



## REVIEW

# GLOBAL PEERS' TRANSPORTATION PLANS

## INTRODUCTION

With the intention of gathering the best ideas and lessons from elsewhere to bring to the moveDC planning effort, a number of other cities' plans were reviewed. These included the transportation and comprehensive plans for New York City, London, and Vancouver, BC. A higher level review of planning initiatives also was conducted for Stockholm, Tokyo, Melbourne, and Copenhagen.

Overall, this document presents a brief thematic summary key portions of New York City's, London's, and Vancouver, BC's plan backgrounds, goals and objectives, performance measures, evaluations, public engagement processes, and lessons learned. A shorter summary is provided for Stockholm, Tokyo, Melbourne, and Copenhagen. The Melbourne and Copenhagen plans specifically offer insight into major municipal planning efforts. There was a desire to review plans from other major cities such as Paris, Berlin, and Hong Kong; however, English-language versions were not found to review.

## PLANYC 2030 – NEW YORK, NY

New York City's population will grow to nine million people by 2030, according to 2005 projections by the New York City Department of City Planning. In April 2007, the City released PlaNYC 2030, a long-term sustainability plan, to address the physical challenges of population growth, aging infrastructure, and climate change impacts over the next 25 years. PlaNYC addresses these challenges in six key areas: land, water, transportation, air, energy and climate change.

### Goals and Objectives

PlaNYC is comprised of 127 initiatives which support ten sustainability goals in six areas. The two main transportation goals are to improve travel times by adding transit capacity for millions more residents, visitors, and workers; and to reach a full "state of good repair" on New York City's roads, subways, and rails for the first time in history. In the 2011 plan update, the transportation goal was to "expand sustainable transportation choices and ensure the reliability and high quality of our transportation network." However, solutions are intended to achieve multiple ends and these goals are supported by objectives in multiple areas, as shown in Figure 1.



**Figure 1 Selected PlaNYC Transportation Objectives<sup>1</sup>**

Objective	Sub-Objective
<b>Transportation</b>	
Build and expand transit infrastructure	Increase capacity on key congested routes
	Provide new commuter rail access to Manhattan
	Expand transit access to underserved areas
Improve transit service on existing infrastructure	Improve and expand bus service
	Improve local commuter rail service
	Improve access to existing transit
	Address congested areas around the city
Improve traffic flow by reducing congestion	Pilot congestion pricing
	Manage roads more efficiently
	Strengthen enforcement of traffic violations
	Facilitate freight movements
Achieve a state of good repair on our roads and transit system	Close the Metropolitan Transportation Authority's state of good repair gap
	Reach a state of good repair on the city's roads and bridges
Develop new funding sources	Establish a new regional transit financing authority
<b>Housing</b>	
Continue publicly-initiated rezoning	Pursue transit-oriented development
Explore additional areas of opportunity	Capture the potential of infrastructure investments
<b>Air Quality</b>	
Reduce road vehicle emissions	Capture the air quality benefits of our transportation plan

### Performance Measures and Evaluation

Local Law 17, passed in 2008, makes the Office of Long-Term Planning and Sustainability (OLTPS) a permanent City office, required to produce annual reports outlining the responsibilities, milestones, and actions that PlaNYC has committed to achieve and the progress made towards meeting goals. To accomplish this, PlaNYC monitoring and reporting mechanisms have become part of City agency protocol, providing quantitative information on baseline metrics and performance indicators on the 10 goals in PlaNYC.

The City is also required to update PlaNYC every four years, with the first revision of the 2007 completed in April 2011. The 2011 version added new milestones, such as doubling bicycle commuting mode share from 2007 levels by 2012 and tripling it by 2017.

<sup>1</sup> "Transportation 2040 Plan: A transportation vision for the City of Vancouver." City of Vancouver. Accessed November 12, 2012. <http://vancouver.ca/streets-transportation/transportation-2040.aspx>.



## Public Process

The City's Sustainability Advisory Board was created near the onset of PlaNYC in September 2006 to provide expertise and advice informing the creation of the plan. The Board consists of environmental advocacy organizations, community and environmental justice organizations, designers, developers, and business leaders.

Prior to release of the plan, the City met with over 150 organizations and held 11 town hall meetings as part a public outreach process, which also included smaller stakeholder group meetings, issue-based panel discussions, a website, and presenting information to existing networks of community groups. At the 11 town hall meetings, participants viewed PlaNYC presentations before breaking into groups to discuss their specific ideas to achieve each of the ten goals and then report back to the larger group.

As the plan was being finalized, a coalition of civic, business, environmental, labor, community and public health organization was organized into Campaign for New York's Future to support implementation and dialogue around the plan.

## Lessons Learned

- Passing legislation about the desired outcomes helps institutionalize efforts beyond the current administration. For example, legislation was passed to codify PlaNYC goals into City's policy. For example, Local Law 55 of 2007 codifies the PlaNYC goal to require a reduction of citywide greenhouse gas emissions by 30% below 2005 levels by 2030. Local Law 17 of 2008 institutionalizes the Mayor's Office of Long-Term Planning and Sustainability and the planning process, requiring the City to continue updating the plan
- Locating the office responsible for coordinating and implementing PlaNYC at executive level provides authority to push the plan's adoption by agencies.
- Designating funding makes for an action-oriented plan: PlaNYC included \$199 million for projects in the City's 2008 budget and \$1.6 billion in the ten year capital plan.
- Quantifying goals, targets, and objectives are critical to measure, evaluate, and report progress.
- Major transportation investments offer opportunities to catalyze private development and improve the viability of commercial real estate.
- Collaborating with a coalition of advocacy organizations helps to push the plan and build support.



## MAYOR’S TRANSPORT STRATEGY – LONDON, UK

The Mayor’s Transport Strategy (MTS) is a 20-year transportation plan for Greater London, prepared by Transport for London (TfL) on behalf of the Mayor of London. Designed to address all forms of personal travel as well as freight transport, the first MTS was adopted in 2001. In May 2010 a replacement MTS was published. The Strategy aligns with other Mayoral documents, including the London Plan (the Mayor’s vision for the development of the city) and the Mayor’s Economic Development Strategy. In addition, the transport strategy must contain policies for “the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London,” according to the Greater London Authority Act 1999.<sup>2</sup>

### Goals and Objectives

The goals of the MTS are designed to accommodate growth of 1.4 million people, 750,000 jobs, and 3 million new trips by 2031, bringing the forecasted total to nearly 28 million trips per day.

- Support economic development and population growth.
- Enhance the quality of life for all Londoners.
- Improve the safety and security of all Londoners.
- Improve transport opportunities for all Londoners.
- Reduce transport’s contribution to climate change, and improve its resilience.
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

For each goal, the plan specifies related transportation challenges which the strategy must address as well as desired outcomes, as exemplified in Figure 2.

Figure 2 Selected MTS Outcomes

Goals	Challenges	Outcomes	
Support economic development and population growth	Supporting sustainable population and employment growth	Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel	
	Improving transport connectivity	Improving people’s access to jobs	
		Improving access to commercial markets for freight movements	
	Delivering an efficient and effective transport system for people and goods		Smoothing traffic flow (managing delay, improving journey time reliability and resilience)
			Improving public transport reliability
			Reducing operating costs
			Bringing and maintaining all assets to a state of good repair
	Enhancing the use of the Thames for people and good		

<sup>2</sup> "Greater London Authority Act 1999." GLA. [www.opsi.gov.uk/acts/acts1999/pdf/ukpga\\_19990029\\_en.pdf](http://www.opsi.gov.uk/acts/acts1999/pdf/ukpga_19990029_en.pdf) (accessed November 13, 2012).



## Implementation

The MTS is outcome-focused. The plan specifies **what the overall vision will deliver**, including funded and unfunded initiatives. Flexibility is maintained in the process due to the 20-year horizon and the need for selecting local priorities in the overall strategy. Additionally, specific details of unfunded proposals may change as the plan rolls out to reflect current priorities, opportunities, and impediments at the time of implementation.

Many policies and proposals within the MTS reference working with London’s borough councils. TfL initiated sub-regional transport plans to translate the MTS into sub-regional and local schemes, designed to inform the development of the boroughs’ Local Implementation Plans (LIP). Each borough is responsible for seeking financial resources to implement LIP proposals and may apply for funding from TfL provided under section 159 of the GLA Act 1999 in the form of a grant, loan or payment.

The MTS identifies a combination of funding sources, including more than £39 billion of government funding through 2017-2018. Along with other sources of revenue, this is expected to fund the strategy’s short-term policies and initiatives.

## Performance Measures and Evaluation

The Greater London Authority Act of 1999 establishes the Mayor’s powers, **requiring monitoring and annual reporting on the progress of the strategy**. TfL is responsible for monitoring and reporting on performance indicators, featured in Figure 3.

Figure 3 Selected Indicators to Monitor Outcomes

Goals	Strategic Outcome Indicator	Brief Definition
Support economic development and population growth	People’s access to jobs	Employment accessibility maps – number of jobs within 45 minutes travel time (three-yearly)
	Smoothing traffic flow – journey time reliability	For a selection of key road corridors, percentage of journeys completed within five minutes of a specified typical journey time
	Public transport reliability	Existing reliability indicators for each principal public transport mode will be presented separately
	Public transport capacity	Calculated using planning capacities for the various modes multiplied by kilometres operated
	Operating costs per passenger kilometre	Operating cost per passenger kilometre, by principal public transport mode
	Asset condition	Composite multi-modal indicator measuring the percentage of in-scope asset that is deemed to be in good condition

The annual Travel in London report which provides an understanding of key trends, developments, and achievements to date, including progress towards targets such as:

- Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025.
- Reducing mode share of private motorized transport by 6% and increasing mode share of walking to 25%, cycling to 5%, and public transport to 34 (by 2031).



- Increasing the level of London’s “walkability” in terms of people’s perceptions and in actual measured terms.

## Public Process

In May 2009, the updated MTS Statement of Intent was released, garnering 97 responses, including 71 from the London Boroughs, transportation and environmental interest groups, public agencies, authorities, and stakeholder groups.

A “Shaping London” campaign was launched to inform the public about the simultaneous consultations on three strategies for London: the Mayor’s Transport Strategy, the Mayor’s London Plan, and the Mayor’s Economic Development Strategy. Roadshows and presentations were held to share information and encourage dialogue between the public and staff from TfL, the GLA, and the London Development Authority. Responses from the public were also collected through email, web-based forms, questionnaires, letter, and telephone. The public consultation process lasted three months, in which a total of 5,578 responses were received from the public alongside more than 150 from organizations.

Between October 2009 and January 2010, a Draft MTS was put forth for comment along with the London Plan and the Economic Development Strategy, collectively creating an overarching strategy for London’s next 20 years. More than 5,500 public and 151 stakeholder responses were received to help inform the development of the final MTS.

## Lessons Learned

- A coordinated and integrated planning approach to deliver Mayor’s Transport Strategy, London Plan, and Economic Development plan simultaneously helped move all of the city’s goals together at once.
- Building flexibility into strategy allowed boroughs to choose local priorities that fit within the overall strategy.
- Identifying funding sources for initiatives sped implementation.
- Employing significant travel demand management measures, such as road user charging, influences mode shift that supports MTS goals and targets.
- Providing funding for planning and project implementation in boroughs allows TfL to ensure transport facilities and services are not only safe, integrated, efficient and economical, but also consistent with MTS goals and coordinated with other boroughs’ plans to the extent possible.



## TRANSPORTATION 2040 – VANCOUVER, BC

The City of Vancouver approved the draft Transportation 2040 Plan on October 31, 2012, setting out its transportation priorities for the next 30 years. Between 1996 and 2011, the number of people living, working, and traveling in Vancouver has grown, but the number of cars entering the city and downtown has declined. As a result, the plan's goals for transportation and land use emphasizes transit, safer bicycling and walking, economic growth, healthier communities, improved public space, compact development, and overall sustainability.

### Vision and Goals

Transportation 2040 outlines goals to enable a transportation vision that meets the City's economic, environmental, and social needs. These goals align with transportation goals in the City's Greenest City 2020 Action Plan including: making the majority of trips on foot, bike, and transit; eliminating dependence on fossil fuels; and breathing the cleanest air of any major city in the world.

Figure 4 Vision and Goals<sup>3</sup>

Vision	Goals
A smart and efficient transportation system that supports a thriving economy while increasing affordability	Enable the exchange of goods, services, and ideas throughout the city and region by making better use of our limited road capacity and transportation networks
	Foster a quality of life that retains and attracts businesses and employees while enhancing the city's global image
	Provide inexpensive transportation options that make it easier for households to go car-lite or car-free, resulting in more money that can be spent on housing or in the local economy
	Support the city's continued role as an international tourist destination, major port, and Asia-Pacific gateway
Healthy citizens in a safe, accessible, and vibrant city	Facilitate and encourage active lifestyles while improving air quality
	Support vibrant public spaces that encourage a culture of walking, cycling, and social interaction
	Work to eliminate traffic-related fatalities, and address concerns of personal security
	Enable people of all ages and abilities to get to where they need to go, comfortably and safely
A city that enhances its natural environment, ensuring a healthy future for its people and the planet	Keep the air we breathe clean and reduce greenhouse gases and other emissions
	Support compact community development, helping to preserve natural habitat and agricultural land throughout the region
	Improve access to open spaces and fresh local produce
	Be resilient in the face of climate change and increasing fuel prices, helping residents and local businesses survive and even thrive in a post-carbon era

<sup>3</sup> "Transportation 2040: Phase 2 Consultation & Communications Summary." City of Vancouver. Accessed November 12, 2012. <http://vancouver.ca/files/cov/consultation-summary-transportation-2040-plan-2012-oct.pdf>. "Transportation 2040 Phase 1 Consultation Summary." City of Vancouver. Accessed November 12, 2012. <http://former.vancouver.ca/ctyclerk/cclerk//20110920/documents/ttra1.pdf>.



For organizational purposes, the plan groups high-level policies and specific actions into transportation-related categories. A vision statement for each category is established to summarize the plan’s intent, while recognizing that comprehensive multimodal solutions are most effective.

**Figure 5 Policy Directions**

Land Use	Use land use to support shorter trips and sustainable transportation choices.
	Prioritize and encourage a dense and diverse mix of services, amenities, jobs, and housing types in areas well-served by frequent, high-capacity transit.
	Locate major trip generators near rapid transit stations or along transit corridors.
	Design buildings to contribute to a public realm that feels interesting and safe.
Walking	Make walking safe, convenient, and comfortable.
	Ensure streets and sidewalks support a vibrant public life and encourage a walking culture, healthy lifestyles, and social connectedness.
Cycling	Make cycling safe, convenient, comfortable, and fun for people of all ages and abilities.
Transit	Support transit improvements to increase capacity and ensure service that is fast, frequent, reliable, fully accessible, and comfortable.
Goods, Services and Emergency Response	Support a thriving economy and Vancouver’s role as a major port and Asia-Pacific gateway while managing related environmental and neighborhood impacts.
	Maintain effective emergency response times for police, fire, and ambulance.
Education, Encouragement, and Enforcement	Encourage sustainable transportation choices and educate all road users to promote safe and respectful behaviour.
	Support legislation and enforcement practices that target dangerous conduct.

## Targets and Performance Measures

While the plan establishes targets which align with its goals, it does not identify specific mode share targets for walking, bicycling, and transit, or a time frame for traffic fatality reduction, which would enable clearer progress evaluation.

- Increase trips made on foot, bike or transit from 40% to at least 66% by 2040;
- Reduce traffic fatalities to zero;
- Reduce average distance driven per resident by 20% from 2007 levels by 2020.

To ensure bicycle routes meet needs for people of all ages and abilities (AAA), a “cycling comfort index” will be developed to evaluate streets and identify routes that do not meet guidelines and to inform design approaches to new routes and upgrades.

## Implementation

To ensure the needs and safety of road users are considered, transportation decisions for moving people will generally reflect a hierarchy of modes: walking, cycling, transit, taxi/commercial transit/shared vehicles, followed by private automobiles. Given limited resources and other constraints, the plan also establishes implementation principles, including:





- Prioritize investments where the greatest benefits can be achieved, such as major transit exchanges and high density neighborhoods, locations with acute problems such as collision “hotspots,” and closing gaps in the transit, walking, or cycling network.
- Prioritize projects that achieve multiple transportation benefits, such as improved mobility and safety, or have added value beyond transportation, such as public health, air quality, housing affordability, and commercial activity.
- Minimize costs and disruption by coordinating improvements with other work projects.
- Use low-cost pilot projects to test new ideas and use new technology to improve efficiency.
- Monitor results, evaluate experience, and adapt policies as necessary. Share data in an open format that supports third-party analysis and tool development.

## Public Process

The public consultation process for Transportation 2040 consisted of two phases. Phase 1, between May and July 2011, was the “Listening and Learning” phase, which focused on generating ideas and understanding opportunities and barriers for changing travel behavior. Phase 2, between June and July 2012, was the “Directions & Discussion” phase, intended to gather feedback on specific draft transportation policies and actions, and build support for the draft transportation plan’s directions.

Consultation activities engaged more than 18,000 people between the two phases. However, the majority of participants counted were visitors to the project website, which represents a passive engagement with the process and does not allow for active participation by itself.

Figure 6 Selected Consultation Activities<sup>4</sup>

Consultation Activity	Phase 1		Phase 2	
	Quantity	Participants/Distribution	Quantity	Participants/Distribution
Public Opinion Poll	1	500	-	-
Public Meetings and Events	10	270	35	3,164 participants
Stakeholder Meetings	23	288 attendees	12	219 attendees
Events	13	1300	-	-
Website	1	5,000 visitors	1	5,127 visitors
Discussion Forum	1	298 comments	-	-
Survey	1	368 respondents	1	944 respondents online
Social Media	2	684 followers and likes	2	649 followers and likes
Emails	-	-	1	98 emails
<b>Total</b>	<b>59</b>	<b>8,708 participants</b>	<b>83</b>	<b>10,201 participants</b>

<sup>4</sup> "Transportation 2040: Phase 2 Consultation & Communications Summary." City of Vancouver. Accessed November 12, 2012. <http://vancouver.ca/files/cov/consultation-summary-transportation-2040-plan-2012-oct.pdf>. "Transportation 2040 Phase 1 Consultation Summary." City of Vancouver. Accessed November 12, 2012. <http://former.vancouver.ca/ctyclerk/cclerk//20110920/documents/ttra1.pdf>.



## Lessons Learned

- Using clear indicators to help determine investment priorities provides a data-based backing to communicate the rationale and effectiveness of investments.
- Offer multiple methods used to engage and communicate with the public, but be clear about how people participated. Combining the number of website visitors with participants in stakeholder and public meetings gives the impression of number inflation and detracts from the more rigorous public engagement activities that took place.
- Low-cost pilot projects allow agencies to test and refine innovative projects and programs before replicating or committing significant resources. Events, such as Cyclovia car-free street events, can provide short-term opportunities and encouragement for active transportation and mode shift.
- Developing tools, such as a “cycling comfort index” to evaluate bicycle level-of-service, allows for adjustment to plans priorities and investments.



## OTHER PLANS REVIEWED

### Stockholm, Sweden

- The City of Stockholm adopted comprehensive city plans in 1999 and 2009. The 1999 plan focused on infill development to curtail sprawl. The 2009 Stockholm City Plan<sup>5</sup>, linked to the city's "2030 Vision," added a strong emphasis on environmental sustainability, with strategies to:
  - Strengthen central Stockholm: increase density in the city centre.
  - Focus on strategic nodes: increase density and mix of uses in nodes in the outer city.
  - Connect city areas: improve connectivity between nodes and districts through rail connections.
  - Create a vibrant urban environment: improve the mix of uses and infill in proximity to transport.
- The plan aims to:
  - Plan for the efficient implementation of infrastructure initiatives that form part of the Stockholmsförhandlingen negotiation process.
  - Work to ensure a long-term focus on public transport.
  - Focus planning on increased mobility for pedestrians and cyclists.
- Despite an affluent population with a high rate of vehicle ownership, Stockholm has a high mode share for public transit, bicycling, and walking. A combination of plans, policies, and projects have led to high-quality transit services, high auto-related taxes and fees, parking charges, and the centre city congestion charge, which combine to make driving costly compared to non-auto modes of transport.

### Tokyo, Japan

- Tokyo Metropolitan Government launched a comprehensive plan in 2006 entitled "Tokyo's Big Change – the 10 Year Plan." In December 2011, a new plan was released, "Tokyo Vision 2020: Driving change in Japan/Showing our best to the world."<sup>6</sup>
- The eight goals of Tokyo Vision 2020 have been updated to enhance policies for disaster resistance, energy and international competitiveness following damages of the 2011 earthquake and tsunami.
  - Achieve a sophisticated disaster-resistant city and demonstrate Tokyo's safety to the world.
  - Create a low-carbon society with a highly efficient, independent, and distributed energy system.
  - Restore Tokyo to a beautiful city surrounded by water and greenery.
  - Connect land, air, and sea to raise Tokyo's international competitiveness.
  - Put Tokyo on a new track to growth by raising industrial power and the allure of the city.
  - Build and show the world an urban model for a society with a low birthrate and aging population.
  - Raise globally competent individuals by creating a society where anyone can strive for high goals.
  - Create a society where everyone can enjoy sports and provide children with dreams.

<sup>5</sup> "The Stockholm City Plan." City of Stockholm. <http://international.stockholm.se/Future-Stockholm/Stockholm-City-Plan/> (accessed November 13, 2012).

<sup>6</sup> "Tokyo Vision 2020: Driving change in Japan/Showing our best to the world." Tokyo Metropolitan Government. <http://www.metro.tokyo.jp/ENGLISH/PLAN/> (accessed November 13, 2012).



- Initiatives that will be strategically implemented to achieve the above eight goals are positioned as the 12 key projects of Tokyo Vision 2020.
- Three-year action plans are formulated to ensure the viability of the measures taken to achieve the vision of Tokyo in 2020. Called the “Action Program,” this spells out the three-year targets and three-year program implementation plans. The progress and results of the measures are checked regularly, with the plans revised every year to accurately and promptly reflect changes in the social climate.

## Copenhagen, Denmark

- Copenhagen’s transportation strategy is encompassed in a document endorsed by the City Council in 2007 called “Eco-Metropolis: Our Vision for Copenhagen 2015.”<sup>7</sup> Its focus is encapsulated in all its four main goals: making Copenhagen the world’s best cycling city; making it a “climate capital;” providing accessible, first-class waterfront and parks; and ensuring a healthy, pleasant environment.
- Based on national reform in 2007, spatial planning is now the responsibility of the National Minister for the Environment, five regional councils, and 98 municipal councils. The Act calls forth the following goals:
  - Rural and urban areas should be distinct
  - Development should benefit all of Denmark
  - Spatial planning should be based on respect for the identity of cities, towns, nature, the environment and the landscape and townscape
  - Spatial planning and investment in infrastructure should be closely integrated
  - Spatial planning should be comprehensive<sup>8</sup>
- The 2007 Finger Plan outlines four zones for development:
  - Inner core: Development in the inner core of Copenhagen (the palm of the hand) must occur within existing urban zones and “consider the opportunities to strengthen public transport services.”
  - Peripheral urban region: Development in the outer core (the finger city) must be developed in “consideration for the existing and decided infrastructure and for strengthening public transport services.”
  - Open space: The wedges in between the “fingers” may not be converted to urban zones or used for recreation.
  - Greater Copenhagen: Development in outer Copenhagen “will be local and take place in connection with municipal centres or as the completion of other urban communities.”<sup>9</sup>
- National spatial planning policies in Copenhagen have deliberately encouraged and required mixed-use and dense development near transit; notably requiring that all significant new commercial development be located within a 600-metre walk of a rail station. This policy has been instrumental in providing the density of population and activities necessary to support robust rail transit services

<sup>7</sup> “Eco-Metropolis Our Vision for Copenhagen 2015.” City of Copenhagen.

[kk.sites.itera.dk/apps/kk\\_publicationer/pdf/674\\_CFBnhMePZr.pdf](http://kk.sites.itera.dk/apps/kk_publicationer/pdf/674_CFBnhMePZr.pdf) (accessed November 12, 2012).

<sup>8</sup> Danish Ministry of the Environment. “Spatial Planning in Denmark,” (Ministry of the Environment: Denmark, 2007) <http://www.ouka.fi/tekninen/innourba/publications/Spatial%20planning%20in%20Denmark.pdf>

<sup>9</sup> Danish Ministry of the Environment. “Spatial Planning in Denmark,” (Ministry of the Environment: Denmark, 2007) <http://www.ouka.fi/tekninen/innourba/publications/Spatial%20planning%20in%20Denmark.pdf>



and facilitate cycling. Perhaps more importantly, the policy directs employment growth away from inaccessible areas that are (1) difficult to cycle in and (2) less cost effective to serve with public transit, where each new development project would likely generate higher rates of vehicle trips, congestion and pollution.

## Melbourne, Australia

- City of Melbourne released Transport Strategy Update 2012 as part of Future Melbourne, a long-term comprehensive plan initiated in 2007 and finalized in 2008.
- Future Melbourne is guided by six principles: a city for people, a creative city, a prosperous city, an eco-city, and a connected city. The connected city principle outlines a specific goal for walking that ensures a safe interconnected network of pedestrian places that are universally accessible.
- The City of Melbourne took a leadership role in prioritizing pedestrian infrastructure through multiple policies and strategies that encouraged street furniture and art, and required human scale buildings and frontages.
- Key directions of Transport Strategy:
  - Integrate transport and land use planning.
  - Go anywhere, anytime public transport for inner Melbourne.
  - Support public transport, walking and cycling as the dominant modes of transport in inner Melbourne.
  - Develop high-mobility pedestrian and public transport streets in the central city.
  - Make Melbourne a cycling city.
  - Foster innovative, low-impact freight and delivery in central Melbourne.

As part of public engagement, Future Melbourne used a wiki page to not only allow the public to read and review documents, but also comment and edit the documents collaboratively and discuss the plan.<sup>10</sup>

<sup>10</sup> "From Consultation To Participation." Future Melbourne Wiki. <http://www.futuremelbourne.com.au/wiki/view/FMPlan/FromConsultationToparticipation> (accessed November 13, 2012).