space for cars.

PARIS

- 2000s consensus:
 - Transit must be abundant.
 - We need fewer cars.
 - Therefore, buses must succeed.



THE PARIS BUS

- "Tram-like" in every possible way.



THE PARIS BUS

- "Tram-like" in every possible way.
- Transparent



THE PARIS BUS

- “Tram-like” in every possible way.
- Transparent
- Exclusive lanes.



THE PARIS BUS

- "Tram-like" in every possible way.
- Transparent
- Exclusive lanes.
- Celebrated by info system.



PORTLAND



PORTLAND

*Onward welcoming: Your freedom
made visible, celebrated*



PORTLAND



PORTLAND



VANCOUVER



WHAT IF WE DON'T CREATE WORKABLE
SPACE FOR CBD BUSES ... ?

SYDNEY

Has a city rail loop.

Building one light rail line.

But still needs lots of buses for inner areas.

NSW Gov't has never studied the total problem at the correct scale.



SYDNEY

The hated "wall of buses" is not about too many buses ...

it's about buses not able to move!



" BUT I SIMPLY WOULDN'T RIDE A
BUS "

-- A LEADING PROFESSOR OF ARCHITECTURE

" ONE'S OWN TASTES ARE RARELY A
SOUND BASIS FOR POLICY. "

-- EDWARD GLAESER, *TRIUMPH OF THE CITY*

"WE CARE ABOUT THESE PEOPLE,
NOT THOSE PEOPLE ..."

-- ALMOST EVERY INTEREST GROUP WHO SUBMITS ON PT

SPECIALIZATION DEMANDS

- High end: Expensive technologies and designs to appeal to elite rider.
- Low end: Demands for fare reduction rather than service improvement.

- Maximizing the number of people who find one vehicle useful is the very essence of PT's success.
- All demands for exclusion or specialization are hostile to PT's essence.
- PT must focus on the "middle 80%"

Western cultures are prone to “eat the wrapper and throw away the food.” -- Alan Watts



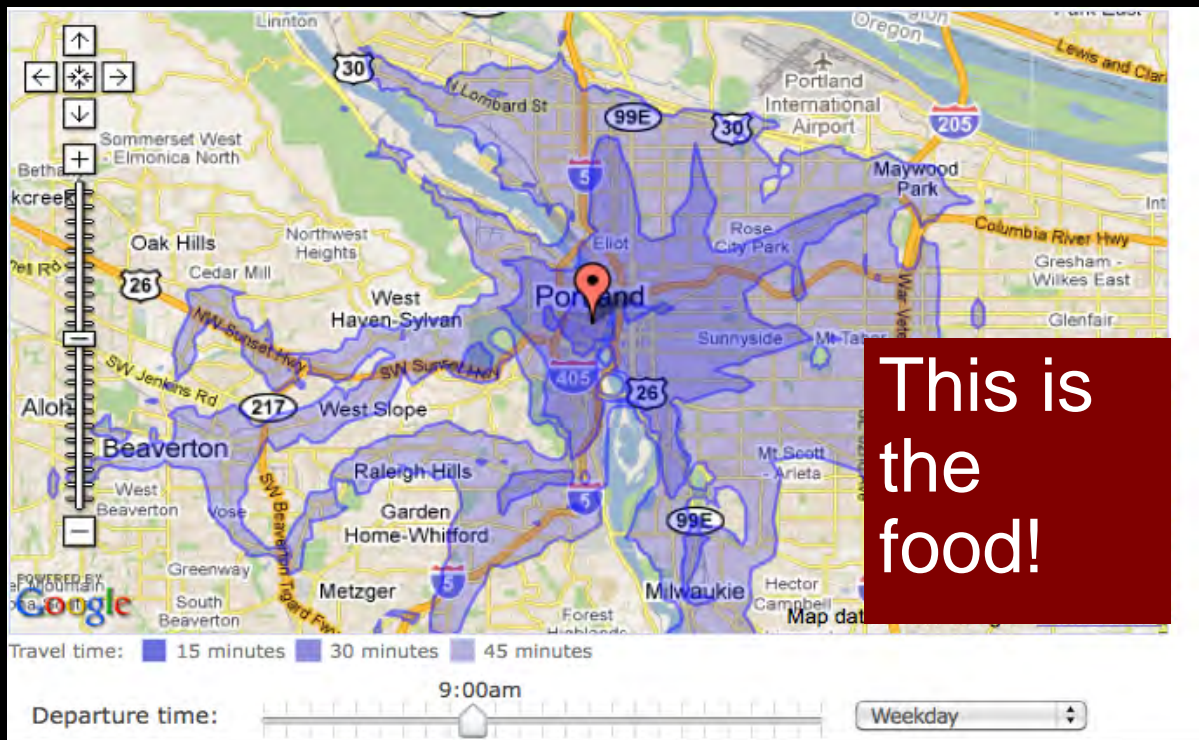
or
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THIS IS THE WRAPPER!

THIS, YOUR FREEDOM AND OPPORTUNITY TO ENGAGE WITH YOUR CITY, IS THE FOOD.





HUMAN TRANSIT

How Clearer Thinking

about Public Transit
Can Enrich Our
Communities
and Our Lives

Jarrett Walker

THANK YOU!

Jarrett Walker

jwalker@mrcagney.com

HumanTransit.org

BACKUP SLIDES

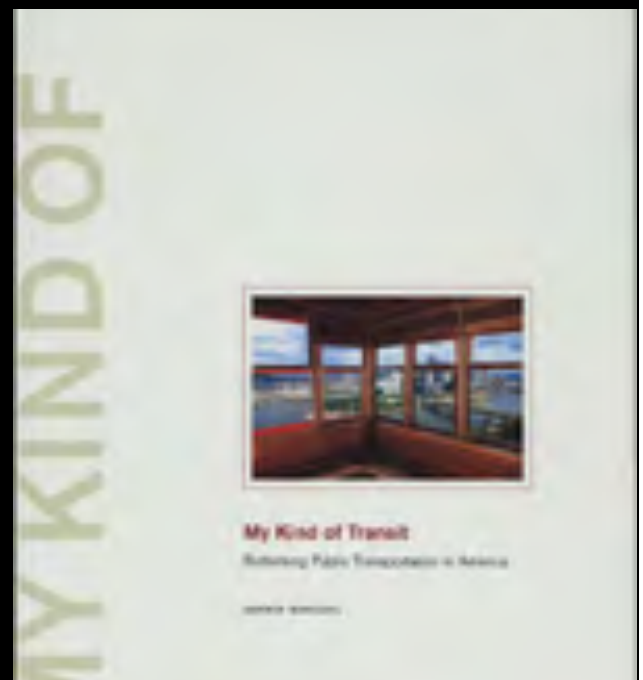
ARCHITECTURE KNOWS HOW TO CELEBRATE FUNCTION



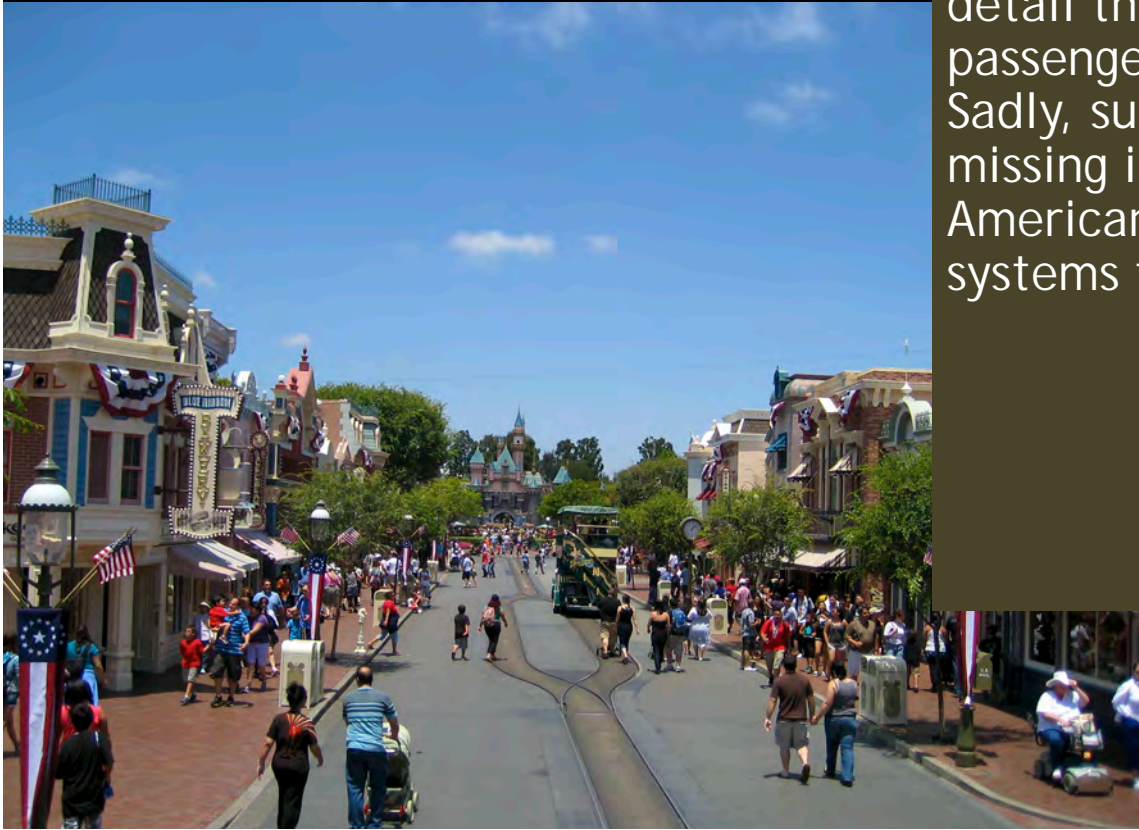
AESTHETIC RESPONSES TO VEHICLES CAN LEAD URBANISTS INTO ABSURDITY ...

A passenger vehicle that travels a mere ten miles per hour, such as the New Orleans streetcar, may be anathema to current transportation ideology. ... Time that is lost to the destination, however, is time afforded to the passenger to people-watch, window-shop, and sightsee ...

-- Darren Nordahl - *My Kind of Transit*



IS THE CITY AN AMUSEMENT PARK?



"Disneyland's omnibuses, streetcars, and monorails exemplify attention to detail that appeal to a passenger's emotions. Sadly, such detail is missing in many American transit systems today."

-- Nordahl

WHAT IS A GREAT URBAN PLACE?

- Not just an experience or beauty ...
- ... but a site of *freedom* in daily life.
- Great cities liberate and enrich our lives and work.



TWO KEY THINGS ARE HAPPENING HERE ...

- Abundant Access
- Onward welcoming

