Assessment of Community Planning for Mass Transit: Volume 12—Bibliography

February 1976

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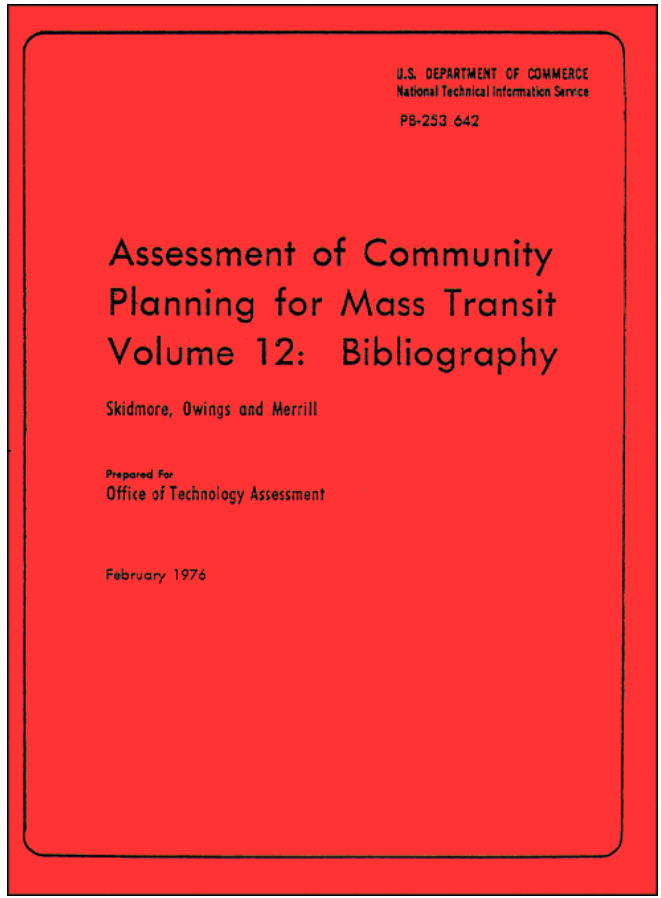

PB 253 642

UNITED STATES CONGRESS

OFFICE OF TECHNOLOGY ASSESSMENT

Bibliography

Part of an ASSESSMENT OF COMMUNITY PLANNING FOR MASS TRANSIT

Prepared at the Request of
The Senate Committee on Appropriations
Transportation Subcommittee

Prepared under Contract OTA C-4 by

Skidmore, Owings & Merrill
System Design Concepts, Inc.
Washington, D.C.

FEBRUARY 1976

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NATIONAL TECHNICAL
INFORMATION SERVICE
U.S. DEPARTMENT OF COMMERCE
SPRINGFIELD, VA. 22161

TABLE OF CONTENTS

INTRODUCTION

ACCESS INDEX 1

ANNOTATIONS. 37

METROPOLITAN AREA REFERENCES

Atlanta 93
Boston. 97
Chicago 100
Denver. 102
Los Angeles 105
San Francisco 109
Seattle 114
Twin Cities 116
Washington, D.C. 118

INTRODUCTION

This bibliography lists publications consulted or referenced during An Assessment of Community Planning *for* Mass Transit, a study sponsored by the Congressional Office of Technology Assessment. The United States Senate Committee on Appropriations requested the study to be undertaken on behalf of its Transportation Subcommittee.

The bibliography has three parts. **Each** reference is listed on the access index, which identifies the type of publication, the-author's general approach, the publication% geographic context, and the planning issues it discusses. Next, comments on the most important general references are presented in an annotated bibliography. Finally, metropolitan area references are listed from each of nine metropolitan areas studied during the assessment. These references and the annotated publications are numbered in order of their entry on the access index.

ACCESS INDEX

1

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
1. Sm[illegible] George M.	X							X	X													X	X	X	X									
2. Creighton, Roger L.	X							X	X					X							X													
3. Hutchinson, B. G.	X						X		X	X	X										X		X		X		X	X						
4. Colcord, Frank C. Jr.					X			X				X	X				X		X		X		X	X		X		X		X				
5. Real Estate Research		X						X	X		X														X			X						
6. Joyner, Harvey R.			X				X				X											X	X	X		X			X	X		X		
7. Engelen, Rodney et.al.		X					X		X		X										X	X	X	X				X	X					X
8. MIT Urban Lab, 1973		X					X		X		X										X	X	X	X				X	X					X
9. Manheim, Marvin L.		X					X				X												X		X	X					X			
10. Meyer, J.K. et. al.	X						X	X	X												X		X		X		X	X		X	X			X
11. Hwy. Research Conf.	X							X			X		X								X	X				X								

ACCESS INDEX

	12. Holmes, Edward H.	13. Burco, Robert	14. McCausland, Sid	15. Solomon, R. et. al.	16. Brugman, B. et. al.	17. Bates, John W.	18. Wachs, M. et. al.	19. Inst. Public Adm.	20. Hamer, Andrew	21. Hudson, B. M. et. al.	22. Levin, M. R. et. al.
TYPE OF PUBLICATION											
Book		X	X		X				X		X
Study						X					
Article	X						X			X	
Popular press											
Official plan, report				X				X			
Legislation, regs.											
AUTHOR'S APPROACH											
Theoretical	X		X		X	X	X		X	X	
Empirical				X				X			X
GEOGRAPHIC CONTEXT											
National/Federal	X	X						X	X		
State	X		X								
Regional/Local	X	X		X	X	X	X	X		X	X
Atlanta						X					
Boston											X
Chicago											
Denver											
Los Angeles											
San Francisco		X			X	X					
Seattle											
Twin Cities											
Washington, D.C.											
PLANNING ISSUES											
Gen. planning approach	X	X					X				X
Political influences					X		X			X	X
Goals, objectives	X					X	X	X	X	X	X
Govt. institutions	X	X						X			X
Financing		X	X	X	X	X		X			
Public involvement	X		X				X			X	
Needs forecasting											
Land use planning	X		X								
Multimodal trans. plan.	X			X					X		
Dev. of alternatives							X	X	X		
Eval. of alternatives							X				
Development controls											
St. & hwy. management	X										
Transit management		X	X	X		X			X		

	TYPE OF PUBLICATION							AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT														PLANNING ISSUES											
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23. Hwy. Res. Rcd. #467	X							X	X	X	X	X											X				X							
24. Hirten, John E.			X					X		X													X	X	X	X			X					
25. Lupo, Alan et. al.	X							X	X	X		X		X									X		X		X							
26. Lyle C. Fitch	X							X		X													X		X	X				X				
27. DOT and HUD					X				X	X		X											X		X									
28. Hanson, Royce	X								X	X													X		X									
29. Sec. of Transp.					X				X	X													X		X									
30. Advisory Commission		X							X	X	X	X											X		X				X					
31. AIP	X							X		X	X	X											X		X					X	X			
32. Boyd et. al.		X						X		X													X				I					X		
33. Hilton, George W.	X							X	X	X		X											X											

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT										PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
34. NASA	X						X	X	X	X	X										X	X	X	X	X	X							X
35. Johnson, Julian		X					X					X									X	X		X								
36. MARTOC, 1974					X			X				X									X		X									
37. MARTA, 1971					X			X				X									X		X	X	X		X		X	X			X
38. PB-T-B, 1972					X			X				X									X		X					X		X			X
39. PB-T-B, 1971					X			X				X									X		X						X	X			X
40. Powledge, Fred			X				X					X									X												
41. Toliver, W.					X			X				X																X		X	X		X	
42. Watters, Pat			X					X				X										X											
43. IPA		X						X				X										X				X							
44. New Yorker				X			X					X										X											

| | TYPE OF PUBLICATION | | | | | | AUTHOR'S APPROACH | | GEOGRAPHIC CONTEXT | | | | | | | | | | | | | | PLANNING ISSUES | | | | | | | | | | | | | |

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56. Eric Hill, 1968					X			X				X																		X			
57. Buckley, Bill			X					X				X									X			X									
58. Cannon, Mark		X						X				X										X			X								
59. Coogan, et. al.		X						X				X										X			X								
60. Davis, Abraham		X						X				X										X			X								
61. Goldman, C.D.		X					X					X									X	X	X	X									
62. Lee, David		X						X				X										X			X								
63. AMPC, 1959					X			X				X									X			X			X					X	X
64. Atlanta Metro Reg.					X			X				X									X		X	X			X		X				X
≤5. AMPC, 1959					X			X				X											X			X			X			X	X
66. A.M. Voorhees. 1971					X			X				X									X		X	X			X		X			X	X

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT											PLANNING ISSUES												
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
67. PB-T-D, 1972					X			X				X									X		X	X	X			X	X	X			X
68. AMPC, 1954					X			X				X									X					X			X				
69. PBOD, 1962					X			X				X									X		X	X	X		X		X	X			X
70. Atlanta Transit					X			X				X									X		X	X									
71. ARMPC, 1962					X			X				X									X		X					X		X		X	
72. A.M. Voorhees, 1969					X			X				X									X		X	X	X		X			X		X	X
73. City of Atlanta, 1972					X			X				X									X		X				X					X	X
74. ARTPP, 1973					X			X				X									X		X	X	X		X		X	X			X
75. City of Atlanta, 1973					X			X				X									X		X	X				X					
76. ARMPC, 1960					X			X				X									X		X										X
77. ARC, 1973					X			X				X									X		X	X	X		X		X	X			X

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT										PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
78. Bates, John		X					X					X									X	X											
79. Getz, Malcolm					X			X				X									X		X	X		X		X					X
80. MARTA, 1971					X			X				X									X		X	X		X		X					X
81. PB-T-B, 1970					X			X				X									X								X				X
82. UMTA, 1973					X			X				X									X									X			
83. MARTA, 1973					X			X				X									X		X	X									
84. MARTA, 1974					X			X				X									X		X	X									
85. ARC, 1974					X			X				X									X		X	X									
86. ARC, 1973					X			X				X									X						X						
87. Dev. Res. Assoc.					X			X				X									X		X	X									
88. Harkness, G.					X			X				X									X		X	X									

	TYPE OF PUBLICATION						AUTHORS APPROACH		GEOGRAPHIC CONTEXT										PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
89. Jt. Reg. Transp.																																	
90. MBTA, 1974					X		X						X								X		X	X		X		X					
91. Wilbur Smith					X		X						X											X								X	
92. BTPR, 1973					X		X						X								X		X	X		X							
93. BTPR, 1972					X		X						X								X		X			X							
94. BTPR, 1972					X		X						X								X		X			X							
95. BTPR, 1972					X		X						X								X		X			X							
96. BTPR, 1972					X		X						X								X		X							X		X	
97. BTPR, 1972					X		X						X								X									X		X	
98. BTPR, 1972					X		X						X								X		X	X	X	X							
99. BTPR, 1972					X		X						X								X		X	X	X	X			X				

	TYPE OF PUBLICATION					AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
100. BTPR, 1972					X		X						X								X		X		X		X						
101. BTPR, 1973					X		X						X								X		X		X		X						
102. Thomas K. Dyer, Inc.					X		X						X								X		X		X		X						
103. Peat, Marwick				X	X		X						X								X		X				X						
104. System Design					X		X						X								X		X						X				
105. MBTA, 1969					X		X						X								X		X				X		X				
106. MBTA, 1969					X		X						X								X		X				X		X				
107. Boston Redev.					X		X						X								X												
108. Eastern Mass.					X		X						X								X		X				X		X			X	X
109. Gibbs and Hill					X	t	X						X								X		X				X		X				
110. Gibbs and Hill					X		X						X								X		X						X				

ACCESS INDEX

	111.MBTA, 1966	112.Boston Redev.	113.Mass. Transp. Comm.	114.Mass. Transp. Comm.	115.C.A. Maguire	116.Gackenheimer	117.Warner, Sam	118.Hyman, H.H.	119.Urban Plan. Aid	120.Amer. Bechtel	121.Amer. Bechtel
TYPE OF PUBLICATION											
Book							X				
Study						X			X		
Article								X			
Popular press											
Official plan, report	X	X	X	X	X					X	X
Legislation, regs.											
AUTHOR'S APPROACH											
Theoretical						X					
Empirical	X	X	X	X	X		X	X	X	X	X
GEOGRAPHIC CONTEXT											
National/Federal											
State											
Regional/Local											
Atlanta											
Boston	X	X	X	X	X	X	X	X	X		
Chicago										X	X
Denver											
Los Angeles											
San Francisco											
Seattle											
Twin Cities											
Washington, D.C.											
PLANNING ISSUES											
Gen. planning approach	X	X	X	X	X	X	X	X	X		
Political influences						X	X		X		
Goals, objectives	X	X	X		X	X	X		X		
Govt. institutions	X	X	X	X			X		X		
Financing									X		
Public involvement						X		X			
Needs forecasting	X	X	X		X						
Land use planning		X			X		X				
Multimodal trans. plan.	X		X								
Dev. of alternatives	X				X				X	X	X
Eval. of alternatives									X	X	X
Development controls											
St. & hwy. management			X		X		X				
Transit management	X		X				X				

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122.RTPB					X			X						X															X					
123.CTA, 1968					X			X						X															X					X
124 CTA					X			X						X										X					X					
125.Chicago Plan Comm.					X			X						X													X							
126.Govt. Task Force					X			X						X								X		X										
127.RTPB, 1973					X			X						X												X			X					
128.CATS, 1974					X			X						X												X			X					
129.RTPB, 1974					X			X						X											X				X	X				X
130.City of Chicago, 1968					X			X						X											X				X	X				
131.City of Chicago, 1974					X			X						X											X				X	X				
132.CATS, 1974					X			X						X							X									X				X

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES											
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133.CATS, 1974					X			X						X											X				X				
134.CATS, 1959					X			X						X							X												
135.CATS, 1962					X			X						X							X												
136.A.M. Voorhees, 1973					X			X						X													X		X	X			
137.Denver COG					X			X							X												X						
138.State of Colorado						X	X				X				X						X												
139.Denver Planning Off.		X						X							X												X						
140.Jefferson County					X			X							X						X						X							
141.First National			X					X							X																		
142.Walton, A.	X							X							X							X											
143.RTD					X			X							X																		

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT										PLANNING ISSUES											
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144.URS/Ken White					X		X								X						X									
145.State of Colorado						X	X								X							X				X	X		X	X
146.ATE			X				X								X										X					
147.Denver Metro, 1973					X		X								X											X			X	
148.Denver Metro, 1974					X		X								X											X			X	
149.Denver Metro, 1975					X		X								X											X			X	
150.RTD					X		X								X						X									
151.Dev. Res. Assoc.		X					X								X					X	X				X					
152.Dev. Res. Assoc.		X					X								X					X					X		X			
153.Nelson et. al.		X					X								X						X									
154.Col. RTD		X					X								X							X								

I	TYPE OF PUBLICATION							AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT														PLANNING ISSUES											
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155.Col. RTD		X						X								X																		
15 W* Col. Dept. Hwys.					X			X								X																	X	
157.Denver COG					X			X								X							X											
158.Denver COG					X			X								X							X						X					
159.Denver COG					X			X								X													X					
160.Denver COG					X			X								X												X						
161.Asher, Joe		X						X								X							X											
162.Bruce, John			X					X								X							X						X					
163.Jackson Ralph E			X					X								X											X							
164.Lee et. al.		X						X								X										X						X		
165.Reish, Surti		X						X								X										X							X	

	TYPE OF PUBLICATION					AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT										PLANNING ISSUES										
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166.Univ. of Colorado		X					X								X																		
167.RTD					X		X								X										X								
168.RTD					X		X								X														X				
169.Systems Management		X					X								X														X	X			
170.Systems Management		X					X								X														X	X			
171.Systems Management		X					X								X														X	X			
172.Systems Management		X					X								X														X	X			
173.Systems Management		X					X								X														X	X			
174.RTD					X		X								?														X	X			
175.A.M. Voorhees, 1974					X		X									X									X		X			X			
176.A.M. Voorhees, 1974					X		X									X													X	X			

	TYPE OF PUBLICATION					AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT													PLANNING ISSUES												
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
177 A M Voorhees, 1974					X			X								X																	
178.A.M. Voorhees, 1974					X			X								X																	
179.Asher, Joe			X				X									X										X							
180.Batelle Lab		X						X								X													*				
181.Batelle Lab		X						X								X							X						1				
182.Burco, Robert		X					X									X					X	X	X	X									
183.Calif. State Assem.					X			X								X					X	X	X										
184.Cambridge System.					X			X								X					X		X							X			
185.Citizens' Advisory		X						X								X										X							
186.Cray, Ed				X			x			I						X						X			X								
187.Crouch, Winston		X					X									X					X	X	X	X									

	TYPE OF PUBLICATION					AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
188.Emerson, Norman					X		X									X																	
189.Ferebee, Ann			X				X									X					X		X			I							
190.Hilton, G.W.			X				X									X									X		X						
191.McCausland, Sid		X					X									X	X				X	X	X	X	X	I							
192.Pegrum, Dudley		X					X									X					X					X							
193.Taylor, Paul					X		X									X					X		X			X							X
194.Ullrich, Howard					X		X									X																	
195.SCRTD and OCTD					X		X									X																	
196.U.S. Congress					X		X									X					X												
197.U.S. Congress				I	X		X									X					X							1					
198.SCRTD and OCTD					X		X									X							X						X	X			

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
199.SCRTD, 1975					X			X								X														X	X			
200.SCRTD, 1974					X			X								X					X	X	X											
201.SCRTD, 1974					X			X								X									X						X			
202.Remy, Ray					X			X								X																		
203.Pete Schabarum					X			X								X					X													
204.Tom Bradley					X			X								X					X													
205.Business Week			X				X									X							X								X			
206.Engineering News			X				X									X														X	X			
207.A.M. Voorhees, 1973					X			X								X									X					X				X
208.Cambridge Systems					X			X								X							X							X				
209.MTC, 1973					X			X								X					X		X						X	X				X

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES										
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
210.MTC, 1973					X			X								X					X								X				X
211.MTC, 1973					X			X								X					X								X				
212.MTC, 1973					X			X								X					X								X				
213.Peat, Marwick					X			X								X					X					X		X	X				X
214.Stone and Youngberg					X			X								X					X					X			X				X
215.SCRTD and SCAG					X			X								X					X								X				
216.OCTD and SCAG					X			X								X					X								X				
217.SCAG					X			X								X					X								X				
218.SCAG					X			X								X													X	X			
219.SCAG					X			X								X													X	X			
220 SCAG					X			X								X					X						X		X				X

	TYPE OF PUBLICATION					AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
221.SCRTD, 1973					X			X								X																	
222.MTC and BARTD					X			X									X													X	X			
223.Engineering News			X					X									X	X						X						X	X			X
224.Homburger, W.			X					X									X	X							X									
225.Kennedy, Norman			X					X									X	X							X									
226.Merewitz, Leonard			X					X									X	X							X									
227.Calif. Legislature					X			X									X	X							X	X								
228.R.L.Banks		X						X									X	X								X								
229.Homburger, W.			X					X			X								I														X	
230.Kennedy, Norman		X						X									X	X				X		X						X				
231.Marine, Gene				X			X										X	X			X	X			X						I			

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
232.SFBAC, 1973		X						X									X								X				X					
233.SFBAC					X			X									X				X			X	X	X	X	X		X	X			X
234.Zwerling, S.			X					X									X							X						X	X			
235.Bay Area Council		X						X									X								X									
236.BARTD, 1974					X			X									X								X					X	X			X
237.MTC, 1973					X			X									X								X					X	X			X
238.MTC, 1973					X			X									X								X					X	X			X
239.Muni					X			X									X								X					X	X			X
240.MTC, 1974		X						X									X								X									
241.Transit Aid, 1974		X						X									X								X									
242.Transit Aid, 1973		X						X									X								X									

ACCESS INDEX

23

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
243.Transit Aid, 1973		X						X									X								X									
244.Banks, James		X						X									X					X		X		X			X					
245.Jones, David		X						X									X					X		X		X			X					
246.MTC, 1974					X			X									X						X			X	X		X	X	X			
247.MTC, 1974					X			X									X								X		X		X	X	X			
248.PB-T-B, 1973		X						X									X						X					X	X	X	X	X		
249.PB-T-B, 1972		X						X									X						X			X				X	X			
250.PB-T-B, 1974					X			X									X													X	X			
251.Peat, Marwick, 1974		X						X									X														X			
252.SFBAC, 1973		X						X									X				X				X		X		X					
253.MTC, 1973		X						X									X								X									

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT													PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
254. B.R. Stokes						X		X																	X		X						
255. Joseph Alioto						X		X									X								X		X						
256. J. Alioto et. al						X		X									X								X				I				
257. John Beckett						X		X									X								X						I		
258. Hwy. Res. Bd., 1970		X					X	X			X						X																
259. Railway Age			X					X									X										X						
260. W.H. Wattenberg						X		X									X																
261. Belser, Karl						X		X									X				X		X										
262. Colcord, Frank	X							X									X				X	X		X									
263. Hwy. Res. Bd., 1970		X						X									X													X			
264. Homburger, W.		X						X									X				X				X								

	TYPE OF PUBLICATION					AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
265.Homburger, W.			X					X									X				X							X	X				
266.Lisk[illegible], W.H.			X					X									X				X						X						
267.Mcgillivray, R.			X				X										X				X					X							
268.Scott, Mel		X						X									X				X		X				X	X					
269.Watt, P.C.			X					X									X				X		X					X					
270.Zwerling, S.			X					X									X				X	X						X	X				
271.Zwerling, S.			X					X									X				X		X					X	X				
272.Bruck, Charles			X					X									X				X		X										
273.Burco, Robert			X					X									X				X		X										
274.Wolfe, Burton			X					X									X				X	X											
275.Thistle et.al.			X					X									X				X		X		X					X			

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT											PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
276.Homburger, W.			X					X									x										X						
277.Army-Navy Bd.		X						X	.		x						X										X						
278.George, S.			X					x										X			X								X				
279.Gogerty et. al.		X					X											X							X								
280.Kurz, J.W.			X				x				x							x			X												
281.Eng. News Rcd.			X					X										X				X											
282.DeLeuw, 196In					X												x				X	X											
283.Colcord, 1974					X			x									x,				X	X	X		X								
284.Alexander, D.E.		X																X															
285.A.M. Voorhees, 1973			X		X			x									X	X														X	X
286.Puget Sound Conf.					X			X									X	X					X				X					X	

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
287. Puget Sound Conf.					X			X										X			X													
288. Puget Sound Conf.					X			X										X			X													
289. DeLeuw, 1970					X			X										X									X	X						X
290. Metro Seattle					X			X										X					X											X
291. Puget Sound Conf.					X			X										X			X		X				X	X						
292. Puget Sound Conf.					X			X										X			X			X			X							X
293. Puget Sound Conf.					X			X										X			X			X			X							
294. Seattle 2000		X					X											X					X											
295. DeLeuw, 1967					X			X										X			X													
296. Daniel, Mann 1972					X			X										X			X													
297. Beyers, et.al.		X						X										X			X		X		X		X	X						

ACCESS INDEX

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
298.Merrill, Richard		x						X										x			x		x		x		x	x						
299.Horwood, Edgar		x						x										x			x		x				x	X						
300.Horwood, Edgar		x						x										x				x		x	x									
301.Schneider, J.B.		x						x										x			x		x		x		X	x						
302.Puget Sound Conf.					x			X										x					x				x	x		X				
303.Citzens League 1973		X						x											X		x	x	x		x		X	x						x
304.Einsweiler. Robert		x						x											x		x		x					X						
305.Jamieson, J.R. 1966			x				x				x								x		x													
306.Jamieson, J.R. 1968			x				x												x			X											X	X
307.Kelm, Douglas					x														X			x	X											
308.McKeown, et. al.		x					x												x				x	x										

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
309.Wood, E.W.		X					X				X								X		X													
310.Barton-Aschman					X			X											X						X					X				
311.Citizens League, 1974		X						X											X				X	X	X	X								X
312.Citizens League, 1968		X						X											X		X		X	X	X	X								
313.Citizens League, 1974		X						X											X		X		X		X		X	X						X
314.Citizens League, 1971		X						X											X		X		X		X		X	X						X
315.City of Minneapolis		X						X											X		X		X		X		X	X						
316.Daniel, Mann, 1970		X						X											X		X				X		X	%						X
317.MTC, 1/1973					X			X											X		X			X	X		X							X
318.MTC, 2/1973					X			X											X		X		X	X	X		X							
319.MTC, 1971					X			X											X		X		X				X							X

	320.Daniel, Mann, 1971	321.MTC, 1975	322.MTC, 1974	323.Artabane, J.	324.Aten et. al.	325.Fisher, R.J.	326.Gale, J.E.	327.Langfield, S.C.	328.Murin, William	329.Parente	330.M-NCPPC Symposium
TYPE OF PUBLICATION											
Book											
Study				X	X		X	X	X	X	
Article						X					X
Popular press											
Official plan, report	X	X	X								
Legislation, regs.											
AUTHOR'S APPROACH											
Theoretical									XX		
Empirical	X	X	X	X	X	X	X	X	X	X	X
GEOGRAPHIC CONTEXT											
National/Federal											
State											
Regional/Local											
Atlanta											
Boston											
Chicago										I	
Denver											
Los Angeles											
San Francisco											
Seattle											
Twin Cities		X	X								
Washington, D.C.				X	X	X	X	X	X	X	X
PLANNING ISSUES											
Gen. planning approach	X	X	X			X			X	X	X
Political influences				X	X				X		
Goals, objectives	X	X	X						X		X
Govt. institutions	X	X						M - - -	X		X
Financing	X	X	X			X	X	X	X		X
Public involvement								X	X		
Needs forecasting											X
Land use planning		X	X					X	X	X	X
Multimodal trans. plan.		X	X				X			X	
Dev. of alternatives											
Eval. of alternatives											
Development controls			X					X	X		
St. & hwy. management						X					
Transit management				X	X	X					

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT											PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
331.Scheiber, W.A.			X				X													X			X					X					X
332.Studholme, Edward		X					X													X			X			X								
333.Tuzo, G.C.		X					X													X			X											
334.Trans. Dev. Team			X				X													X			X					X		I				
335.U.S. Congress, 1965					X		X													X			X		X	X			X	X				
336.U.S. Congress, 1965					X		X			1										X			X		X	X			X	X				
337.MWCOG 1972						X	X													X				X										
338.U.S. Congress, 1955					X		X													X			X		X	X			X	X				
339.U.S. Congress, 1963					X		X													X			X		X	X			X	X				
340.Bd. of Commissioners		X					X													X			X		X	X			X	X				
341.NCTA					X		X		I											X			X			X		I	X	X		1		

ACCESS INDEX

	352.Leavitt, Helen	351.NCPC, 1970	350.NCPC, 1967	349.Dev. Res. Assoc.	348.NCPC and NCRPC	347.NCTPB, 1975	346.Muni. Plan. Office	345.A.M. Voorhees, 1969	344.Office of Planning	343.NCRTPB, 1973	342.Smith, Sam
TYPE OF PUBLICATION											
Book											
Study											
Article	I								I		
Popular press	X										X
Official plan, report		X	X	X	X	X	X	X	X		
Legislation, regs.										X	
AUTHOR'S APPROACH											
Theoretical											
Empirical	X	X	X	X	X	X	X	X	X	X	X
GEOGRAPHIC CONTEXT											
National/Federal											
State	I										
Regional/Local											
Atlanta											
Boston											
Chicago											
Denver											
Los Angeles											
San Francisco											
Seattle											
Twin Cities											
Washington, D.C.	X	X	X	X	X	X	X	X	X	X	X
PLANNING ISSUES											
Gen. planning approach	X	X	X								
Political influences	X										X
Goals, objectives	X	X	X	X	X	X	X	X	X		X
Govt. institutions	X									X	X
Financing	X					X		X			
Public involvement	X										X
Needs forecasting			X					X			
Land use planning		X	X		X		X				
Multimodal trans. plan.			X			X					
Dev. of alternatives	X							X			X
Eval. of alternatives	X			X				X	X		X
Development controls	I			X			X			I	
St. & hwy. management	X							I			X
Transit management	X										X

ACCESS INDEX

33

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
353.Examiner				X				X												X	X	X	X	X	X	X				X	X		X	X
354.Rbt. Gladstone Assoc					X			X												X					X		X	X						
355.Plavnick, Robert					X			X												X							X	X						
356.MWCOG, 1974					X			X												X			X	X										
357.NVPDC					X			X												X			X					X				X		
358.Conconi, Charles				X				X												X	X	X	X	X	X									X
359.Mass Transit				X				X												X	X			X	X	X								X
360.MDOT					X			X												X			X						X	X	X			
361.Leavitt, Helen	X							X												X	X	X	X	X	X	X			X				X	
362.U.S. GPO					X			X												X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
363.W.C. Gilman					X			X												X					X									X

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT											PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
364.D.C. Gazette				X				X												X	X		X				X						
365.D.C. Gazette				X				X												X	X	X	X	X	X	X	X		X	X	X	X	X
366.Larry Smith Co.					X			X												X				X			X						
367.Larry Smith Co.					X			X												X				X			X						
368.WMATA						X		X												X			X										
369.WMATA, 1973					X			X												X				X									
370.WMATA, 1972					X			X												X				X									
371.WMATA, 1974					X			X												X	X			X									
372.WSTC					X			X												X				X									
373.MWCOG, 1973			I		X			X												X		X	X	X	X	X	X	X					
374.Urb. Transp. Center		X						X												X	X	X	X	X		X		X					

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES											
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
375.WMATA, 1970					X			X												X	X												
376.Comm. Ren. Program					X			X												X	X		X					X					
377.NCPC and NC PC					X			X												X	X							I					
378.Transp. Plan. Board					X			X												X	X							I					
379.MDOT					X			X												X	X			X									
380.WMATA, 1969					X			X												X	X		X	X		X			X				X
381.Hertz, A. D.		X						X												X	X												
382.Meany, Judity		X						X			I									x	x	x							I				
383.Sherman, Michael		X						X												X	X												
384.Stein, Steven		X						X	I	I										X	X					X				1	X	X	
385.Wright et. al.		X						X	I											X	X	X				X					X	X	

ACCESS INDEX

36

	TYPE OF PUBLICATION						AUTHOR'S APPROACH		GEOGRAPHIC CONTEXT												PLANNING ISSUES													
	Book	Study	Article	Popular press	Official plan, report	Legislation, regs.	Theoretical	Empirical	National/Federal	State	Regional/Local	Atlanta	Boston	Chicago	Denver	Los Angeles	San Francisco	Seattle	Twin Cities	Washington, D.C.	Gen. planning approach	Political influences	Goals, objectives	Govt. institutions	Financing	Public involvement	Needs forecasting	Land use planning	Multimodal trans. plan.	Dev. of alternatives	Eval. of alternatives	Development controls	St. & hwy. management	Transit management
386.W.C. Gilman & Co.					X			X												X			X				X						X	X
387.Policy Ad. Comm.		X						X												X	X	X	X	X	X	X	X	X	X	X	X			
388.NCPC and NCRPC					X			X												X			X	X	X		X	X	X	X	X			X
389.W.C. Gilman & Co.					X			X												X														X
390.WMATA, 1967					X			X												X			X		X			X		X	X			X
391.Dev. Res. Association		X						X												X					X									X

ACCESS NUMBER: 1

AUTHOR; **George** M. Smerk

TITLE: Urban Mass Transportation

PUBLISHER/SOURCE : Indiana University *Press,* Bloomington, Indiana

DATE: 1974

ANNOTATION CATEGORIES		ANNOTATION
TYPE OF PUBLICATION	x Book	This book, published toward the end of the **OTA** community transit planning assessment, is the most recent history and evaluation of the Federal urban mass transportation **program. It is** also perhaps the most thorough and readable book on the subject, written by a college professor with several previous publications *on* American urban transit to his credit.
	study	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	Theoretical	The book begins by reviewing the evolution of the Federal transit program. It traces the key political forces and individuals that have led the effort to shape Federal transit policy from the late 1950s-through the Federal-Aid Highway Act of 1973.
	x empirical	
GEOGRAPHIC CONTEXT	x National/Federal	
	State	
	Regional/Local	
	Atlanta	
	Boston	
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	Gen. planning approach	The author then outlines arguments in favor of public investment in mass transit: (1) to reduce congestion more inexpensively than by building new highways; (2) to conserve scarce urban space; (3) to improve urban design; (4) to **reduce** noxious air pollutions; and (5) to save travelers' money (a benefit that is debatable). On the other side, arguments against transit claim that (1) transit is unattractive; (2) it is inflexible; (3) that the U.S. urban population is spread too thinly to be served effectively by transit; (4) that the auto, not transit, is the cheaper way to go.
	Political influences	
	Goals, objectives	
	Govt. institutions go.	
	Financing	
	Public evolvement	
	Needs forecasting	
	Land use **planning**	
	Multimodal trans. plan	
	Dev. of alternatives	A historical discussion of transit operating agencies, followed by a *closer* look at the UMTA program, sets the stage for an evaluation of the failures of mass transportation programs. Efforts to boost transit have been unable to stem the postwar erosion of ridership.
	Eval. of **alternatives**	
	Development controls	
	St. & hwy. management	
	x Transit management	

There are no national performance standards even to judge the quality of transit. Transit agencies are reluctant to adopt innovative improvements. Transit has not played a significant role in shaping urban growth. Lack of intermodal coordination and the fragmentation of government has hindered progress.

Recommendations for action include clarifying the mission of the Federal program by setting workable goals, increasing the available funds and the certainty that they will be available, providing incentives for governmental integration on the local level, establishing a rational national pricing policy for highways so user charges reflect the true costs, and improving transit management.

ACCESS NUMBER: 2

AUTHOR: Roger L. Creighton

TITLE: Urban Transportation Planning

PUBLISHER/SOURCE: University of Illinois Press

DATE: 1970

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	x Book	Creighton's book is one of the most widely used urban transportation texts in engineering schools today. It provides a good summary of how urban transportation planning has been done, by relying heavily on the CATS and Niagara Frontier experience. These studies are among the earlier transportation studies, and while they did use the same basic procedures as more recent studies, they lack some of the later refinements developed for transit studies.
	Study	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	Theoretical	
	Empirical	
GEOGRAPHIC CONTEXT	x/National/Federal	Creighton describes a six step planning process including: (1) inventories; (2) forecasts; (3) goals; (4) Preparing network proposals; (S) testing; and (6) evaluation. These steps are used today, although the first two (especially land use forecasts) are increasingly done by regional planning agencies rather than transportation agencies.
	State	
	Regional/Local	
	Atlanta	
	Boston	
	x Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	X Gen. planning approach	The goals mentioned in the book include transportation and some nontransportation goals. However, only the transportation goals were used in the evaluation of alternatives, Although Creighton discusses the need for using social environmental and other nontransportation goals in justification of transit systems, he does not incorporate these goals into the evaluation "process.
	Political influences	
	Goals, objectives	
	Govt. institutions	
	Financing	
	Public involvement	
	Needs forecasting	
	Land use planning	
	Multimodal trans. plan.	
	Dev. of alternatives	
	Eval. of alternatives	
	Development controls	
	St. & hwy. management	
	Transit management	

This failure to use nontransportation evaluation factors plus the emphasis on expressway planning limit the value of the book for transit planning purposes.

ACCESS NUMBER: 3

AUTHOR: B. G. Hutchinson

TITLE : Principles of Urban Transport Systems Planning

PUBLISHER/SOURCE: Scripta Book Company, Washington, D.C., and McGraw-Hill Book Company, New York

DATE: 1974

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	X Book Study Article Popular press Official plan, report Legislation, regs.	This new textbook on urban transportation planning addresses many of the very current issues for the first time in a text (at least as known to these reviewers) .
AUTHOR'S APPROACH	x Theoretical Empirical	As a text, the book describes travel-demand forecasting, transport-related lane'L use models, urban transport technology, characteristics of urban structure, evaluation of urban transport investments, and planning process theories.
GEOGRAPHIC CONTEXT	x National/Federal x State x Regional/Local Atlanta Boston Chicago Denver Los Angeles San Francisco Seattle Twin Cities Washington, D.C.	Perhaps" the most significant contribution is its critique of the planning processes of the 1950s and 1960s, which projected trend patterns of growth and selected an alternative plan capable of providing the greatest transportation access at the lowest cost. The author argues that this approach has ignored several major issues. ..environmental impacts, impacts on land development patterns, travel needs of tripmakers without access to a car, and the question of comparative benefits from investments in other community services instead of transportation.
PLANNING ISSUES	X Gen. planning approach Political influences X Goals, objectives I Govt. institutions x Financing Public involvement x Needs forecasting X Land use planning Multimodal trans. plan. Dev. of alternatives Eval. of alternatives Development controls St. & hwy. management Transit management	The author describes a transportation planning model (Friend **and** Jessop) that places much greater attention on defining the problem and strategies for implementation.

L

ACCESS NUMBER: 4

AUTHOR : Frank C, Colcord, Jr.

TITLE: Urban Transportation Decision-Making, Final Report

PUBLISHER/SOURCE: U.S. Department of Transportation

DATE: 1974

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	I Book
	Study
	Article
	Popular press
	X Official plan, report
	L egislation, regs.
AUTHOR'S APPROACH	Theoretical
	X Empirical
GEOGRAPHIC CONTEXT	National/Federal
	State
	X Regional/Local
	x Atlanta
	xi Boston
	Chicago
	Denver
	Los Angeles
	X! San Francisco
	Seattle
	X Twin Cities
	Washington, D.C.
PLANNING ISSUES	X Gen. planning approach
	Political influences
	x Goals, *objectives*
	X Govt. institutions
	Financing
	X Public involvement
	Needs forecasting
	X Land use planning
	Multimodal trans. Plan
	X Dev. of alternatives
	Eval. of alternatives
	Development controls
	St. & hwy. management
	Transit management

ANNOTATION:

This summary report, produced under contract to the Department of Transportation, is a study of the transportation policymaking process *in* several American and foreign cities. It **provides an historical review of** transportation planning institutions, transportation policy formulation, policy changes and general policy trends based on case studies in the following cities: Miami, Minneapolis-St. Paul, Boston, San Francisco, Seattle, Atlanta, Stockholm, Hamburg, Amsterdam, Leeds, Manchester, Montreal, and Toronto. profiles on the individual cities are included. Examination is made of the political, environmental, geographical, and economic characteristics influencing the determination of policy. Institutional and policy "trees," or diagrammatic models, show stages of growth and change, and each of the case studies can be" plugged in"to these models. Chapter VII of the summary contains conclusions and recommendations.

Colcord pinpoints two central problems in existing policy mechanisms: 1) the separation of land use planning and controls from transportation planning; and 2) the separation *of* decisionmaking power in the hands of a local or regional agency from the agency making policy recommendations. He finds a universal need for a definition of what should be the appropriate responsibilities *of* local and 'parent" governmental agencies. Key elements of successful transportation policymaking are comprehensiveness (defined as a decisionmaking process in which a variety of possible policies are considered) and responsiveness (decisions are made by elected officials with broad policy responsibility). Cultural/political differences in the styles of transportation policymaking *in* the U.S. and in Canada and Europe tend to make the American policy mechanisms less comprehensive and responsive.

A **new** trend that has universal appeal is the establishment of High-level, multimodal transportation institutions to replace highly fragmented transportation planning structures. This trend and the extent to which it occurs is documented for each of the case cities. Colcord attributes this trend in the U.S. to the financial problems of transit operators and the unpopularity of the metropolitan (as opposed to municipal) government idea -- units of government which conceivably might take ***over*** areawide transportation responsibilities.

The report clearly illustrates the importance of institutional structure and policymaking trends as factors in the final outcome of transportation planning. On the basis of widespread past experience and on current trends among transportation policy institutions, careful recommendations are made for future structural changes, such as: single funding arrangements for transportation planning and implementation; stronger regional institutions; unification of transportation and land use planning; politicizing of policymaking at local levels so that community viewpoints must compete against each other; higher level (state and Federal) involvement in broad transportation planning and establishment of guidelines for local governments. The added value of this report is the recentness of the material in the case studies.

ACCESS NUMBER: 5

AUTHOR: Real Estate Research Corporation

TITLE: The Costs of-Sprawl

PUBLISHER/SOURCE: U.S. Government Printing Office

DATE: April 1974

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	Book
	x Study
	Article
	Popular press
	Official plan, report
	Legislation, regs.
AUTHOR'S APPROACH	Theoretical
	X Empirical
GEOGRAPHIC CONTEXT	x National/Federal
	State
	X Regional/Local
	Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	1 I San Francisco
	Seattle
	Twin Cities
	Washmgton, D.C.
PLANNING ISSUES	Gen. planning approach
	Political influences
	Goals, objectives
	Govt. institutions
	x Financing
	Public involvement
	Needs forecasting
	X Land use planning
	Multimodal trans. plan
	Dev. of alternatives
	Eval. of alternatives
	x Development controls
	St. & hwy. management
	Transit management

ANNOTATION:

This book seeks to provide information for local public officials on public and private costs of urbanization density and patterns. It includes economic costs; residential; open space/recreation; schools; streets and roads; utilities; public services; and land. It analyzes environmental effects; air pollution; water pollution; noise; vegetation and wildlife; visual effects; water and energy consumption. It also analyzes personal effects; psychic costs; travel time; traffic accidents; crime; use of discretionary time.

Several conclusions and findings are made in this report. The high density planned community consumed 40% less energy than the low density sprawl pattern. In annual terms this means 400 million BTU per dwelling unit in the low density sprawl pattern compared to about ***210*** million BTU per dwelling unit in the high density planned pattern. The high density planned community cost per residential unit ***was $21,000*** compared to $49,000 per unit **in** low density sprawl pattern. This is for all community costs prorated. **Water and air pollution are substantially less and water consumption less in the higher density pattern. With** 52% less travel time required in the snore densely planned community, less accidents and other psychic benefits are described. Gas and electricity use 'is a ***function of*** **housing type and structural characteristics**. **no variation among planned** and sprawl communities with the same housing mix is shown." But, 'significant variation in consumption of gasoline occurs as a result *of* the differences among community types.. . ." The report concludes that significant energy savings can be attained through greater use of mass transit.

ACCESS NUMBER : 6

AUTHOR: Harvey R. Joyner

TITLE : " Regional Local Conflicts in **Transportation Planning"**

PUBLISHER/SOURCE : Transportation Engineering Journal, Vol. 98

DATE: Auqust 1972

ANNOTATION CATEGORIES	ANNOTATION :

TYPE OF PUBLICATION

- Book
- Study
- X Article
- Popular press
- Official plan, report
- Legislation, regs.

AUTHOR'S APPROACH

- X Theoretical
- Empirical

GEOGRAPHIC CONTEXT

- National/Federal
- State
- x Regional/Local
- Atlanta
- Boston
- Chicago
- Denver
- Los Angeles
- San Francisco
- Seattle
- Twin Cities
- Washington, D.C.

PLANNING ISSUES

- Gen. Planning approach
- X Political influences
- x Goal, objectives
- X Govt. institutions
- Financing
- X Public involvement
- Needs forecasting
- Land use planning
- X Multimodal trans. plan.
- X Dev. of alternatives
- Eval. of alternatives
- Development controls
- St. & hwy. management
- Transit management

In this brief article Joyner sets out some of the basic local-regional conflicts arising during the planning and implementation of **large-scale** transportation systems. As Joyner sees the situation, most conflicts arising over the development of new systems consist of basic disagreements between broad, regionwide interests and local, community-level interests. In order to resolve these conflicts Joyner believes a redefinition of citizen participation in the planning and negotiation process is needed, one that assures all the public interests that have a stake in the project will be represented during the planning stage of a regional system. .

Joyner suggests four improvements to the planning and negotiating process. First, he argues that more attention must be given to the impact of a large system upon communities during the system planning phase; citizens must be involved in the early stages of planning. Second, the impact of eliminating controversial segments upon the whole system must be known. Third, transportation planning should be multimodal so as to use both existing and available modes. Fourth, both transportation and development planning for a region must be based *on* a common set of objectives.

Joyner calls for greater community input in the planning process, but as the same time stresses the importance of the metropolitan view -- that larger common good for which individual communities are willing to make sacrifices.

ACCESS NUMBER: 7

AUTHOR: Rodney E. Engelen and Danvin G. Stuart

TITLE: New Direction-in Urban Transportation Planning

PUBLISHER/SOURCE: American Society of Planning Officials, Planning Advisory Service Report #303

DATE: June 1974

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book Study Article 1 Popular press Official plan, report Legislation, regs.	The report examines the expanding purposes of urban transportation planning and proposes methodological technical, and institutional changes in the conduct of urban transportation planning. It is a perceptive report, addressing many of the current planning issues.
AUTHOR'S APPROACH	x Theoretical Empirical	Factors influencing transportation planning objectives are identified as the *energy* **"crisis,"** the environmental movement, increased demand for public participation, the rise of! metropolitan planning agencies, advances in transportation and planning technology, and growing interest in balanced urban transportation To fulfill the new, broader objectives, the authors suggest improvements in the planning process, recognition of social, economic, and environmental impacts, and improvements in transportation service.
GEOGRAPHIC CONTEXT	x National/Federal State x Regional/Local I Atlanta I I Boston Chicago Denver Los Angeles San Francisco Seattle Twin Cities Washington, D.C.	The report offers a planning framework that distinguishes among six levels of planning, six steps in the planning process, and six planning topics. The planning levels are identified as policy planning (the broadest level), regional system planning, corridor **planning, subregional system planning, project planning,** and management planning.
PLANNING ISSUES	X Gen. planning approach X Political influences x Goals, objectives x Govt. institutions Financing Public involvement Needs forecasting x Land use planning x Multimdol trans. plan Dev. of alternatives Eval. of alternatives Development controls St. & hwy. management x Transit management	The authors emphasize the importance of corridor planning, characterizing it as a 'major new kind of activity for urban regions." Corridor planning is defined as involving preparation of plans for major new line-haul highways or transit routes in an urban corridor 3-10 miles long and 3-6 miles wide. The report discusses the weaknesses of transportation planning institutional relationships and proposes ways to strengthen

these relationships. With regard to transit planning, the authors call for strengthening ties between transit operating agencies and local governments and clarification of responsibilities for the different levels of planning. They suggest a strategy of interagency task force planning as a primary vehicle for corridor planning in the style of Baltimore's Urban Design Concept Team and Chicago's Crosstown **Associates.** The regional planning agency is recommended to provide leadership at both the regional system and corridor planning levels.

The report also stresses the need to improve methods for implementation. It makes the important point that continued separation of transportation and land use planning from regulatory/investment decisions can lead to poorly managed growth. The authors emphasize the need for joint development of transportation and other facilities, especially in station areas. However, they note the lack of specific implementation tools other-than zoning and voluntary cooperation between private or public land developers and transportation agencies.

In proposing 'next steps," the authors purposefully avoid specific recommendations, citing the wide variations in needs of individual urban areas. However, the importance of integrating Federal transportation programs and providing greater flexibility in transit financing are recognized.

ACCESS NUMBER: 8

AUTHOR: Massachusetts Institute of Technology Urban Systems Laboratory

TITLE: Proceedings of a Panel Discussion on the Interrelation of Transportation Systems and Project Decisions

PUBLISHER/SOURCE: U.S. Department of Transportation

DATE: November 1, *1973*

ANNOTATION CATEGORIES

TYPE OF PUBLICATION
- Book
- Study
- Article
- Popular press
- x Official plan, report
- Legislation, regs.

AUTHOR'S APPROACH
- x Theoretical
- Empirical

GEOGRAPHIC CONTEXT
- National/Federal
- State
- x Regional/Local
- Atlanta
- Boston
- Chicago
- Denver
- Los Angeles
- San Francisco
- Seattle
- Twin Cities
- Washington, D.C.

PLANNING ISSUES
- X Gen. planning approach
- X Political influences
- x Goals, objectives
- X Govt. institutions
- Financing
- Public involvement
- Needs forecasting
- Land use planning
- Multimodal trans. plan
- Dev. of alternatives
- Eval. of alternatives
- Development controls
- St. & hwy. management
- /Transit management

ANNOTATION:

Them has **been a** growing concern **among local communities** and local offiaials over the effect **on** local areas of ***decisions*** on region-**wide** transportation systems. Transportation planners have become increasingly aware of the need to consider environmental **effects** during systems planning.

This panel discussion **was addressed to** these **concerns and** related developments in planning methodology **on** system- and project-level decisions. The participants ***in the*** discussion were Federal officials, state and local officials, and leading professionals and **academics** in the transportation field.

The panel reached several conclusions. They agreed that one of the factors working against improved exchange between system- and project-level decisionmaking is the fragmentation of government levels and agencies involved in transportation planning. Areawide governments improve this situation provided they have adequate resources and authority needed to carry out responsibilities.

The panel also defined systems planning as 'a process in which near-term commitments are facilitated through an evaluation of short- and long-term impacts." The plans which emerge from this process are in *no* way to be considered "final." Systems planning, according to the panel, should proceed concurrently with project plans; and project plans should be evaluated according to how the project will fit in with a future regionwide system.

A summary of the panel's discussion is included, as well as background information on the panel participants.

ACCESS NUMBER: 9

AUTHOR: Marvin L. Manheim

TITLE : "How Should Transit Options be Analyzed"

PUBLISHER/SOURCE: Paper Presented to the 54th Annual Meeting of the Transportation Research Board, Washington, D.C.

DATE: January, 1975

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION: Book	
TYPE OF PUBLICATION: x **study**	
TYPE OF PUBLICATION: Article	
TYPE OF PUBLICATION: Popular press	
TYPE OF PUBLICATION: Official plan, report	
TYPE OF PUBLICATION: **Legislation, regs.**	
AUTHOR'S APPROACH: x **Theoretical**	
AUTHOR'S APPROACH: Empirical	
GEOGRAPHIC CONTEXT: National/Federal	
GEOGRAPHIC CONTEXT: State	
GEOGRAPHIC CONTEXT: x **Regional/Local**	
GEOGRAPHIC CONTEXT: **Atlanta**	
GEOGRAPHIC CONTEXT: **Boston**	
GEOGRAPHIC CONTEXT: Chicago	
GEOGRAPHIC CONTEXT: Denver	
GEOGRAPHIC CONTEXT: Los Angeles	
GEOGRAPHIC CONTEXT: San Francisco	
GEOGRAPHIC CONTEXT: Seattle	
GEOGRAPHIC CONTEXT: ..es	
PLANNING ISSUES: x **Goals, objectives**	
PLANNING ISSUES: **Govt. institutions**	
PLANNING ISSUES: X Financing	
PLANNING ISSUES: X Public involvement	
PLANNING ISSUES: Needs forecasting	
PLANNING ISSUES: Land use Planning	
PLANNING ISSUES: Multimodal trans. plan	
PLANNING ISSUES: **Dev. of alternatives**	
PLANNING ISSUES: x Eval. of alternatives	
PLANNING ISSUES: Development controls	
PLANNING ISSUES: St. & hwy. management	
PLANNING ISSUES: **Transit management**	

ANNOTATION:

This paper provides one of the most recent discussions of 'basic principles to be followed in doing a good analysis of transit options." The dominant principle, according to the author, is reliance: "The objective of a transportation system's analysis should be to bring out the critical issues which should be debated in the appropriate political forums."

Other principles deal with the need to evaluate a wide range of alternatives; the need to identify all potential social, economic, and environmental effects; the advantages of **flexible implementation planning; the need for timely public involvement; and the need to clarify the issues to be addressed by decision-makers in evaluation reports written in lay** language.

"The paper presents a more detailed analysis of the validity of using "cost function" analysis as a major basis for reaching decisions. This was the approach taken by J. Hayden Boyd, Norman J. Asher, and Elliott S. Wexler of the Institute of Defense Analysis in a 1973 study for the Department of Transportation entitled roach Evaluation of Rail Rapid Transit and Express Bus Service in the Urban Commuter Market; Manheim's original mission in this paper was to **criticize** the study. Cost function analyges compare the cost of carrying different volumes of **passengers with different transportation** alternatives; for any given volume, the lowest cost alternative is considered best. Manheim **suggests** that this approach ignores a number of **important issues such as 'which interests receive which** mobility improvements, when, at **what** cost, to whom."

ACCESS NUMBER: 10

AUTHOR: J. K. Meyer, J. F. Kain and M. Wohl

TITLE: The Urban Transportation Problem

PUBLISHER/SOURCE: Harvard University Press

DATE: *1965*

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	X Book	**Although only 10 years old, The Urban Transportation Problem has become a classic.**
	Study	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	X Theoretical	**The book is divided into three parts. The first part describes the recent trends and current conditions in urban areas and their relationships to urban transportation. The discussion covers several social factors such as race and housing which influence the urban transportation problem in addition to the more traditional transportation related** factors Such as: (1) economic change; (2) location; (3) transport supply and financing; and (4) trip patterns and volumes.
	X Empirical	
GEOGRAPHIC CONTEXT	National/Federal	
	1 state	
	Boston	The second part of the book presents a methodology for costing alternative urban" transportation modes. The book presents formulas which can be used under varying conditions to estimate modal costs for the three parts of an urban trip: (1) line haul; (2) residential collection and distribution; and (3) downtown distribution. Critics have maintained that the assumptions used in the book are biased against heavy rail systems. It is true that these formulas indicate only the costs of alternative systems (and the values applied are subject to **local** conditions) and thus would not reflect any benefits which might be peculiar to a particular system.
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
	Washington, D. C.	
PLANNING ISSUES	X Gen. planning approach	
	Political influences	
	X Goals, objectives	
	I Govt. institutions	The third part, which discusses solutions and public policy, is directed toward possible innovation and possible pricing, subsidies, and regulations which might reduce the urban transportation problem.
	X *Financing*	
	Public involvement	
	X Needs forecasting	
	Land use planning	
	/Multimodal trans. plan.	
	X Dev. of alternatives	
	Eval. of alternatives	
	Development controls	
	St. & hwy. management	
	Transit management	

ACCESS NUMBER: 11

AUTHOR:

TITLE : 'l Citizen Participation **in** Transportation Planning"

PUBLISHER/SOURCE: Report of a Conference during the 52nd Annual Meeting of the Highway Research Board, Washington, D.C.

DATE: 1973

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	x Book	Citizen Participation in Transportation Planning is a summary of discussion and collection of papers presented at two Highway Research Board conferences held in 1973. It reflects a coalescence of viewpoints held by professionals in the field of transportation at the beginning of this decade and represents an attempt on the part of these conferees to assess the changes occurring in transportation planning and decisionmaking as a result of the public pressures put upon the planning **process** during the turbulent decade of the 1960s. The conference sought to determine the proper role and effectiveness of citizen participation in the Political climate of the 1970s, and this book highlights the popular opinions and issues of the time. The publication begins with highlights of conference discussion and workshop reports **on** transportation issues. Seven papers presented at the conference are included on the subjects of techniques and politics **in** transpor **planning, citizen participation, regional planning, minority viewpoints, official viewpoints,** the urban state, the rural state, and the citizen's viewpoint. **Also** included are several papers from the Boston Transportation Planning Review, an 18-month study of citizen participation and interdisciplinary planning. The conferees began by defining citizen participation, its desirability and effectiveness and the two elements -- information and funding -- required for its effectiveness. Most of the participants in the conference assumed outright that citizen participation is essential in the determination of goals, objectives, and priorities in the transportation planning process. They also agreed that planners must create the channels for citizen
	Study	
	Article	
	Popular press	
	Official plan, *report*	
	Legislation, regs.	
AUTHOR'S APPROACH	Theoretical	
	x Empirical	
GEOGRAPHIC CONTEXT	National/Federal	
	State	
	X Regional/Local	
	Atlanta	
	x Boston	
	Chicago	
	Denver	
	Los Angeles	
	San *Francisco*	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	X Gen. planning approach	
	X Political influences	
	Goals, objectives	
	Govt. institutions	
	Financing	
	x Public involvement	
	Needs forecasting	
	Land use planning	
	Multimodal trans. plan.	
	Dev. of alternatives	
	Eval. of alternatives	
	'Development controls	
	St. & hwy. management	
	Transit management	

input. They believed that citizen participation should only go so far as to influence and inform decisionmakers; they did not believe that citizens should have the power to make final decisions or to veto final decisions. Therefore, citizens should have an active, but limited, role in decisionmaking. In the end, the conferrees felt, conflict can be resolved by developing a 'good plan that meets community needs."

ACCESS NUMBER: 12

AUTHOR: Edward H. Holmes

TITLE: The State of the Urban Transportation Art

PUBLISHER/SOURCE: Highway Research News

DATE: July 1973

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book Study x Article Popular press Official plan, report Legislation, regs.	The article discusses the history of urban transportation planning since the 1930s from the view of highway planning. The important legislative acts and developments in planning are described along with their implication for planning in the future. Some of the popular transportation topics of today -- multimodal systems and the impact of regionwide systems on local communities, for example -- have been discussed in the past and are not new issues. Holmes devotes the last part of his paper to this subject and to the lack of progress in urban transportation planning and implementation.- The sharp division between the sophisticated transportation planning technology that has been developed and the extent to which it has been put to practical use is caused by: (1) inadequate planning staffs at state and local levels; (2) the unsuccessful attempts by local units and agencies to adapt the transportation planning process to their local uses when the planning process was developed to be used at a regional scale; (3) transportation planning that has not been truly intermodal; (4) ad hoc transportation agencies that do not work for continuing needs; (5) the small amount of attention that has been paid to citizen interests and social and environmental factors; and (6) the lack of land use controls. Holmes' article is interesting both for its historical overview of the transportation planning process and its analysis of the sucesses and failures of that process.
AUTHOR'S APPROACH	x Theoretical Empirical	
GEOGRAPHIC CONTEXT	x National/Federal x State x Regional/Local Atlanta Boston Chicago Denver Los Angeles San Francisco Seattle Twin Cities Washington, D.C.	
PLANNING ISSUES	x Gen. planning approach Political influences x Goals, objectives x Govt. institutions Financing x Public involvement Needs forecasting x/Land use planning x Multimodal trans. plan Dev. of alternatives Eval. of alternatives /Development controls x St. & hwy. management 1 Transit Management	

ACCESS NUMBERS: 13

AUTHOR: Robert A. Burco

TITLE: "Innovation in Urban Public Transport: The Conceptual and Institutional Environment of Change"

PUBLISHER/SOURCE: International Conference on PRT, Minneapolis, Minnesota

DATE: April 9, 1973

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	x Book	The author's central thesis is that new, protected bureaucracies and coalitions of interest that may evolve around PRT and BART-like transit projects only perpetuate the basic institutional problem that afflicts the highway program. The concentration of power at the state and Federal levels, and the concentration of expertise and finance within organizations having narrowly defined construction of operating responsibilities, has worked against responsive, adaptive planning.
	Study	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	x Theoretical	
	Empirical	
GEOGRAPHIC CONTEXT	x National/Federal	The author contends that U.S. decisionmakers have the wrong conception about problem-solving. There is a tendency for problems to be viewed as more well-defined than they are. Specific solutions are undertaken to solve the problem "for good." In fact, the author argues we need evolutionary strategies to allow flexible and dynamic problem solving.
	State	
	x Regional/Local	
	Atlanta	
	Boston	
	Chicago	
	Denver	
	Los Angeles	
	x San Francisco	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	x Gen. planning approach	The author asserts that governmental centralization distorts local priorities; he cites the need to decentralize expertise, finance, research, and planning resources. An aggressive, evolutionary process of controlled experimentation, with risk-sharing subsidies based on a project's potential for problem solving, might strike a better local-Federal-state balance.
	Political influences	
	Goals, objectives	
	x Govt. institutions	
	x Financing	
	Public involvement	
	Needs forecasting	
	Land use planning	
	Multimodal trans. plan.	
	Dev. of alternatives	
	Eval. of alternatives	
	Development controls	
	St. & hwy. management	
	x Transit management	The underlying theme of this evolutionary strategy is to gradually change agencies' funding and institutional responsibilities to match the emerging problem and even to lead it; not to stop and wait for an ideal solution nor to ignore the future" in the crush of present difficulties.

The strategy is intended to avoid the difficulties surrounding BART. BART had to carry the U.S. transit R&D effort because the nation had willfully let transit wither and almost die. The author suggests that BART boosters raised too great expectations which may have caused disillusionment and lack of political and financial support. Although, congestion, air pollution, lack of mobility, and other problems persist, BART illustrates a 'problem ameliorating framework" that should serve "as a catalyst" for other cities, for Federal and state commitments, 'for the provision of adequate local transit. ..in the Bay Area, and for a redirection of urban development patterns through public infrastructure investment."

The author concludes that Bay Area people may have borne too much for the nation,but this catalyst effect may be the greatest BART contribution. BART failed only if one is 'second-guessing decisions made in an earlier area. It must be seen as part of an evolving solution gradually leading to other forms of traffic and traffic management. . . "newer transit proposals will still have to deal with present and future problems as shifting issues, rather than fixed and static planning or technological targets."

ACCESS **NUMBER: 14**

AUTHOR; Sid McCausland

TITLE : "Along for the Ride: People, **Politics** and Transportation: California-Style"

PUBLISHER/SOURCE: **Assembly** Committee on Transportation, California Legislature, **Sacremento,** California

DATE: October 1974

ANNOTATION CATEGORIES	ANNOTATION:

TYPE OF PUBLICATION

	Book
X	Study
	Article
	Popular press
	Official plan, report
	Legislation, regs.

AUTHOR'S APPROACH

X	Theoretical
	Empirical

GEOGRAPHIC CONTEXT

	National/Federal
X	State
	Regional/Local
	Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	San Francisco
	Seattle
	Twin Cities
	Washington, D.C.

PLANNING ISSUES

	Gen. planning approach
	Political influences
	Goals, objectives
	Govt. institutions
X	Financing
X	Public involvement
	Needs forecasting
X	Land use planning
	Multimodal tram. plan.
	Dev. of alternatives
	Eval. of alternatives
	Development controls
	St. & hwy. management
X	Transit management

The author makes a broad assessment of transportation problems, institutions, and planning in California from a legislator's perspective, with an orientation to the difficulties in serving local needs through higher level decisionmaking. He concludes that there is a need for public participation and decentralized decisionmaking. The book addresses the transit planning experience in California, but the lessons it draws are pertinent to other metropolitan areas.

One "important contribution is the documentation of the tendency for public participation programs to be dominated by higher income groups. "Until the transit-dependent organize in an adversary posture, their needs will get lots of rhetoric, but little action. . . We need different sets of evaluation techniques for our analyses of commuter services and transit-dependent services."

The book also shatters some myths about Toronto, which, the author writes, is developing in a dispersed form not unlike Los Angeles. High density development resulted from deliberate planning and zoning decisions. Bus and streetcar service were saturated before a subway was built. In this context, however, Toronto (and Montreal) officials suggested that the only reason they *were* able to proceed was because their metropolitan form of government eliminated competition from other jurisdictions with new transit programs.

The author analyses the reason why transit Pro- " grams usually are dominated by plans for construction and acquisition of new equipment.

State and Federal officials tend 'to advocate facility dominated transit systems" because "large public works projects are the only situations in which you can really exercise control from remote power centers. I realize that Secretary Brinegar's statements appear to run counter to my philosophy, but I think his budget will ultimately vindicate my view."

The author also comments on labor problems. He points out that although 'labor is the dominate variable cost in transit, public agencies are incapable of negotiating productivity-oriented labor settlements." He suggests that labor costs will be "the eternal Achilles. Heel of public transit." 'It may be that government should put most transit operations in the hands of private operators who could be motivated to negotiate business-like agreements."

ACCESS NUMBER: 15

AUTHOR: Richard J. Solomon and Arthur Saltzman

TITLE : History of Transit and Innovative Systems- --

PUBLISHER/SOURCE : MIT Urban Systems Laboratory, Cambridge

DATE: March, 1971

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book Study Article Popular press x Official plan, report Legislation, regs.	This report, published by MIT's Urban Systems Laboratory, is an analysis of historical developments in the transit industry and an evaluation of some of the transit problems of today. As part of the historical overview, the authors highlight the growth of the transit industry, the beginning of its decline, regulatory issues and antitrust actions, fare structures, and revenue trends. The last half of the report is an examination of innovative developments (such as dial-a-ride), and the way service regulations (such as those giving monopolistic control to large transit operators) have hindered innovative systems. Several innovative systems now in operation are described: the Peoria Premium Special door-to-door service; the Flint, Michigan, MAXI-CAB door-to-door service; the Mansfield, Ohio, dial-a-ride and highly flexible, conventional transit services; the National Geographic Society's contact with the Washington, D.C., Metro system for specialized service; the B & B Minibus Co. commuter-van service in Nassau and Suffolk counties, New York; and the Reston, Virginia, express bus. The authors conclude that the transit industry, both private and public, has been overly conservative in its reaction to innovation, often viewing innovation as a threat to existing operation and capital investment. The authors observe that transit operators have thought of themselves as being in the business of specifically providing bus, rail, or taxi service rather than being in the business of fulfilling public transportation needs.
AUTHOR'S APPROACH	Theoretical X Empirical	
GEOGRAPHIC CONTEXT	National/Federal state Regional/Local Atlanta Boston Chicago Denver Los Angeles San Francisco Seattle Twin Cities Washington, D.C.	
PLANNING ISSUES	Gen. planning approach Political influences Goals, objectives 1 Govt. institutions x Financing Public involvement Needs forecasting Land use Planning x Multimodal trans. plan Dev. of alternatives Eval. Of alternatives Development controls St. & hwy. management x Transit management	

ACCESS *NUMBER*: 16

AUTHOR: Bruce Brugman, Greggar Sletteland, eds.

TITLE: "The Ultimate Highrise, San Francisco's Mad Rush Toward the Sky"

PUBLISHER/SOURCE: San Francisco Bay Guardian Books, San Francisco

DATE: 1971

ANNOTATION CATEGORIES	ANNOTATION:

TYPE OF PUBLICATION
- Book
- Study
- **Article**
- Popular press
- Official plan, report
- **Legislacion, regs.**

AUTHOR'S APPROACH
- /Theortical
- Empirical

GEOGRAPHIC CONTEXT
- National/Federal
- State
- X Regional/Local
- Atlanta .
- Boston
- Chicago
- Denver
- Los Angeles
- x San ***Francisco***
- *Seattle*
- **Twin Cities**
- Washington, D.C.

PLANNING ISSUES
- Gen. planning approach
- x Political influences
- Goals, objectives
- **Govt. institutions**
- X Financing
- Pubiic involvement
- Needs forecasting
- Land use planning
- Multimodal trans. plan.
- Dev. of **alternatives**
- **Eval.** Of alternatives
- 'Development controls
- **St. & hwy. management**
- Transit management

The authors general thesis is that highrise advocates are milking the city and that building BART is part of a calculated strategy by CBD interests. The argument addresses the San Francisco case directly, but its significance is broader; this book presents perhaps better than any other publication the charge that high-speed-rapid transit alone may not meet an area's transit needs and indeed may have impacts *on* urban economics that are not fully understood.

The authors contend that San Francisco's master plan is a tool of interests that benefit from high rise construction. They argue that the 'Central High Rise District" is contributing an increasingly lower percentage of total city taxes and is being subsidized by the rest of the city by about $5 million per year. They cite the rippling effect of highrises **on the economy of the region: segregation, crime, fire costs, unemployment, welfare costs, and car insurance rates.**

"BART", the authors say, "has caused a flurry of new downtown development which promises to increase commuters by 30% in the next three years and by about 100% in 1990." BART cannot carry the travelers; cars will. The authors also discuss BART and its intended impact on CBD land values and ***highrise*** development. BART cost $300 million more than the 1970 assessed valuation of the entire City of San Francisco. The average San Francisco homeowner in 1970 paid $39.90 for BART in property tax, another $50 *or so* in the l/2¢ BART sales tax, a still larger amount 'probably several hundred dollars . . .in high-density costs reflected in the municipal tax **rate and** assessments". . . "and of course, **the costs of** BART are only beginning to be **felt."**

The book provides numerous quotes describing the importance and strength of CBD interests. It details the politics of high rise development, in particular the ties between big land owners and elected officials and the media.

ACCESS NUMBER: 17

AUTHOR: John W. Bates

TITLE : "A **Look** at the Critics (of **rail** transit programs)"

PUBLISHER/SOURCE: Presented at the Second National Conference on Public Transportation, Georgia State University, Atlanta

DATE: August **5, 1974**

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	hook
	X Study
	Article
	Popular press
	Official plan, report
	Legislation, regs.
AUTHOR'S APPROACH	X Theoretical
	Empirical
GEOGRAPHIC CONTEXT	National/Federal
	S t a t e
	X Regional/Local
	X Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	X **San Francisco**
	Seattle
	Twin Cities
	Washington, D.C.
PLANNING ISSUES	Gen. planning approach
	apolitical influences
	X **Goals,** objectives
	Govt. institutions
	X Financinq
	Public involvement
	Needs forecasting
	Land use planning
	Multimodal trans. plan.
	Dev. of alternatives
	Eval. of alternatives
	Development controls
	St. & **hwy. management**
	X Transit management

ANNOTATION:

In this presentation Mr. Bates attempts to refute several arguments made by rail transit critics. These arguments are: 1) transit investment has no significant effect *on* land development patterns, 2) rail transit proposals focus upon the center city, in spite of recent trends in suburbanization; and in light of this suburbanization more flexible bus systems may be cheaper, 3) the benefits which accrue from the rail system are improperly allocated. Mr. Bates does not present arguments to refute any of these criticisms.

To help prove that rail systems do influence the location of new development Bates cites statistics from Toronto, San Francisco,and Atlanta. In all of these cities a very large proportion of the new growth had taken place **around new rail systems.** In Atlanta, Bates cited statistics indicating that office floor space in the central area increased from 16 million to 24 million **square** feet between 1960 and 1970. All of these statistics are very interesting. However they do not conclusively indicate that the rail system is responsible for this growth.

In **response to the second** criticism, Bates points out that the construction of a busway can cost just as much as construction of a rapid rail system. He also quotes some studies which indicate that rail systems can be as cheap to operate as bus systems even at corridor volumes as low as 2 to 5 thousand persons per hour. He also implies that busway systems may result in very infrequent service compared to rail systems. It would have been interesting if Bates had used examples from Atlanta rather than the general studies he cites.

Bates' response to the third criticism is directed directly at Malcolm Getz's "The Incidence of Rapid Transit in Atlanta." He criticises Getz for using a value of time which is too low, for too few working days per year, for too little average time savings per trip, and other minor things such as an error in the date of acquisition of the Atlanta Transit System. Aside from these criticisms of Getz's work there is little in what Bates has said which would significantly alter Getz's results. Bates criticises Getz for not considering the equity in the low fare/sales tax method for financing MARTA. It is clear after reading Getz's report that all of the low fare and part of the sales tax was going toward support of the existing system. The new system would be financed by the Federal share plus the remaining portion of the local sales tax. Under these circumstances it is fair for Getz to compare the benefits of the new additional system with the cost of these taxes.

ACCESS NUMBER: *18*

AUTHOR: Martin wachs, Barclay M. Hudson and Joseph L. Schofer

TITLE : 'Integrating Localized and Systemwide Objectives in Transportation Planning"

PUBLiSHER/SOURCE: Traffic Quarterly

DATE: April, 1974

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book Study Article Popular press Official plan, report Legislation, regs.	This article sets out to examine the differences between local planning issues and concerns and regional issues and concerns. In transportation planning these differences are observed in system planning (i.e. planning for a regionwide, long-term transportation system) , and project implementation (i.e. implementation of the regional system at the neighborhood and the location of corridors, bus expressway, rail lines, etc.) . It is the opinion of the authors that planners and the decisionmaking tools that they have on hand are not appropriate for dealing with local issues and, as a result, local concerns are often ignored in favor of the broader, more comprehensive goals of the region. Conflict arises during the planning and implementation *of* large-scale transportation projects because of the distinction between unitary conceptions of the public interest -- the comnon good served by the regionwide transportation system -- and the individualistic conception of the public interest -- the individual neighborhood interest that may not coincide with regional concerns. The planner, by his desire to create comprehensive and total systems at a level functioning for the benefit of all, holds the unitary view and therefore can come into conflict with individual neighborhoods. Typically, the proposed regional plan meets with little opposition; conflict and debate usually occur when lines and stations are mapped out and neighborhoods come face to face with the construction of the transportation network.
AUTHOR'S APPROACH	x Theoretical Empirical	
GEOGRAPHIC CONTEXT	National/Federal State x Regional/Local Atlanta Boston Chicago Denver Los Angeles San Francisco Seattle Twin Cities Washington, D.C.	
PLANNING ISSUES	X Gen. planning approach x Political influences X Goals,objectives Govt. institutions Financing x Public involvement 1. Needs forecasting Land use planning Multimodal trans. plan Dev. of alternatives Eval. of alternatives Development controls St. & hwy. management Transit management	

The authors feel the planner must integrate the divergent objectives of the unitary and individualistic levels and they propose new system evaluative tools to achieve this end. The idea is to represent in the plan process both "processed knowledge" -- information on the technology of the proposed system and on regional concerns **and needs -- and** "personal knowledge -- information on the social, economic and environmental needs of the neighborhood. If opposing views can be worked out in the planning process, there is less chance of conflict occurring at the implementation stage. **The** authors propose a dialectical debate set up between planners and an evaluation panel representing a variety of individual interests; transportation alternatives are debated and revised until some sort ***of*** agreement *can* be worked out. Four possible resolutions will be achieved by this debate: (1) no agreement is reached and the evaluative process begins again; (2) system designs are successfully adapted to represent individualistic needs; (3) the planning agency **adopts the** least objectionable alternative and lets further opposition to the plan be worked out in political and legal spheres which would then have the final say on the system; **(4)** the system is rejected" completely" because the incorporation of individualistic ***concerns*** becomes too costly and outweighs the benefits of the regional system.

It is the intention of the authors to adapt the planning process to the needs and concerns of local interests while a project of regional scope is being undertaken. Their article provides an excellent view of the basis for conflict **in** transportation planning and implementation and offers a logical, if time-consuming, method for Integrating unitary and individualistic concerns using open debate to avoid conflict at the implementation stage.

ACCESS **NUMBER: 19**

AUTHOR: Institute of Public Administration

TITLE: proposed Criteria for the Urban Mass Transportation Capital Grants Program

PUBLISHER/SOURCE: Urban Mass Transportation Administration

DATE: August 1970

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book Study Article Popular press x Official plan, report Legisiation, rags.	Faced for the first time with capital grants applications in excess of available funds, UMTA in 1970 hired the Institute of Public Administration to evaluate criteria and other means for critically selecting grant recipients. Thus, this report initiated the policy-making that has culminated in UTMA's proposed policy for major urban mass transportation investments (August 1, 1975).
AUTHOR'S APPROACH	1 Theoretical x Empirical	The study found that from its initiation in 1965 through June 1969, the UMTA capital grants program contributed to projects whose total value reached just under $1 billion. Only in the case of San Francisco's Bay Area Rapid Transit system were UMTA capital funds used for mechanical or systems innovations. While bus transit grants accounted for 76% of grant transactions, they represented only 16% of gross project costs. The remaining 84% of capital grants was awarded to the six cities with rail transit systems in operation *or* under construction. Because bus operators were rapidly losing revenues, they *were ex*-pected to make greatly increasing demands in the years following 1970.
GEOGRAPHIC CONTEXT	X National/Federal State x Regional/Local Atlanta Boston Chicago. Denver Los Angeles San Francisco Seattle Twin Cities Washington, D.C.	
PLANNING ISSUES	Gen. planning approach apolitical influences X Goals, objectives x Govt. institutions x Financing Public involvement Needs forecasting I Land use planning Multimodal trans. plan- x Dev. of alternatives Eval. of alternatives Development controls St. & hwy. management Transit management	The study uncovered several kinds of policy issues needing resolution in the course of-developing capital grants criteria. Planning issues center on whether UMTA should give weight to the quality of regional comprehensive planning in selecting grant recipients. Other issues related to specific proposed criteria are: (1) should applicants be required to evaluate a range of alternatives using measures of economic feasibility? (2) Should UMTA provide incentives to encourage innovation? (3) How should social criteria be quantified and weighted? (4) Should UMTA set environmental standards? (5) Should UMTA support operators in danger of going out of business? (6) Should the promise of reducing

auto congestion be a criterion? *(7)* Should localities be required to demonstrate they have exhausted local sources of funds?

The report recommended two sets of criteria. Short-term criteria were based on available data that could be applied practically by the existing UMTA staff and local planning agencies. The recommended short-term criteria covered the need to demonstrate potential *new* ridership; guarantees of local operating subsidy, **if** necessary; UMTA standards for regional transportation planning; and others. Intermediate and long-run criteria that could be defined and implemented over a ***5-15*** year period covered requirement of alternatives analysis; higher planning standards; economic measures for evaluation; standards of-local financial support; higher weighting for short-term improvements; measures of severity of need for assistance.

ACCESS NUMBER: 20

AUTHOR : Andrew Hamer

TITLE : Unorthodox Approaches to Urban Transportation: The Emerging Challenge to Conventional Planning

PUBLISHER/SOURCE: Bureau of Business and Economic Research Publishing Services

DATE: 1972

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	x Book	This publication is a summary of the *pro-* ceedings of a 1972 conference on urban transportation held at Georgia State University. The participants in the conference urged a reexamination of rail and other high-cost transportation solutions and more investigation into the possibilities offered by more efficient use of existing networks and low-capital investments -- hence the approach of the conference was 'unorthodox" when compared to the positive attitude toward rail mass transit held by mass transportation planners in the past two decades.
	Study	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	x Theoretical	
	Empirical	
GEOGRAPHIC CONTEXT	National/Federal	Seven papers were presented at the conference. 'The Potential of Free Transit in Transportation Planning" outlines a study conducted by the Charles River Associates, which concluded that free transit would achieve the benefits claimed by its supporters but that other less costly methods can achieve the same benefits. The hidden subsidies to the automobile commuter are discussed in "The Use of Tolls in Controlling Urban Traffic Congestion." 'The Unexpected Potential of Freeway Rapid Transit in Regional Transportation" describes the potential "effectiveness of express bus lanes and computerized stop lights on existing transportation networks. Concern for the carless population is reiterated in "Public Transportation and the Car." The supposed benefits of urban mass transit -- increased property values, revitalization of urban cores, and more -- are closely examined **in "Myths and Realities in Urban Transportation Planning." This article and the one following -- 'Equity Considerations of Urban Transportation Planning" -- question the belief that new rail systems are the answers to our transportation problems. Finally, the last paper, "Balanced Transportation Planning: A Reappraisal", summarizes** many of the doubts expressed at the conference about the popularly-accepted solutions to urban transportation problems.
	State	
	Regional/Local	
	Atlanta	
	Boston	
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle .	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	Gen. plaming approach	
	Political influences	
	X Goals, objectives	
	Govt. institutions	
	Financing	
	Public involvement	
	Needs forecasting	
	Land use planning	
	x Multimodal trans. plan.	
	Dev. of alternatives	
	Eval. of alternatives	
	'Development controls	
	IX\ St. & hwy. management	
	x Transit management	

ACCESS NUMBER: 21

AUTHOR: Barclay M. Hudson, **Martin Wachs,** and Joseph L. Schofer

TITLE: **'Local** Impact Evaluation in -the Design of Large-Scale Urban Systems"

PUBLISHER/SOURCE: Journal of the American Institute of Planners

DATE: July 1974

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book	In a background of confrontation between the neighborhood-leve> perceptions of communit$_y$ needs and the objectives of large-scale urban service systems, planners **today** must **realize that** Large-scale urban systems continue to get larger and larger while citizen participation has not been very successful in bringing local interests into the processes of planning. The basic question posed by this article is whether or not it is possible to consider both neighborhood and areawide perceptions of the costs and benefits of urban improvements at the same time.
	I Studv	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	x Theoretical	
	Empirical	
GEOGRAPHIC CONTEXT	National/Federal	
	State	
	x Regional/Local	
	Atlanta	
	Boston	
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	Gen. planning approach	Regional *interests* during development of large-scale systems center upon the overall picture and the technical evaluation of the system. Local interests, in contrast, center upon the evaluation process of a system, and are more concerned with specific details *on* the expected impact of the system on the locality. The problem here is whose interests are to be represented; it is the viewpoint of the authors that **local** perspectives must be incorporated into the design of systems.
	x Political influences	
	x Goals, objectives	
	i Govt. institutions	
	Financing	
	x Public involvement	
	Needs forecasting	
	Land use planning	
	Multimodal trans. plan.	
	Dev. of alternatives	
	Eval. of alternatives	
	Development controls	
	St. & hwy. management	
	Transit management	

Several strategic options for resolving local/regional conflicts **are** described: 1) encroachment, where one interest dominates (this is the typical approach in the past) ; 2) compensation, where the locality is compensated for net losses; 3) insulation, where the two levels are insulated from each other and interaction is limited; and 4) adaptive design, where incremental-planning takes place rather than systemwide planning, and ongoing *evaluation and innovative* compromise are key factors.

The article discusses a variety of evaluative techniques such as: cost/benefit ratios; computer programs (such' as simulation and games); dialectical scanning (actual debate between interests); decision trees and methods of incorporating citizen participation into the planning process.

The authors feel it is important to view neighborhoods as 'fundamental system units" or modules of urban services.

ACCESS NUMBER: 22

AUTHOR: Melvin R. Levin and **Norman A. Abend**

TITLE: Bureaucrats in Collision: Case Studies. in Area Transportatio$_n$ Planning

PUBLISHER/SOURCE: MIT Press, Cambridge

DATE: ***1971***

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book	The authors' purpose in writing this book was to develop suggestions for the improvement of interagency and intergovernmental operations with respect to urban development. They investigated the problems of planning and organizing multijurisdictional programs for urban development. Five transportation studies ***were*** used to identify some of the problems of interagency projects; these studies were: the Boston *Regional* Planning Project (later called the Eastern Massachusetts Regional Planning Project) ; ***the Port***-land Area comprehensive Transportation Study; the Niagara Frontier Transportation Study; the Penn-Jersey, Transportation Study. These studies, all conducted since 1957, *cover* both large regions with large populations and smaller metropolitan areas; all serve as the basis for comparative analysis which leads to the determination of common transportation problems and issues. The authors' major conclusion is that it is still too early to expect "Significant" contributions from regional planning organizations in the transportation planning process. This situation is true, they believe, because planning agencies, either local or regional, lack real implementation power in the face of political and bureaucratic power of local, state, and Federal administrative agencies. Planners are essentially instruments of bureaucratic agencies whose ends the planners must serve. The absence of clear national goals and priorities for transportation is a major impediment to effective coordination of local and regional development. The authors feel the solution to this problem lies in more centralized management of Federal urban development programs, which would, in theory, reduce confusion between Federal, state, and local agencies carrying out the myriad of
	Study	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH		
	Theoretical	
x	Empirical	
GEOGRAPHIC CONTEXT		
	National/Federal	
	State	
x	Regional/Local	
	Atlanta	
x	Boston	
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
X	Washington, D.C.	
PLANNING ISSUES		
	Gen. planning approach	
	Political influences	
X	Goals, objectives	
x	Govt. institutions	
	Financing	
	Public involvement	
	Needs forecasting	
	Land use planning	
	Multimodal trans. plan	
	Dev. of alternatives	
	Eval. of alternatives	
	Development controls	
	St. & hwy. management	
	Transit management	

Federal urban development programs. However, conflict among regional agencies over regional responsibilities and authority is another matter, and the authors feel this conflict is likely to increase rather than decrease as long as there continues to be a lack of national goals and a fragmentation of public authority in metropolitan areas.

The case studies investigated are all based on the belief of the planners conducting the studies that it was possible to reach a consensus on a regional transportation system by providing local decisionmakers with the right technical alternatives. But, as the authors clearly point out, the variety of regional and local agencies represents an equally varied number of interests and viewpoints that do. not easily come to terms with each other on areawide undertakings. Underlying the lack of national goals and local fragmentation is the failure of American institutions in general to determine what problems exist in our urban areas and how these problems should be solved.

The book is organized to cover the research design used to investigate the area studies, the area studies themselves, and general conclusions on the findings from all the studies.

ACCESS NUMBER: 23

AUTHOR:

TITLE : 'Transportation systems Planning and Resource Allocation"

PUBLISHER/SOURCES Highway Research Record *#467*, Washington, D.C.

DATE: 1973

ANNOTATION CATEGORIES

TYPE OF PUBLICATION

x	Book
	Study
	Article
	Popular press
	Official plan, report
	Legislation, regs.

AUTHOR'S APPROACH

x	Theoretical
x	Empirical

GEOGRAPHIC CONTEXT

x	National/Federal
x	State
x	Regional/Local
	Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	San Francisco
	Seattle
	Twin Cities
	Washington, D.C.

PLANNING ISSUES

x	Gen. planning approach
	Political influences
x	Goals, objectives
	Govt. institutions
	Financing
x	Public involvement
x	Needs forecasting
	Land use planning
	Multimodal trans. plan
x	Dev. of alternatives
x	Eval. of alternatives
	Development controls
x	St. & hwy. management
	Transit management

ANNOTATION:

This publication is a collection of 10 reports prepared for the 52nd Annual Meeting of the Transportation Research Board. Many of the reports are case studies of a variety of topics in transportation administration and *economics* which are considered by the authors to be applicable to **broader** transportation issues.

'Incorporating Environmental Impacts in the Transportation System Evaluation Process" assesses present evaluation techniques for socioeconomic, environmental? and political impacts of transportation facilities. Because of the **enormous** number **of** factors that must be taken into account in the transportation decisionmaking process, the authors of this report attempt to devise some numerical ranking technique for comparing alternative consequences *of* transportation planning in which alternatives that do not satisfy general objectives already laid out **are** rejected outright. The authors admit to imperfections in this model.

'Structuring an Analysis of Pedestrian Travel" sets out to determine pedestrian needs and the impedances to walking by determining the supply (advantages, incentives) of walking and the demand (needs, inclinations to walk). A model is set up to describe pedestrian activity, a model similar to those used for vehicular travel.

The report 'A Review of the Public Hearing Process as a Means of Obtaining Citizen Views and Values" compares the views expressed at public hearings in Milwaukee on transportation improvements with the views obtained in a transportation home interview survey conducted. More opposition to proposed improvements was expressed at the public hearings than in the survey.

‘Environmental Mapping” developes a systematic preparation of an ecological inventory in a particular area in order to predict possible environmental impacts of improvements. “A Study of Land Development and Traffic Generation on Controlled-Access Highways in North Carolina" deals with the problem of traffic build up at interchanges. The report ‘Resource Allocation and the System Process" describes methods used by some state transportation agencies to divide funds among their districts -- i.e., according to the "criteria" of economic efficiency, benefit-cost ratios, level of service, equity considerations, individual project allocation (project by project) and political allocation. The report describes each method and concludes that the process of choosing a method of allocation is chiefly a political process. ‘Balancing Project Costs and Revenue Targets" details the attempt made by the California **Department of Public Works to look for quicker methods of responding to change during the process of highway planning; this report** describes **a** planning and monitoring computer system developed to balance costs and revenues. “Measuring Time Losses at Highway Bottlenecks and **Empirical** Findings for the Chesapeake Bay Bridge” describes **a** technique for time loss measurement. ‘Accident Costs: Some Estimates for Use in Engineering-Economy Studies” discusses the cost data developed by state highway departments in order to devise a procedure for estimating costs. And finally, the report ‘Evaluating Mutually reclusive Investment Alternatives: Rate of Return Methodology Reconciled with Net Present Worth" is a refinement of algebraic methods used to make these two estimates.

ACCESS NUMBER: 24

AUTHOR: John E. Hirten

TITLE : "Needed -- A New Perception of Transportation"

PUBLISHER/SOURCE: Journal of the American Institute of Planners

DATE: July 1973

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book	In this article John Hirten calls for a new approach in transportation planning -- one that integrates transportation planning and urban planning. The article briefly covers the historical basis for the current transportation situation in the U. S., pointing out that the different modes of transportation grew independently of each other and continued to be treated separately by the Federal Government through the agencies of the Federal Railroad Administration, the Federal Highway Administration, the Federal Aviation Administration, and the Urban Mass Transportation Administration. Mobility has been viewed in the U.S. as an end in itself and this perception has led to the dominance of the automobile with the resulting congestion, air pollution, high fuel and land consumption, and neglect of public transit. What is needed in the future as a solution to these problems is a symbiotic relationship between transportation and urban development. Hirten feels that the formation of the Department of Transportation and the establishment of national policies on the environment are the beginnings of a new approach at the Federal level. He adds his own suggestions for further action. Institutional changes, he feels, must occur to create a new partnership between Federal and local governments so that planning and implementation decisions are carried out at the local level while the Federal Government establishes national goals,undertakes technical services and research, and allocates fuel supplies. Hirten's premises for a unified transportation strategy include: transportation decisions must relate to community-wide *objectives; priority* should be placed on moving people, not vehicles; a single fund should be set up for all transportation purposes; and the use of streets should extend beyond transportation to other uses such as recreation.
	x Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	x Theoretical	
	Empirical	
GEOGRAPHIC CONTEXT	x National/Federal	
	State	
	Regional/Local	
	Atlanta	
	Boston	
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	Gen. planning approach	
	Political influences	
	x Goals, objectives	
	x Govt. institutions	
	x Financing	
	Public *involvement*	
	Needs forecasting	
	Land use planning	
	x Multimodal trans. plan.	
	Dev. of alternatives	
	(Eval. of alternatives	
	/Development controls	
	St. & hwy. management	
	t Transit management	

Writing as the Assistant to the Secretary of Transportation, Hirten is a strong voice in calling for the perception of mass transportation as a public utility -- that is, as a service provided for the whole community and one that does not necessarily pay for itself. Such an approach could revolutionize *transportation* planning in this country.

ACCESS NUMBER: 25

AUTHORS: Alan Lupo, Frank Colcord, and Edward P. Fowler

TITLE: Rites of Way: The Politics of Transportation in Boston and the U.S. City

PUBLISHER/SOURCE: Little, Brown, Boston

DATE: 1971

ANNOTATION CATEGORIES		ANNOTATION:
TYPE PUBLIC	x Book	This book documents the *growth* of community opposition to proposed expressway projects" in Boston, and places that opposition movement in a nationwide context of transportation planning and decisionmaking in the United States. The two complementary scales of analysis effectively describe the basic issues involved in recent and emerging highway controversy across the nation.
	Study	
	Article	
	Popular press	
	Official plan, rem*	
	Legislation, regs.	
AUTHOR'S APPROACH	Theoretical	
	x Empirical	Part I, which deals with the Boston experience between 1966 and 1970, is exceptionally well researched and written. It documents one process by which controversial issues emerged from a state of inchoate concern to a state of clearly defined and politically explosive confrontation between antihighway and prohighway groups. It analyzes the motivations of numerous public officials and community group leaders, describes how "the position of major actors evolved in response to developing political forces, and explains how social and environmental impact issues ultimately gained ascendancy over the transportation service and economic development rationales which formed the most compelling arguments in favor of the proposed expressway projects.
GEOGRAPHIC CONTEXT	x National/Federal	
	State	
	x Regional/Local	
	Atlanta	
	x Boston	
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	Gen. planning approach	
	x Political influences	
	Goals, objectives	
	x Govt. institutions	
	Financing	
	X Public involvement	
	Needs forecasting	
	Land use planning	
	Multimodal trans. plan	
	Dev. of alternatives	
	Eval. of alternatives	
	Development controls	
	St. & hwy. management	
	Transit management	

Part II compares the Boston highway controversy and resulting construction moratorium with transportation decisionmaking in other major urban areas. Although it lacks much of the immediacy and interest found in Part I, it does provide useful background perspectives of existing and emerging frameworks of transportation planning and decisionmaking at the metropolitan scale.

Together, Parts I and II provide an excellent description and analysis of the political and technical factors that influence highway systems and project selection.

ACCESS NUMBER: *32*

AUTHOR: J. Hayden Boyd, Norman J. Asher and Elliot S. Wetzler

TITLE: Evaluation of Rail Rapid Transit and Express Bus Service in the Urban Commuter Market

PUBLISHER/SOURCE: Department of Transportation, Institute for Defence Analysis

DATE: October 1973

ANNOTATION *CATEGORIES*

TYPE OF PUBLICATION

- [ ] Book
- [x] Study
- [ ] Article
- [ ] Popular press
- [ ] Official plan, report
- [ ] Legislation, regs.

AUTHOR'S APPROACH

- [x] Theoretical
- [ ] Empirical

GEOGRAPHIC CONTEXT

- [x] National/Federal
- [ ] State
- [ ] Regional/Local
- [ ] Atlanta
- [ ] Boston
- [ ] Chicago
- [ ] Denver
- [ ] Los Angeles
- [ ] San Francisco
- [ ] Seattle
- [ ] Twin Cities
- [ ] Washington, D.C.

PLANNING ISSUES

- [ ] Gen. planning approach
- [ ] Political influences
- [ ] Goals, objectives
- [ ] Govt. institutions /Financing
- [ ] Public involvement
- [ ] Needs forecasting
- [ ] Land use planning
- [ ] Multimodal trans. plan.
- [ ] Dev. of alternatives
- [x] Eval. of alternatives
- [ ] Development controls
- [ ] St. & hwy. management
- [ ] Transit management

ANNOTATION:

This study and the one by Meyer Kain and Wohl are probably the best known studies of the comparative performance of rail and express bus systems. This IDA study compared the supplier cost (operating and capital) and user time costs for arterial bus, busway, bus and rail (with feeder bus) operations. Fuel consumption and emissions were also examined for the alternatives.

The major finding was that express bus on busway service was cheaper than local bus service at corridor volumes of about 10,000 passengers/hour or more, and that rail service was always more expensive even at volumes of 30,000 passengers per hour. In a 10-mile corridor with 18,000 passengers per hour, costs were estimated at $2.97 per passenger, busway bus costs were $1.40, and arterial street bus service was $1.53.

Several of the assumptions used tend to penalize the rail alternative and severely limit the circumstances for which the conclusions were valid. First, it was apparently assumed that every rail patron took a bus to the rail station since no mention was made of any passengers walking to the rail station. This assumption requires all rail passengers to transfer (incurring additional user time costs), but bus passengers were assumed not to transfer. Second, the service area was assumed to be 3 or 5 miles along each side of the busway or rail line and that passenger generation rates were uniform in the servide area. This approach eliminates the possibility of locating a rail station within walking distance of a high density node. The three- to five-mile service area is probably excessive itself since very few areas within the Capital Beltway in Washington are 3 miles from a proposed rail line, and within the District only a few areas are more than 1½ miles from the

Metro lines. Third, the CBD was assumed to be only one square mile. Washington's CBD (in the District alone) is at least five square miles. This small CBD size tends to mitigate rail's CBD speed advantage over the bus operations which are assumed to be in mixed traffic in the CBD.

ACCESS NUMBER : 26

AUTHOR: Lyle C. Fitch and Associates

TITLE: Urban Transportation and Public Policy

PUBLISHER/SOURCE: Chandler Publishing Company, San Francisco

DATE: 1964

ANNOTATION CATEGORIES	ANNOTATION:

TYPE OF PUBLICATION

- x Book
- StUdY
- Article
- 1 Popular press
- Official plan, report
- Legislation, regs.

AUTHOR'S APPROACH

- Theoretical
- Empirical

GEOGRAPHIC CONTEXT

- x National/Federal
- State
- Regional/Local
- Atlanta
- Boston .
- Chicago
- Denver
- Los Angeles
- San Francisco
- Seattle
- Twin Cities
- Washington, D.C.

PLANNING ISSUES

- X Gen. planning approach
- Political influences
- x Goals, objectives
- Govt. institutions
- x Financing
- Public involvement
- Needs forecasting
- x Land use planning
- Multimodal trans. plan.
- Dev. of alternatives
- Eval. of alternatives
- Development controls
- St. & hwy. management
- x Transit management

This book is an in-depth discussion of issues in urban transportation policy. It is based on a 1961 study conducted by the Institute of Public Administration for the Department of Commerce and the Housing and Home Finance Agency.

The book begins with a summary of major points and recommendations, on urban development in the general areas of urban development and transportation; planning and organization; characteristics of urban transportation; economics and financing; technology; Federal policy; programmatic recommendations; alternative forms of Federal assistance.

Chapter I discusses the **various** deficiencies of urban transportation. Two basic deficiencies occur at peak demand of the journey to and from work, and at the recreational peaks. Physical deficiencies are discomfort, inconvenience, low average speed, and obsolescence of equipment. Institutional deficiencies consist of poor organization and financing of transit agencies. Conceptual deficiencies are basically an inadequate understanding of the real functioning of the transportation system in the city and the failure to consider alternative patterns of urban development. Chapter 11 is an historical overview of urban transportation, including its relationship to urban development. In addition there is a description of intraurban travel, trends in travel, and a description of the transit industry, with related statistical tables and graphs. A rough estimate made at the time of capital needs for mass transportation puts the figure at $918 billion for the nation in the years 1962 through 1971.

In discussing policy for mass transportation, the authors **argue** that public policy has hastened the decline of mass transit in many

cities by excessive taxation, harmful regulation, and by excluding transportation planning from general land use planning. They argue that the most logical location for transportation planning *is* at the regional level, where the major responsibility for decision-making should occur. The role *of the* Federal Government, in this case, is to encourage, advise, and assist the regional *level agency.*

Chapter III discusses economic *considerations* in the transportation process, *specifically: the* application of economic analysis to transportation planning; the definition of terms such as costs, benefits, prices, user charges, demand; benefit-cast *analysis* elaborated with respect to *mass* transportation; setting *prices with* regard to mass transportation. Recommendations on policies of *subsidizing* urban transportation are made, along with mathematical models to support the recommendations.

Chapter IV covers the technology aspects of mass transportation, describing a variety of technological improvements Including rail systems and more unconventional systems.

Chapter V describes implications for public policy. Three major points are made: assistance for transit should not be held up waiting *for* technological advances; a large-scale program of research is needed, especially to find maximum productivity in existing city centers; and finally, *research* should concentrate on moving people and goods not vehicles.

Chapter VI discusses forms of financial assistance, the objectives of assistance, *and the* pros and *cons of* financing facilities or *service.* Chapter VII describes the development of possible Federal policy and is a discussion and list of recommendations of alternatives for: conditions for Federal assistance; form of assistance; planning criteria; *research* and development; use of highway funds for transit.

ACCESS NUMBER: 27

AUTHOR:

TITLE: Report to the Congress of the United States on Urban Transportation Policies and Activities

PUBLISHER/SOURCE: U.S. Department of Transportation, U.S. Department of Housing and Urban Development

DATE: June 1974

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	Book
	Study
	Article
	Popular press
	Official plan, report
	Legislation, regs.
AUTHOR'S APPROACH	Theoretical
	x Empirical
GEOGRAPHIC CONTEXT	x National/Federal
	State
	x Regional/Local
	Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	San Francisco
	Seattle
	Twin Cities
	Washington, D.C.
PLANNING ISSUES	Gen. planning approach
	political influences
	x Goals, objectives
	x Govt. institutions
	Financing
	1! Public involvement
	Needs forecasting
	Land use planning
	x Multimodal trans. plan
	Dev. of alternatives
	Eval. of alternatives
	Development controls
	St. & hwy. management
	Transit management

ANNOTATION:

The purpose of this joint publication is to describe activities in planning, implementation, and research in the transportation field that are of common interest to both the Department of Transportation and Housing and Urban Development. The report is organized into a summary of actions, a description of current activities, and lastly a discussion of future directions in policymaking. The administrative and legislative activities undertaken were intended to strengthen unified transportation and urban development policies and programs while providing state and local governments with the flexibility to undertake development programs of their own.

Specific planning programs administered' by DOT and HUD are: (1) the Highway Planning Program; (2) the 'Technical Studies" programs (a grant program for mass transportation) ; (3) the Airport planning Program (DOT/Fro) ; (4) the National Transportation Study (a Federal/state/local effort) ; and (5) the Comprehensive Planning Assistance Program (Section *701* **concerning development and transportation activities) .**

At the metropolitan level Intermodal Planning Groups, the DOT Planning Committee, and Unified Work Programs *serve* to coordinate local transportation planning.

During project implementation, HUD and DOT cooperate with relocation assistance, carry out activities in the New Communities Program, and determine environmental policy. Urban Systems funds can be used during project implementation for urban mass transportation projects instead of highway construction.

Research and development programs handled jointly by HUD and DOT include the Joint Transit Station Development, the BART Impact

Study, and various new technology grants.

The **report states** that future policies will attempt to further coordinate the efforts of HUD and DOT in the transportation field.

ACCESS NUMBER: 28

AUTHOR: Hanson, Royce

TITLE : Congress and Urban Problems

PUBLISHER/SOURCE: Frederic N. Cleveland & Associates, .The Brookings Institution

DATE: 1969

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	x Book	This chapter, part of a book on Congress' reaction to urban problems, concentrates on the four-year battle to pass urban mass transportation legislation in the U.S. Congress. Hanson first describes the background upon which urban transportation issues began to grow in the late 1950s. He then describes in detail the successful and unsuccessful efforts to create Federal legislation on mass transportation, efforts that culminated first in the passage of the Housing Act of 1961 which included a mass transportation program and the passage of the Urban Mass Transportation Act of 1964.
	'study	
	Article	
	Popular press	
	Official plan, report	
	Legislation, regs.	
AUTHOR'S APPROACH	Theoretical	
	x Empirical	
GEOGRAPHIC CONTEXT	x National/Federal	Hanson concentrates on the events that led up to success or failure of the various bills proposed: the public and private interests involved; the particular senators and representatives and their motivations for supporting or-rejecting Federal commitments; the issues Congressmen and the Administration felt were at stake and the bargains they were willing to make; the techniques of mobilization of support by both the opponents and proponents of a bill. The detail of the individual histories of the important bills allows the reader to see the actual development of potential Federal legislation.
	State	
	Regional/Local	
	Atlanta	
	Boston	
	Chicago	
	Denver	
	Los Angeles	
	San Francisco	
	Seattle	
	Twin Cities	
	Washington, D.C.	
PLANNING ISSUES	Gen. planning approach	
	x Political influences	
	Goals, objectives	
	X Govt. institutions	Hanson makes several conclusions from Congress' experience with early mass transportation bills. He concludes that the outcome of proposed urban legislation is no different than most legislation: its fate depends on the committee to which it is placed. Most importantly, the events described emphasize the enormous difficulty the Congress has in dealing with urban problems. The complexity of our urban issues, the lack of applicable, technical data, and the inflexibility of Federal appropriations methods hamper both the development and implementation of urban legislation.
	Financing	
	Public involvement	
	Needs forecasting	
	Land use planning	
	Multimodal trans. plan	
	Dev. of alternatives	
	Eval. of alternatives	
	Development controls	
	St. & hwy. management	
	Transit management	

ACCESS NUMBER: **29**

AUTHOR : ***Secretary*** of Transportation

TITLE: A *Progress* Report on National Transportation ***Policy***

PUBLISHER/SOURCE: Us. Department of Transportation

DATE: May 1974

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	Book
	I Study
	Article
	Popular press
	x Official plan, report
	I Legislation, regs.
AUTHOR'S APPROACH	Theoretical
	empirical
GEOGRAPHIC CONTEXT	x National/Federal
	State
	Regional/Local
	Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	San *Francisco*
	Seattle
	Twin Cities
	Washington, D.C.
PLANNING ISSUES	x Gen. planning approach
	Political influences
	x **Goals, objectives .**
	X Govt. institutions
	I Financing
	Public involvement
	Needs forecasting
	Land use planning
	[Multimodal trans. plan.
	Dev. of alternatives
	Eval. of alternatives
	Development controls
	St. & hwy. management
	Transit management

ANNOTATION:

This statement by the Secretary of Transportation was based on testiMony before the Appropriations Subcommittee on Transportation of the U.S. House of Representatives in May 1974.

An introductory section discusses the importance of transportation policy of the nation. It is followed by a description of past policy and legislative and regulative **acts. A large** portion of the statement is an assessment of the present state of transportation programs and systems for all modes of transportation, including a brief discussion on energy usage.

The last section of the statement sets out the newest policy elements, briefly summarized here. The main emphasis of DOT'S policy is to see that 'the nation has an overall transportation system that reasonably meets its essential needs." This system should be private where possible. Important issues to be dealt with include conservation of energy resources, safe transportation, protection of the environment, and provision of service to the transit-dependent. Intermodal cooperation and joint use of transportation facilities by various modes is of prime concern as well.

ACCESS NUMBER: 30

AUTHOR : Advisory Commission on Intergovernmental Relations

TITLE: Toward More Balanced Transportation: New Inter-governmental Proposals

PUBLISHER/SOURCE: U.S. Government Printing Office

DATE: December, 1974

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	k
	study
	Ar lcle
	Po ar press
	fficial plan, report
	Legislation, regs.
AUTHOR'S APP	heretical
	X Empirical
GEOGRAPHIC CONTEXT	X National/Federal
	X State
	X Regional/Local
	Atlanta
	I Boston
	Chicago
	Denver
	Los Angeles
	San Francisco
	Seattle
	Twin Cities
	Washington, D.C.
PLANNING ISSUES	X Gen. planning approach
	Political influences
	Goals, objectives
	X Govt. institutions
	v Financing
	Public involvement
	Needs forecasting
	Land use planning
	X Multimodal trans. plan.
	Dev. of alternatives
	Eval. of alternatives
	X Development controls
	St. & hwy. management
	X I Transit management

ANNOTATION:

The Advisory Commission on Intergovernmental Relations was established by Congress in 1959 to study problems impeding the effectiveness of the Federal system and to make recommendations. In June 1973 it identified metropolitan transportation as such an important intergovernmental problem, and (after extending the scope to nonmetropolitan areas) this staff report was prepared and approved by the Commission on December 13, 1974.

The major recommendations, quoted verbatim from the report's summary, are:

1. The Federal urban system, secondary highway system, and mass transportation programs should be merged into a single block grant to be distributed among metropolitan and nonmetropolitan regions largely according to a formula based primarily on population.

2. This new unified grant program could be used for any mode and for either capital or operating purposes, and it would be supported by a combination of earmarked monies from the national Highway Trust Fund and by Congressional appropriations from the general fund.

3. The funds would be channeled through the states for regions wholly within a single state if the state has -- as the Commission believes every state should -- a strong intermodal DOT responsive to overall policy **control by the governor, and a substantial intermodal program of financial assistance for regional systems. Funds would go directly to the regional planning bodies in those states not meeting these criteria and in all interstate regions.**

4* Ultimately-the funds would be passed on to the appropriate construction, maintenance, and operating units, and perhaps even to the individual transportation users, by designating regional planning bodies in accordance with their own plans and policies.

5. All of the regional bodies designated for these important Federal aid roles would be required to have well defined authoritative decision-making powers, but their form could vary: a strengthened regional council similar to the *one in* Minneapolis-St. Paul; a city-county consolidated metropolitan government like that in Jacksonville, Nashville, and Indianapolis: or even a State agency, in some cases, working closely with the locally controlled regional body having responsibilities under the state% substate districting system and OMB Circular A-95.

6. These regional bodies would have expanded powers to plan and program regional transportation systems and to initiate and/or approve or disapprove transportation projects in accordance with their comprehensive regional plans and politics. They also would be empowered to monitor and participate in the regulatory proceedings of bodies which set transportation fares and prices, community development controls, environmental controls and other related rules, so that regulatory decisions will be more likely to be coordinated with comprehensive planning policies.

7. The states would authorize an areawide intermodal transportation authority which would have the power to raise funds, coordinate and assist the activities of existing transportation provider organizations, subsidize certain classes of transportation users -- like the elderly and the poor -- and directly provide such needed transportation facilities or services as may otherwise be unavailable. These authorities could exercise their powers only in accordance with decisions of the regional policy bodies.

8. State and local transportation financing policies should be made *more* flexible, so that impediments removed *from the Federal* aid programs would not be perpetuated by outdated state and local limitations.

9. Finally, the Congress and state legislatures should consider consolidating the various transportation regulatory bodies they have established, creating single intermodal ones charged with considering -- in addition *to* economic criteria -- modal productivity and efficiency, energy conservation, desired community development, environmental protection, enhanced mobility and improved **access.**

This is an outstanding document. The recommendations are comprehensive and well thought out. They **are** based on **a** thorough understanding of where we are, what our problems are, and what is politically and institutionally feasible *within* our system of government at this time and in the near future. Its recommendations are well supported by the findings and conclu*sions* and by precedents in legislation and other actions. It contains the most complete data of any source on transportation institutions at all levels.

The body of the document recognizes quite well the current inadequacies in metropolitan planning, particularly as it relates to the ineffectiveness in implementing land development plans. However, the recommendations fall short of attempting to use transportation policy and programs as leverage in overcoming this problem.

The document deals quite thoroughly with the integration of system planning for all modes at the metropolitan, regional and state levels. However, with the exception of a few passing comments, it ignores the important point that integration of decisionmaking for planning and operating of various modes is needed to achieve maximum compatibility, efficiency, and effectiveness of different kinds of urban transportation.

(The Advisory Commission on Intergovernmental Affairs is composed of 26 members -- nine representing the Federal Government, 14 representing the public. Three U.S. Senators, 3 U.S. Representatives, 4 governors, and 4 mayors and various other county and state legislative leaders are on the Commission. In some particular recommendations, individual members of the Commission are cited as dissenting from certain aspects.)

ACCESS NUMBER: 31

AUTHOR: American Institute of Planners

TITLE: Metropolitan Transportation Planning Seminars

PUBLIHER/SOURCE: Department of Transportation

DATE: December 1971

ANNOTATION CATEGORIES		ANNOTATION:
TYPE OF PUBLICATION	Book Study Article Popular press Official plan, re~rt Legislation, regs.	This publication summarizes a series of seminars sponsored by The American Institute of Planners for the Department of Transportation. The specific topics covered are: "Improving the Technical Process of Transportation Planning;" "The Need for Land Development Policies;" organizing and Coordinating the Planning Effort;" 'Citizen Participation as a Positive Force;" and "A Direction for Public Transportation."
AUTHOR'S APPROACH	Theoretical Empirical	
GEOGRAPHIC CONTEXT	x National/Federal x State x Regional/Local Atlanta Boston Chicago Denver Los Angeles San Francisco Seattle Twin Cities Washington, D.C.	Of special interest to the assessment are the seminars on technical process and organizing the planning effort. The former is a discussion of system planning, its major problems and recent changes in the planning process. The major problems cited are: (1) the single-mode funding mechanism, and (2) the highly technical orientation of the transportation planning process. Changes in the process regarding multimodal planning, joint transportation/land use planning, community and involvement, goals, funding, and project planning *are* discussed.
PLANNING ISSUES	Gen. planning approach Political influences x Goals, objectives x Govt. institutions I Financing x Public involvement Needs forecasting x Land use planning *Multimodal* trans. plan x Dev. of alternatives X Eval. of alternatives Development controls St. & hwy. management Transit management	Five specific recommendations were made during this seminar. First, more experimentation with different land use patterns and transportation systems should occur. Second, social and environmental factors should be included in the evaluation of alternatives. Third, combinations of transit and highway systems should be tested with the different land use patterns. Fourth, public information programs should be strengthened. And fifth, the funding agency or agencies should carry the social and environmental costs of transportation projects. The seminar on organizing planning efforts includes various statements by *some* of the seminar's participants. Two main views are expressed: (1) the fragmentation of authority and multiplication of planning agencies hinders

comprehensive planning, and (2) there still exists a problem of administering planning funds.

ACCESS **NUMBER:** ***33***

AUTHOR; George W. Hilton

TITLE: ***Federal*** Transit Subsidies The UMTA **Program**

PUBLISHER/SOURCE: American Enterprise Institute for Public Policy Research, Washington, D. C.

DATE: *June, 1974*

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	X Book
	Study
	Article
	Popular press
	Official plan, report
	Legislation, regs.
AUTHOR'S APPROACH	X Theoretical
	X Empirical
GEOGRAPHIC CONTEXT	X National/Federal
	State
	Regional/Local
	Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	San Francisco
	Seattle
	Twin Cities
	Washington, D.C.
PLANNING ISSUES	Gen. planning approach
	Political influences
	Goals. objectives
	Govt. institutions
	Financing
	Public involvement
	Needs forecasting
	Land use planning
	Multimodal trans. plan.
	Dev. of alternatives
	Eval. of alternatives
	Development controls
	St. & hwy. management
	Transit management

ANNOTATION:

Hilton spent the period of July 1971 to June 1973 evaluating the UMTA program. He concludes that experience under the program is "consistent with one's a priori expectations on the basis of the program's statuatory authority."

A generally excellent, concise section *on* the legislative background of the UMTA program explains the history of the legislation from the initial motivations for the 1961 Housing Act through the substantial increases authorized in the. late 1960s and early 1970s. The key factors involved in the legislative process are described (such as competition with the highway program, Executive Branch reorganization, the increasing need for stability of funding) , and the key interests who lobbied for the various bills are identified.

Hilton comments that the research, development, and demonstration grant program had its origin in a belief that the urban transportation problem stemmed in part from intellectual and technological stagnation in the transit industry. He concludes that most of the management and operations projects under the bus program have been failures or close failures. The bus priority projects, on the other hand, "have been, on the whole, the most successful in the entire UMTA program."

Hilton also reviews the projects undertaken under the rail program. The projects were more frequently successful."

Hilton is critical of the capital grant pro*gram* which accounted for over 85% of UMTA's expenditures because of its emphasis on public takeover of private operations. He claims that this approach to the assessment of transit properties resulted in high public costs. Hilton asserts that improvements only temporarily

halted declines; benefits were realized by the properties only in the form of lower operating costs. He attributes BART's extreme capital-intensiveness to the fact that capital is being provided exogenously. UMTA funding was not contemplated at all when the system was designed, nor were any funds from outside the region itself expected from state sources. Hilton notes that more than two-thirds of the BART fare will come from subsidy (64% from property tax, 12% from sales tax, 10% from UMTA and 14% from tolls) , creating a strong presumption that the expenditure is regressive.

Until 1971 UMTA had not used any criteria to guide grantmaking -- just a queuing process. By then grant requests of $2.6 billion were outstanding and annual outlays were only $284 million. The result was the 1972 Capital Grants for UMTA: Information for Applicants. Hilton criticizes the guidelines for failing to stress profitability or even ridership increases. Hilton also criticizes the criteria for being vague and nonqantitative, for not specifying minimum densities or passenger volumes, and for not requiring benefit cost analysis.

Hilton concludes simply: 'To date, the UMTA program has not been successful." He says it has failed because transit has continued to decline in ridership and *in* financial performance and because 41 transit systems went out of existence from 1965 to 1970. **He** also claims UMTA was fruitlessly trying to promote the wrong type of urban development pattern -- central cities of the radial, rail-oriented type *were* declining in population, in contrast to the newer, less dense cities. He says the transit dependent has not been aided by transit, arguing that more cars, not more transit, are needed to help the urban poor.

Hilton also criticizes UMTA for emphasizing rail systems despite the evidence that busways are more effective in attracting motorists. John Kain is cited as saying that Atlanta could get all of its rail benefits for 2% of the rail system's cost by giving priority treatment to buses. Hilton argues that building rapid transit systems tends to increase congestion by increasing CBD employment densities, thereby attracting more auto traffic. But more importantly, given the negative income elasticity of rail and the unavoidable development trends of urban areas, a rail system can serve only a diminishing portion of a declining percentage of trips. These corridors are already well served by the best utilized existing transit services, so that, Hilton argues, the new rail lines merely place the rest of the transit system in a much worse financial condition.

He argues against using the Highway Trust Fund for transit because it is such a regressive tax, it falls too much *on* the rural poor, and it **puts a** larger portion of **the economy in dependence on it, thereby increasing political support for an inflexible and undesirable funding and institutional** mechanism.

Hilton proposes that metropolitan-level monopolies have been a major handicap to the transit industry. He traces the problem historically to the economy of scale of areawide streetcar systems with electric grids. Jitneys successfully competed with them-for short trips because they had flat fare systems. In retaliation the streetcar monopolies pressured jitneys out of business. Otherwise, Hilton believes, jitneys would have evolved into a more productive, efficient system of competitive bus operators. As it happened the streetcar monopolies converted to bus monopolies, encouraging the formation of strong unions.

Hilton suggests that free entry of taxis -- which amounts to re-leqalization of jitneys -- would be the most beneficial transportation policy for residents of inner-city poverty areas.

Hilton argues that "the problems to which UMTA is directed are essentially symptoms of inadequate charging of drives for their movement," resulting in excessive auto-use, congestion, political demand for more roads, and the demand *for* rail rapid transit. The UMTA program has the effect of reducing the peak period by increasing the comfort level of the peak hour trip. It also tends to increase journey-to-work distances; both effects aggravate the problem with which it is intended to deal. Hilton concludes that the UMTA program will continue to fail unless it is restructured to permit pricing control of peak period auto use.

Although Hilton's conclusions have much merit, they are extreme and too sweeping in their generalization. His research suffers from being based almost entirely on literature review -- he apparently did almost no interviewing of UMTA officials or people involved in R & D, planning or decision-making, nor did he perform any analytical work of his own. His evaluation of UMTA's programs and projects suffers also from being based almost entirely oneconomic efficiency criteria.

Despite these failings, Hilton's conclusions are basically sound regarding the ineffectiveness of UMTA program in relieving congestion, solving air pollution problems, creating biases toward over capitalization of the transit industry, over-emphasizing long haul rail plans, and in general doing a *poor* job of evaluation.

ACCESS NUMBER: 34

AUTHOR:

TITLE: **The Motion** Commotion: Human Factors in Transportation

PUBLISHER/SOURCE: NASA Langley Research Center, Old Dominion *University*

DATE: 1972

ANNOTATION CATEGORIES	
TYPE OF PUBLICATION	X Book
	Study
	Article
	Popular press
	Official plan, report
	Legislation, regs.
AUTHOR'S APPROACH	X Theoretical
	X Empirical
GEOGRAPHIC CONTEXT	X National/Federal
	X State
	X Regional/Local
	Atlanta
	Boston
	Chicago
	Denver
	Los Angeles
	San Francisco
	Seattle
	Twin Cities
	Washington, D.C.
PLANNING ISSUES	X Gen. planning approach
	X Political influences
	X Goals, objectives
	X Govt. institutions
	X Financing
	X Public involvement
	Needs forecasting
	Land use planning
	Multimodal trans. plan.
	Dev. of alternatives
	Eval. of alternatives
	Development controls
	St. & hwy. management
	Transit management

ANNOTATION:

This book is a summary of discussions and results of a Summer Faculty Program held at the NASA Langley Research Center in 1972. A multi -disciplinary team of academics, engineers , and scientists of both the public and private sectors participated in a systems approach to the problem of incorporating human factors into transportation planning. The intended audience is the general public and political/ bureaucratic decisionmakers .

Topics covered by the book include: the individual in the *environment,* the social and psychological environment, the institutional framework *for* policymaking, income and mobility, land use tools , circulatory systems, interfaces, and system design.

Fifteen major summary findings and recommenda - tions are made in the book; a few are summarized here. The role of transportation is seen as a service and as a tool for land use planning and social and economic development. Congress, accordingly, should pass a comprehensive land use planning act, Of great concern are public involvement, short-term solutions, general trans portation *funds* as opposed to modal funding, auto-free areas, and pedestrian and bicycle rights-of-way. The most significant recommendation is that public transportation be viewed as an essential service, similar to police/fire/sanitation services, and should not be required **to** be self -supporting.

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