

REGIONAL TRANSPORTATION PLANNING
FROM THE MAYOR'S POINT OF VIEW

Arthur J. Holland
Mayor, City of Trenton, New Jersey

Mayor Holland reviewed the impact of transportation on the city, over time, recognizing the importance of transportation to the vitality of this community. In relating to Regional Transportation Planning, he remarked:

"The City of Trenton conceives City projects, plans for them and is responsible for implementation. We look to the regional planning process to provide us with a regional data base, regional forecasts and simulation, a regional transportation plan, and regional coordination and planning. This ... includes the transportation system management (TSM) element for the region and the transportation improvement program (TIP). The City of Trenton also looks to the regional planning process and more particularly the Delaware Valley Regional Planning Commission (DVRPC) to provide technical expertise to complement our city planning department on specific projects (e.g., Downtown People Mover Proposal)."

He also observed: "I have learned through experience that it is wise when planning to take into consideration the views of the people. One of the most serious domestic mistakes in the history of our nation was the urban renewal emphasis on clearance rather than conservation and rehabilitation. In retrospect, had we listened to the people for whom relocation was proposed, and who did not want to move, much social disruption could have been avoided and many priceless structures saved." Is there

Is there a lesson here for transportation planning, even today?

TRANSPORTATION NEEDS IN
DECLINING URBAN AREAS

Norman Krumholz,
Director, Cleveland
Department of Community Development

The speaker challenged his listeners to show him "an older metropolitan area that does not have its standing long-range transportation plan (for) multi-billion-dollar highway and fixed guideway transit systems..." This doesn't worry him, he indicated, since there is only a weak relationship between what a long-range plan says and what actually gets done. What does worry him are two things. "First is the fact that the vast majority of highway builders and transit operators actually want these multi-billion-dollar facilities. Second, is the fact that in older metropolitan regions, rapid decline in the center and low or no-growth across the total area is a reality that is simply not being admitted to the transportation planning and development process."

In developing his thesis, Krumholz touched on:

1. Improving the mobility of the transit-dependent population;
2. Making better use of existing transportation facilities including the consideration of street use pricing and ramp metering; and
3. Improving the compensation (incurred by transportation development) for poor cities and poor people.

Efficiency, he argued, points to the need of getting more out of existing system capacity and de-emphasizing new construction. Equity can be served by targeting subsidy programs toward transit-dependent people and poor cities. Controversy should not deter those with responsibility for transportation policy from taking a fresh look at preconceptions and the unconventional ideas just over the horizon that seem to offer promise.

COPING WITH REALITY:
TRANSPORTATION PLANNING IN THE 1980'S

Melvin R. Levin,
Professor of Urban Planning
Rutgers University

Professor Levin profiled transportation systems and the community dynamics we have experienced since the 1950's. and then examined the federal role and emerging state and local roles in that regard. Guidelines for action were cited as:

1. Superimposing compactness on scatterations;
2. The key problem relates to changes in people's behavior not hardware;
3. Transit and marriage to the automobile;
4. Proven technology to the rescue: the all purpose mall;
5. Substituting communications for travel.

He concluded:

"The discerning may have noticed that this discussion has not really been limited to transportation planning for the 1980's and 1990's. It has instead been much more concerned with future development patterns in which transportation is only one major component. As we move into the 1980's it is clear that our major goal should be to achieve cost efficient, energy efficient, high urban density by directing the stream of new growth into infill areas.

"At the same time, we must recognize realities. We have inherited a deeply rooted, hard-to-alter pattern of suburban scatteration and most Americans are indissolubly wedded to the automobile because it offers a freedom

that public transportation finds difficult to match. This is by no means a prescription for despair. Through a combination of simple common sense responses like driving very much smaller automobiles, through imaginative use of new communications technology and expanding proven technology of the climate controlled shopping mall much can be done to ameliorate past decisions that now seem like costly errors and to create more efficient patterns for an age of scarcity and higher costs.

"Who is to bell the cat? For a variety of reasons local and state government should exercise as much initiative as possible without waiting for ponderous federal machinery to gear up for action. Indeed, it is much more likely that a wider variety of imaginative experimentation will take place within this slightly anarchic and disorganized framework rather than under a tidy -- but cumbersome -- federal rubric. There is, in fact, no real virtue in waiting for Lefty, or for Godot or for the Washington establishment to get its act together."

(Copies of any of these papers, in full, and of STRUCTURALISM IN REGIONAL TRANSPORTATION PLANNING presented by Professor Anthony R. Tomazinis, University of Pennsylvania on Session 134 are available from the Chairman of the Session, Irving Hand, Pennsylvania State University, Capitol Campus, Middletown, PA 17057, for cost of reproduction and mailing).

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