

METRANS SEMINAR SERIES

Prof. Brian D. Taylor

Hate to Wait: The effects of Waiting and Transfers on Perceptions of Transit Travel

DATE Wed. Oct. 26th

TIME Noon-1:30 pm

LOCATION RGL
Room 209

RSVP to Shawn Gong,
TGong@usc.edu
by noon,
Tue. Oct. 25th

**Lunch will be provided for RSVPs.*

ABSTRACT: Transit travelers expend a great deal of time and energy on out-of-vehicle walking and waiting, which significantly affects their perceived burdens of travel. Accordingly, this research is concerned with ways to reduce the perceived burdens of out-of-vehicle time spent walking, waiting, and transferring to improve users' experience at transit stops and stations.

We surveyed of 2,122 transit users at many dozens of transit stops and stations around California and found that the most important determinant of user satisfaction with a transit stop or station has little to do with the physical characteristics of the facility; instead, frequent, reliable service in an environment of personal safety matters most to riders. In other words, most transit users would prefer short, predictable waits for buses and trains in a safe, if simple or even dreary, environment over long waits for late-running vehicles in even the most elaborate and attractive transit station, especially if they fear for their safety.

SPEAKER BIO: Brian Taylor, Ph.D. in Urban Planning from UCLA; AICP; is

a Professor of Urban Planning; Director of Ralph & Goldy Lewis Center for Regional Policy Studies; Director of Institute of Transportation Studies at UCLA Luskin School of Public Affairs. His research centers on transportation policy and planning - most of it conducted in close collaboration with his students. His work explores how society pays for transportation systems and how these systems in turn serve the needs of people who - because of low income, disability, location, or age - have lower levels of mobility. Topically, his research examines travel behavior, transportation finance, and politics & planning.



His research on travel behavior has examined (1) the effect of travel experience on cognitive mapping, (2) how travel patterns vary by race/ethnicity, sex, age, and income, (3) the social, economic, and spatial factors explaining public transit use, (4) the role of walking, waiting, and transferring on travel choices, (5) the potential of bus rapid transit to cost-effectively increase transit use, and (6) alternative ways to evaluate the effects of traffic congestion on people and firms. A principal focus of his research is the politics of transportation finance, including (1) the history of freeway planning and finance, (2) emerging trends in pricing road use, (3) the equity of alternative forms of finance, (4) linking of subsidies to public transit performance, and (5) measuring equity in public transit finance. Related work has also examined the effect of political drivers on planning outcomes.