Citywide effects of high-occupancy vehicle restrictions: Evidence from “three-in-one” in Jakarta

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Summary

This research majors in the effect of high-occupancy vehicle restrictions policy.

To find the answer, the authors analyzed the average delay time of main roads in Jakarta before and after the “three in one” policy is lifted, using anonymized traffic data collected through Google Map. Jakarta’s “three-in-one” policy require all private cars on two major roads to carry at least three passengers during rush hours.

The authors add up and analyze the traffic data during the month before and after the policy is lifted, then find its averages and graph them into a line chart. From the line chart, it is obviously to find that the average delay greatly increase after the policy is lifted. In another word, the lifting of policy worsened the traffic of Jakarta.

In the meantime, authors also analyze the alternative roads. They surprisingly find that “three in one” policy even slightly reduce the traffic jam in alternative roads.

According to all evidences mentioned above, the authors draw a conclusion that high-occupancy vehicle restrictions policy can help improve traffic conditions.