ECMT-USDOT WORKSHOP ON
FOSTERING SUCCESSFUL IMPLEMENTATION
OF SUSTAINABLE URBAN TRAVEL POLICIES

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Concluding Discussion
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## Differences Between Transportation Systems

<table>
<thead>
<tr>
<th>US</th>
<th>EU</th>
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<tbody>
<tr>
<td>Vast country with plenty of space &amp; long</td>
<td>Smaller geographic area with closer, more</td>
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<tr>
<td>distances between cities</td>
<td>dense, cities</td>
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<tr>
<td>850 cars per 1000 people</td>
<td>450 cars per 1000 people</td>
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<tr>
<td>Low use of public transport and non-</td>
<td>Average European takes 8 times as many</td>
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<tr>
<td>motorized modes</td>
<td>trips by public transport annually than her</td>
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<td></td>
<td>US counterpart</td>
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<td>Limited political support to reduce the</td>
<td>Active discussions and some action to limit</td>
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<tr>
<td>reliance on cars</td>
<td>or restrict car use</td>
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<td>Limited use of economic instruments to</td>
<td>Greater use of economic instruments to</td>
</tr>
<tr>
<td>control congestion</td>
<td>reduce congestion</td>
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<tr>
<td>Mature air quality standards with robust</td>
<td>Newer environmental standards which are</td>
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<tr>
<td>enforcement mechanisms</td>
<td>becoming closer to the US regulations</td>
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Key Areas of the U.S. National Transportation Framework

1. Financial planning and financial realism
2. Flexible funding
3. Linking planning to implementation
4. Decision-making process is grounded in the concept of cooperation
5. Open and transparent decision-making process
6. Assessment of results
What is the Appropriate Mix of National Policies and Local Initiatives?

- **Netherlands**: Limitations to what can be achieved at the national level.
- **UK**: Demonstrates the difficulties associated with decentralization.
- Some key points:
  - There needs to be a balance between national and local level actions.
  - Look for the right authority for policy implementation.
  - Match responsibilities and discretionary powers.
  - Develop a supportive legislative framework.
  - Create clear system of accountability.
Institutional Cooperation and Coordination

- **Key Issue**: Agencies have constrained resources and are faced with long-term growth.

- **Challenges**:
  - Maximize the use of existing infrastructure.
  - Integrating land use and transportation.
    - Employment & housing balance.

- **Two Alternative Approaches**:
  1. Legislative and legal authority (Portland)
  2. Work at the system level to develop transportation and land use solutions (Washington & San Francisco)
Visioning & Scenario Planning

- Regions and local communities use visioning tools to guide the development of their areas.
- Visioning and scenario planning techniques:
  - are valuable ways to link land use development with transportation planning and decision-making.
  - Communicates options and consequences to decision-makers and the public.
  - can be used to integrate the decision-making process.
- Public involvement is essential.
Public Involvement in Decision-making

- The participation process should be planned, managed, and properly resourced.
- Open consideration of results stimulates real stakeholder involvement, including elected officials.
- Implementation and monitoring are often neglected.
- Planners and external professionals need to be trained as negotiators/mediators and should view their role as an essential role of governance.
- Avoid consultation fatigue.
- Capacity building is a prerequisite for addressing social exclusion in planning processes.
Public Involvement Techniques

- Participation support technologies:
  - Voting devices (keypads).
  - Computer networks (instant analysis of feedback).
  - Web-Based conferencing and on-line voting ballots.

- Mapping Tools (Paint-The-Town, GIS based modeling).

- Workshop Exercises (Chip sets).

- Approach different groups with different techniques (participation pyramid).

- Communicate output to stakeholders (using different media, the press, etc.)
Pricing & Financing

Pricing:
- Pricing strategies are becoming more acceptable.
- Wide range of pricing mechanism/techniques in use.
- Used for both raising revenue and managing congestion (HOT & BRT).

Financing for Infrastructure:
- New contracting techniques can be used to reduce (or control) the overall price of a project and increase quality.
- The use of private sector funds for development is increasing.
Travel Demand Management (TDM)

- TDM can provide some improvement to congestion problems.
- **Innovative Techniques:**
  - Car and van pools,
  - Telecommuting,
  - FlexPass,
  - Work with employers,
  - Traffic engineering improvements.
New Technologies

- Potential for information communication technology (ICT) to help achieve the goals of sustainability.
- Local authorities should be more conscious of new technology.
- **Opportunities**: Traffic information can be used to monitor and manage system performance, and to communicate potential problems to users.
Institutional Adaptations

• There may be a need to create “special purpose” organizations to address regional transportation problems.
  – I-95 coalition
  – TRANSCOM

• As new technology is introduced we will need to form new institutional frameworks.
Performance Monitoring

- Institutional changes will be required to utilize the potential of transportation data/information.
- Need to identify ways to incorporate ITS into the planning context.