

Pop-ups, politics, NIMBYs & legitimacy; lessons from failed bus lanes, Curitiba and Clarendon St

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October 5, 2023

Real-world transport policy-making is influenced by political, institutional and other non-rational factors¹. Even though bus lanes, parklets or other non-automobile-focused uses of limited road space and intersection time might be better for everyone overall, NIMBYs², politics and similar often limit progress. However, recent research³ has identified nine pragmatic strategies⁴ for legitimising transport system changes and implementing improvements that might not (initially) receive public, political or institutional support.

Why do bus or bike lanes, parklets and other non-car-focused uses of public road space succeed in some places, but not others? As engineers and planners we are taught to rationally apply standards and technical analysis to decide what should be built, but sometimes politics, institutional factors or public opposition can result in the failure and/or removal of otherwise appropriate or warranted changes to transport systems. What we might sometimes forget or not realise is that transport decisions are often made in council chambers, ministers' offices or by voters (most of whom are drivers), rather than just planner-and-engineer-only policy arenas.

LEGITIMACY is a topic in political science and organisational institutionalism, but it underlies engineering and planning too. It comes in many forms⁵: standards and laws state what 'should' be done and who 'shall' give way; outputs of capacity analysis software are trusted; and many impact assessment reports conclude that 'the proposal can be REASONABLY accommodated on the existing road network.' But sometimes technically appropriate transport improvement proposals are delegitimised, projects are built but later removed for non-engineering or planning-related reasons: Mayor Rob Ford of the Toronto declared that the "war on the car is over"; Melbourne's East-West link was cancelled and bus lanes in Stud Road were removed after elections in accordance with political promises.

¹ Greg Marsden and Louise Reardon. Questions of governance: Rethinking the study of transportation policy. *Transportation Research Part A: Policy and Practice*, 101:238–251, 2017. DOI: <https://doi.org/10.1016/j.tra.2017.05.008>

² Not In My BackYard

³ James Reynolds. *A framework and pragmatic strategies for transit priority implementation*. PhD thesis, Monash University, Melbourne, VIC, Australia, 2020. URL https://bridges.monash.edu/articles/thesis/A_framework_and_pragmatic_strategies_for_transit_priority_implementation/13377680

⁴ These are: (A) legitimisation before implementation through (A1) technical enquiry, (A2) transport planning, (A3) public processes; (B) avoiding impacts through (B1) grade-separation, (B2) additional capacity or (B3) subservience; and (C) legitimisation through implementation using (C1) bottom-up and incremental implementation, (C2) pop-ups and (C3) formal trials.

⁵ Including normative or sociological legitimacy; through consent, trust or reasonableness; as an unconditional duty or as part conditional normative support

A framework

Legitimacy before implementation

A1. Dashboards in Toronto

A2. Visionary plans in Curitiba and Zurich

A3. The Swiss vote; Canadians use process

Avoiding impacts

B1. Under Eglinton

B2. Widening Stud Road

B3. Hook turns in Clarendon Street

Legitimacy through implementation

C1. Incremental BRT and LRT

C2. Pop-ups (dictatorships sold separately)

C3. Clarendon and King on trial

Further reading

The Tufte- \LaTeX document classes define a style similar to the style Edward Tufte uses in his books and handouts. Tufte's style is known for its extensive use of sidenotes, tight integration of graphics with text, and well-set typography. This document aims to be at once a demonstration of the features of the Tufte- \LaTeX document classes and a style guide to their use.

Page Layout

Headings

This style provides A- and B-heads (that is, `\section` and `\subsection`), demonstrated above.

The Tufte- \LaTeX classes will emit an error if you try to use `\subsubsection` and smaller headings.

IN HIS LATER BOOKS,⁶ Tufte starts each section with a bit of vertical space, a non-indented paragraph, and sets the first few words of the sentence in SMALL CAPS. To accomplish this using this style, use the `\newthought` command:

⁶ Edward R. Tufte. *Beautiful Evidence*. Graphics Press, LLC, first edition, May 2006. ISBN 0-9613921-7-7

`\newthought{In his later books}, Tufte starts...`

Sidenotes

One of the most prominent and distinctive features of this style is the extensive use of sidenotes. There is a wide margin to provide ample room for sidenotes and small figures. Any `\footnotes` will automatically be converted to sidenotes.⁷ If you'd like to place ancillary information in the margin without the sidenote mark (the superscript number), you can use the `\marginnote` command.

The specification of the `\sidenote` command is:

```
\sidenote[⟨number⟩][⟨offset⟩]{Sidenote text.}
```

Both the `⟨number⟩` and `⟨offset⟩` arguments are optional. If you provide a `⟨number⟩` argument, then that number will be used as the sidenote number. It will change of the number of the current sidenote only and will not affect the numbering sequence of subsequent sidenotes.

Sometimes a sidenote may run over the top of other text or graphics in the margin space. If this happens, you can adjust the vertical position of the sidenote by providing a dimension in the `⟨offset⟩` argument. Some examples of valid dimensions are:

```
1.0in    2.54cm    254mm    6\baselineskip
```

If the dimension is positive it will push the sidenote down the page; if the dimension is negative, it will move the sidenote up the page.

While both the `⟨number⟩` and `⟨offset⟩` arguments are optional, they must be provided in order. To adjust the vertical position of the sidenote while leaving the sidenote number alone, use the following syntax:

```
\sidenote[][⟨offset⟩]{Sidenote text.}
```

The empty brackets tell the `\sidenote` command to use the default sidenote number.

If you *only* want to change the sidenote number, however, you may completely omit the `⟨offset⟩` argument:

```
\sidenote[⟨number⟩]{Sidenote text.}
```

The `\marginnote` command has a similar *offset* argument:

```
\marginnote[⟨offset⟩]{Margin note text.}
```

References

References are placed alongside their citations as sidenotes, as well. This can be accomplished using the normal `\cite` command.⁸

⁷ This is a sidenote that was entered using the `\footnote` command.

This is a margin note. Notice that there isn't a number preceding the note, and there is no number in the main text where this note was written.

⁸ The first paragraph of this document includes a citation.

The complete list of references may also be printed automatically by using the `\bibliography` command. (See the end of this document for an example.) If you do not want to print a bibliography at the end of your document, use the `\nobibliography` command in its place.

To enter multiple citations at one location,⁹ you can provide a list of keys separated by commas and the same optional vertical offset argument: `\cite[offset]{Tufte2006,Tufte1990}`.

`\cite[offset]{bibkey1,bibkey2,...}`

⁹ Edward R. Tufte. *Beautiful Evidence*. Graphics Press, LLC, first edition, May 2006. ISBN 0-9613921-7-7; and Edward R. Tufte. *Envisioning Information*. Graphics Press, Cheshire, Connecticut, 1990. ISBN 0-9613921-1-8

Figures and Tables

Images and graphics play an integral role in Tufte’s work. In addition to the standard figure and tabular environments, this style provides special figure and table environments for full-width floats.

Full page-width figures and tables may be placed in `figure*` or `table*` environments. To place figures or tables in the margin, use the `marginfigure` or `marginfigure` environments as follows (see figure 1):

```
\begin{marginfigure}
  \includegraphics{helix}
  \caption{This is a margin figure.}
\end{marginfigure}
```

The `marginfigure` and `marginfigure` environments accept an optional parameter `offset` that adjusts the vertical position of the figure or table. See the “Sidenotes” section above for examples. The specifications are:

```
\begin{marginfigure}[offset]
  ...
\end{marginfigure}

\begin{marginfigure}[offset]
  ...
\end{marginfigure}
```

Figure 2 is an example of the `figure*` environment and figure 3 is an example of the normal `figure` environment.

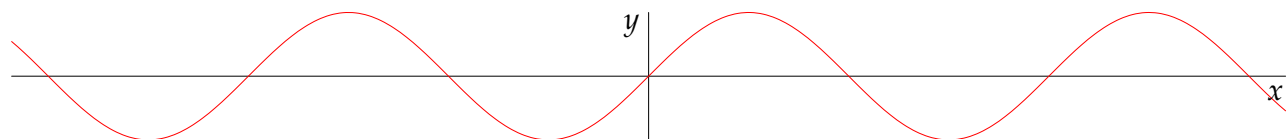


Figure 1: This is a margin figure. The helix is defined by $x = \cos(2\pi z)$, $y = \sin(2\pi z)$, and $z = [0, 2.7]$. The figure was drawn using Asymptote (<http://asymptote.sf.net/>).

Table 1 shows table created with the `booktabs` package. Notice the lack of vertical rules—they serve only to clutter the table’s data.

Figure 2: This graph shows $y = \sin x$ from about $x = [-10, 10]$. Notice that this figure takes up the full page width.

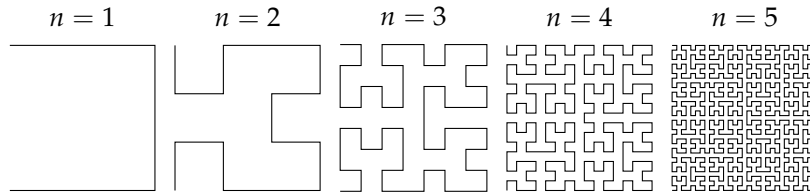


Figure 3: Hilbert curves of various degrees n . Notice that this figure only takes up the main textblock width.

Margin	Length
Paper width	8 ¹ / ₂ inches
Paper height	11 inches
Textblock width	6 ¹ / ₂ inches
Textblock/sidenote gutter	³ / ₈ inches
Sidenote width	2 inches

Table 1: Here are the dimensions of the various margins used in the Tufte-handout class.

Full-width text blocks

In addition to the new float types, there is a fullwidth environment that stretches across the main text block and the sidenotes area.

```
\begin{fullwidth}
Lorem ipsum dolor sit amet...
\end{fullwidth}
```

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Ut purus elit, vestibulum ut, placerat ac, adipiscing vitae, felis. Curabitur dictum gravida mauris. Nam arcu libero, nonummy eget, consectetur id, vulputate a, magna. Donec vehicula augue eu neque. Pellentesque habitant morbi tristique senectus et netus et malesuada fames ac turpis egestas. Mauris ut leo. Cras viverra metus rhoncus sem. Nulla et lectus vestibulum urna fringilla ultrices. Phasellus eu tellus sit amet tortor gravida placerat. Integer sapien est, iaculis in, pretium quis, viverra ac, nunc. Praesent eget sem vel leo ultrices bibendum. Aenean faucibus. Morbi dolor nulla, malesuada eu, pulvinar at, mollis ac, nulla. Curabitur auctor semper nulla. Donec varius orci eget risus. Duis nibh mi, congue eu, accumsan eleifend, sagittis quis, diam. Duis eget orci sit amet orci dignissim rutrum.

Typography

Typefaces

If the Palatino, Helvetica, and Bera Mono typefaces are installed, this style will use them automatically. Otherwise, we'll fall back on the Computer Modern typefaces.

Letterspacing

This document class includes two new commands and some improvements on existing commands for letterspacing.

When setting strings of ALL CAPS or SMALL CAPS, the letter-spacing—that is, the spacing between the letters—should be in-

creased slightly.¹⁰ The `\allcaps` command has proper letterspacing for strings of FULL CAPITAL LETTERS, and the `\smallcaps` command has letterspacing for SMALL CAPITAL LETTERS. These commands will also automatically convert the case of the text to upper- or lowercase, respectively.

The `\textsc` command has also been redefined to include letterspacing. The case of the `\textsc` argument is left as is, however. This allows one to use both uppercase and lowercase letters: THE INITIAL LETTERS OF THE WORDS IN THIS SENTENCE ARE CAPITALIZED.

¹⁰ Robert Bringhurst. *The Elements of Typography*. Hartley & Marks, 3.1 edition, 2005. ISBN 0-88179-205-5

Installation

To install the Tufte- \LaTeX classes, simply drop the following files into the same directory as your `.tex` file:

```
tufte-book.cls
tufte-common.def
tufte-handout.cls
tufte.bst
```

More Documentation

For more documentation on the Tufte- \LaTeX document classes (including commands not mentioned in this handout), please see the sample book.

Support

The website for the Tufte- \LaTeX packages is located at <http://code.google.com/p/tufte-latex/>. On our website, you'll find links to our svn repository, mailing lists, bug tracker, and documentation.

References

Robert Bringhurst. *The Elements of Typography*. Hartley & Marks, 3.1 edition, 2005. ISBN 0-88179-205-5.

Greg Marsden and Louise Reardon. Questions of governance: Rethinking the study of transportation policy. *Transportation Research Part A: Policy and Practice*, 101:238–251, 2017. DOI: <https://doi.org/10.1016/j.tra.2017.05.008>.

James Reynolds. *A framework and pragmatic strategies for transit priority implementation*. PhD thesis, Monash University, Melbourne, VIC, Australia, 2020. URL <https://bridges.monash.edu/articles/>

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priority_implementation/13377680.

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Connecticut, 1990. ISBN 0-9613921-1-8.

Edward R. Tufte. *Beautiful Evidence*. Graphics Press, LLC, first edition,
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