A Map of Key Transit Choices

This diagram shows how various value judgments about transit support or conflict with each other. This map is not a recommendation, but an illustration of outcomes.

**“Abundant Access”**

Service that maximizes access for the great possible number (and diversity) of people. Maximum ridership, maximum fare revenue, and most effective competition with cars. Typically features a connected network of few, widely spaced lines with high frequency and long span, plus peak overlays only as demand warrants.

**Coverage or Ridership?**

Focus abundant service where ridership potential is high. Offer little service where patronage potential is low.

**Peak-only or All Day?**

Focus on the peak commute as the most important market, but build the all-day service that supports low car ownership and compact urban form.

**How far will people walk?**

Run transit very close to every home or destination. Encourage longer walks to better transit on good pedestrian infrastructure.

**Make sure everyone has some service, despite high cost/rider in low-demand areas.**

**Technology: tool or goal?**

Define services to fit together as a useful network, then select right technology for each service.

**Connections or Complexity?**

Define efficient connections yielding a complex, infrequent network.

**Civilized or Luxurious?**

Focus on high-end transit services for high-end markets.

**Geometric feedback loop. All the inward-pointing choices tend to reinforce each other.**

Define a civilized but not luxurious service that can appeal to the broadest possible spectrum of people.