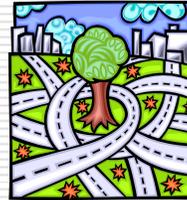


Differences between Highway and Transit Planning

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Differences between highways and transit planning

- Transit and Highways are fundamentally and significantly different in how they are planned and managed.
- Planning for transit systems is different in nearly all aspects than planning for highways.
- Failure to understand these differences will lead to poor decisions.

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Highways

- ❑ Emphasis on capital facilities, long lead time for project development
- ❑ Engineering, construction orientation.
- ❑ Few labor issues
- ❑ Service is provided everywhere.
- ❑ Service is available 24 hours/day, 7 days per week

Transit

- ❑ Emphasis on operations, short lead time to change system
- ❑ Management, finance orientation.
- ❑ Labor issues, union agreements are critical
- ❑ Service is limited to major trip generators.
- ❑ Service is available only a portion of the day

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Highways

- ❑ Service is available without waiting
- ❑ Benefits are mostly time and convenience
- ❑ Dependent users by location, schedule or family circumstance

- ❑ Operating costs paid by private vehicle owners. Largely unknown.
- ❑ Decision makers use the system.

Transit

- ❑ Service is provided only a few times per hour
- ❑ Benefits are mostly cost savings
- ❑ Dependent users by age, income or disability
- ❑ Operating costs paid by public agency and users. Detailed public information.
- ❑ Limited user of system by decision makers

4

Highways

- ❑ Dedicated funding source, long history of government involvement
- ❑ Money allocated by formula
- ❑ Limited performance evaluations or peer comparisons

- ❑ Think about vehicles
- ❑ Little interaction with other users

Transit

- ❑ Uncertain funding sources, relatively new government role
- ❑ Transit competes with other programs and areas for funding
- ❑ Performance evaluation process, comparison to peer organizations

- ❑ Think about trips
- ❑ Lots of interaction with users

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