Political decision processes, transportation investment, and changes in urban land use: a selective bibliography with particular reference to airports and highways

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Abstract
The purpose of this Bibliography is to assist with the revision and extension of intra-urban location theory, so as to explain and predict how decision making by different persons and groups affects change in intra-urban land use. Special attention is paid to the generation and resolution of conflicts over urban land in the vicinity of new transportation facilities. In particular the Bibliography focuses on new airports on rural-urban fringes and the conflicts generated between politicians, citizens' and business groups, and planners over land use in their vicinity. Existing literature is sparse on this topic.

Department
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Subject
Airports
Decision making
Economics
Land use
Highways
Urban areas
Rural areas

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Collections
Council for Advanced Transportation Studies (1972-79)
to urban management focusing on land use planning in Africa with particular reference to the City of Nairobi. One of the major challenges in the urban development process in the developing world has been the intensification of developments through revising development densities, changes and/or extension of users as exemplified by the Rezoning Policy of 1979. The rate of intensification has officially depended on the capacity and availability of the public utilities (water, sewerage and transportation corridors). For instance, the rezoning situation in the city was revised between 1974 and 1977. This paper details the relationship between transport investment and economic growth, and focuses on determining the benefits of transport investment. A major finding is that transport investment is not a necessary condition for economic development, but it acts in a supporting role when positive economic externalities, investment factors, and political factors are at work. In particular, ex-ante evaluation of HSR station development is complex, because no method can account for all benefits and it is hard to bound benefits to a specific area. Changes in urban transportation policy and investment place increased attention on: — Funding; — Maintenance; — Demand management; — Access and connectivity; — Alternative modes — Effect on public objectives; and — Performance measurement. 5. Understanding Urban Transportation Systems | An Action Guide for City Leaders. 5. Alternative modes: transit, bike, and walk Highways and streets will remain the workhorse for urban transportation in all metropolitan areas and will continue to get the biggest share of revenue, but they will incrementally get a smaller share of total transportation budget. That change will mean relatively larger increases in funding for alternative modes of travel.