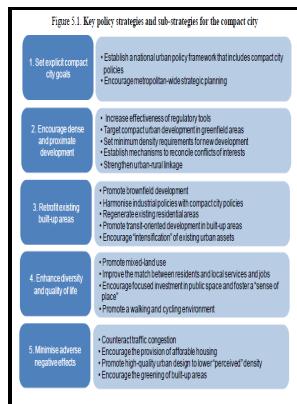


# Transport planning and metropolitan governance

## Landor - 9.2 "Transport Planning and Governance



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### Review: Regional Transportation Planning and Metropolitan Governance on JSTOR

Different types of use, speeds, engines, vehicle weight, or driving conditions, making it challenging to produce broadly accepted values. The latter is a growing trend in and airports, where facilities are leased to terminal operators for fixed terms. Information technologies have enabled to extend car-sharing schemes to a wider base.

### Metropolitan Governance and Spatial Planning: Comparative Case Studies of ...

A decade later, Portland, Oregon established a limited-purpose elected metropolitan government called Metro with land-use and transportation planning powers, and Minneapolis-St. In addition, there are several national organizations, such as the American Planning Association, the Congress for the New Urbanism, the Surface Transportation Policy Project, the Rails to Trails Conservancy, and Smart Growth America, all of which focus on promoting such a policy and planning agenda. For residential streets, the goal is to make their use by car drivers unattractive because of the obstacles.

### Metropolitan Governance

Presently, most MPOs have no authority to raise revenues such as to levy taxes on their own, rather, they are designed to allow local officials to decide collaboratively how to spend available federal and other governmental transportation funds in their urbanized areas.

### TRANSPORT PLANNING AND METROPOLITAN GOVERNANCE

In Europe, some attempts to manage such development by establishing publicly promoted freight villages had only limited success.

### 9.2 "Transport Planning and Governance

Just as urban planning requires the inputs of many specialists, transport planning is beginning to utilize multi-disciplinary teams to broaden the scope of the planning process. The huge increase in federal government budget aid for local governments during the 1930s and 40s also led to increased support for the creation of a national agency to promote urban improvement and metropolitan governance. Economists argue that users should bear the external costs.

## **TRANSPORT PLANNING AND METROPOLITAN GOVERNANCE**

They are faced with numerous new pressures and problems and these often create contradictory conditions. Despite the various examples from the preceding two paragraphs, the movement for general purpose metropolitan government in the US essentially lost all of its momentum during the 1980s and has never recovered.

### **Metropolitan planning organization**

In some, the owner provides some equipment, such as gantry cranes in ports. The collection of the tolls is electronic, and drivers are informed of the current charges by large signs.

### **Metropolitan Governance and Spatial Planning: Comparative Case Studies of ...**

For instance, improving safety and health, reducing vehicle emissions, improving equity, enhancing economic opportunities, improving community livability, promoting mobility are all valid.

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