

traffic from population growth will slow things down. Arizona Department of Transportation planners say the trip will take five and a half hours by midcentury even if the entire stretch of road is widened to three lanes in each direction.

[Wealthier Motorists More Likely to Drive Like Reckless Jerks](#)

DC.StreetBlog.org Jul 16, 2013

The team used vehicle make, model, and year as shorthand for the driver's social status. In both cases, when controlling for the sex of the driver, time of day, and other factors, the research team found that higher-status drivers were more likely to cut off other drivers at the intersection or fail to yield to pedestrians in a crosswalk.

I find drivers in large new pick-up trucks tend to be the most aggressive. NB



Amtrak Passenger waiting behind a closed gate to board their departing Surfliner at San Diego. Another crossing to the platforms is ungated for Trolley and Coaster Passengers. Photo by Noel T. Braymer

We Get Emails

Re:Matt Yglesias articles

The loss of checked baggage services, and the increasing "sense of entitlement" in our culture certainly play a role in these situations (not to mention the dark shadow of the TSA meddling unnecessarily in rail passenger services). It is long past due for major reforms in operations at stations Amtrak uses, whether they own them or not. Once THAT is accomplished, we can get going on to the far more important task of making the trains (and stations - hello, Houston?) more pleasant. Or, perhaps it is truly time to shut Amtrak down and start over?

Lloyd Adalist

The problem boils down providing good rail passenger service. Work is defined not by the amount of energy used but on how much is produced. A well run rail passenger service is by nature

popular, efficient and economical. There are many such rail services around the world which have an operational profit. The lessons we can learn from Mr. Mark Aesch with bus transit is if you improve productivity, make the service more convenient and keep fares reasonable revenues will go up with better ridership. The same is true of rail passenger service. Deferring expenses and lowering quality of service over time reduces ridership and revenue. Amtrak seems to be the only rail passenger service which herds passengers at major stations. A great deal of wasted energy and time is spent making passengers stand in line to be lead to their trains. This seems to be a holdover from the past. At Los Angeles Union Station there use to be a series of "gates" opened for different trains before departure between the waiting room and tunnel to the platforms. Today almost all of these gates are gone and most passengers walk directly to the platforms. Only 2 of these gates survive at LAUS and they are only used by Amtrak. NB

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