Metropolitan Transport Planning And Decision Making Institutions

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Effective Urban Transport Planning and Decision Making Institutions

Do more than merely produce plans and “coordinate.”

They have decision making authority on spending priorities for all transport investments irrespective of mode and funding source.
Effective Urban Transport Planning and Decision Making Institutions (Contd.)

• Are an independent body serving metropolitan transport decision-making.

• Are multi-modal, considering public transport, highways, roads and non-motorized transport..... together in a single unified process

• Have authority over major transport investments of throughout the metropolitan area
Effective Urban Transport Planning and Decision Making Institutions (Contd.)

• Focus on strategic decision-making for investments & operations/management policy

• Have responsibilities for or, as a minimum, formal linkages to land-use and environmental planning

• Have aggressive, formal civil society stakeholder participation and two-way communications mechanisms
Effective Urban Transport Planning and Decision Making Institutions (Contd.)

• Provide a sound quantitative and qualitative basis for decisions on strategies, plans, programs and projects
  – Have strong analytical skills in travel forecasting, network analysis, financial and environmental planning
  – Are a resource for relevant data and planning analysis methods (e.g., GIS)
Effective Urban Transport Planning and Decision Making

What about the processes they use?
UTP Should be:

- Continuous
- Comprehensive
- Cooperative
- Connected
- Championed
Continuous

• System performance and condition is continuously monitored to see what is working and what isn’t;

• Plans, planning data and planning tools are updated on a regular basis.
Comprehensive

• A single institution and process covers entire metropolitan travel shed;

• Is multi-modal;

• Directly addresses transport and related issues such as air quality, energy consumption, land use and economic development.
Cooperative

• Everyone with a stake in the transport system participates:
  – relevant public agencies at all levels of government (municipal, province/state, central government)
  – civil society institutions (e.g., environmental)
  – citizens
  – business community (e.g., passenger transport operators, logistics companies)
Process is Legally Connected to Decisions that Matter

- Formal impact on spending:
  - Long and short term plans and programs are constrained to expected financial resources
  - Implementing authorities are legally bound to follow adopted programs
- Formal impact on how system is operated and managed, e.g.:
  - fare policies and integration
  - parking management
  - tolls
Championed

• Has a champion with the cahones and chutzpah to take plans to implementation
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Priority Setting/Implementation
Operations
Decision
Analysis & Evaluation
Alternatives
Problem Identification
Objectives
Vision & Goals
Monitoring
Metropolitan Strategic Transport Planning Steps

1. Begin with a vision for the future

2. Structure process to produce the information needed for intelligent decision-making

3. Start process by understanding the problems needing solution
4. Consider the right alternatives: Not just ring roads and metros

5. Develop complete, objective and reliable decision-support information

6. Strive for an open decision-making environment
1. Metropolitan Vision: Where should we be in 20 years?

- Land-use
  - Macro-scale: Balance among jobs, housing, other activities
  - Individual development site-plan scale

- Transport and Transport-related
  - Access and mobility
  - Social and economic development
  - Environmental quality
  - Energy consumption
Begin with A Regional Vision

What kind of future?
2. Produce the information needed for decision-making

- Find out what decision-makers and other stakeholders want and need to know as early as possible;
- Develop evaluation framework and criteria accordingly;
- Structure planning/analysis to generate desired evaluation criteria.
3. Understand the problems you are trying to solve

- Analyze current and future (if current trends continue?) conditions;
- Identify underlying causes, not just symptoms (e.g., congestion); Focus on:
  - Demographic, social characteristics
  - Land-use
  - Operations and management
  - Pricing
  - System capacity, design, etc.
Symptom: Traffic Congestion

Beijing

Why???????
4. Consider the right alternatives

- Begin with analysis of current and expected “no project” future issues
- Be multi-modal: In public transport studies, consider transit-supportive highway improvements, and vice-versa
- Include policy, management and operations policies as well as investments
4. Consider the right alternatives

(Contd.)

- Cover a range of alternatives from mode and investment cost perspectives, not just high cost ones;
- Consider management and operations as part of every alternative;
- Make each alternative as competitive as possible.
4. Consider the right alternatives (Contd.)

- There is no one, "always best," type of rapid transit and/or road improvement;
- Consider more than just metros, ring roads and flyovers. Look at:
  - Street/roadway priority and other bus improvements
  - BRT
  - LRT
  - HOV lanes
  - Arterial and secondary road network improvements
Rapid Transit Options
“Road” Improvements
4. Consider the right alternatives (Contd.)

- New highway capacity investments (e.g., road and expressway widenings, new facilities) provide excellent opportunities for dedicated bus lanes, BRT transitways and rail rapid transit lines.
- At the same time, public transport and demand management can be used as congestion relief mechanisms.
5. Develop complete, objective and reliable information (Contd.)

• Analyze all quantitative and qualitative factors that are relevant to the given decision;

• Focus on multi-modal person travel rather than vehicle travel
  – Transport system performance
    • Speeds, travel times
    • Accessibility;
  – Public transport ridership, road usage;
  – Congestion, capacity utilization.
5. Develop complete, objective and reliable information (Contd.)

- Land use, economic development and other benefits;
- Capital and O&M costs;
- Environmental, energy, social, financial and other impacts;
- The ridership construction, financial, and operations risks for all alternatives.
5. Develop complete, *objective* and *reliable* information (Contd.)

- Make sure planning tools can objectively differentiate among alternatives
- Develop sufficient detail to support the decision at hand
  - Too much detail is a waste of time and money
  - Not enough detail and there is a risk that criteria may be incorrect.
6. Strive for open decision-making

- Transparency is a virtue;
- Hear from all stakeholders, including the general public, **before** decisions are made;
- Inform decision makers of stakeholder concerns before they decide;
- Reflect outstanding stakeholder concerns in next phase of planning/project development.