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Integrative public transport in a segmented city: reflections from Jerusalem

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Universal transport planning

Uniform planning discourse and practice

similar goals (changing uniformly with time)

Similar models with similar assumptions

Transferability of models

Some Basic Premises of Public Transport (PT) planning

- City or metropolis are taken as one transport market
- Travel markets are segmented primarily by type of trip, socio-demographic factors, life styles
- Goals are to allow mobility, improve accessibility to all segments of society with minimal environmental externalities (or internalize them)
- Integration is a prime principle to increase efficiency and service quality in PT
- Responsiveness (market orientation) is advocated to increase PT usage, mainly among choice users(

Two leading concepts

responsiveness

- actions taken by the organizations in response to the intelligence being generated and disseminated in order to serve better different groups
- Related aspects:
 - Market segmentation
 - Flexibility
 - Market orientation

integrative

- Integration with other policy fields (horizontal integration)
- Multimodal integration
- Administrative integration (vertical integration);
- Spatial integration, mostly at the metropolitan level;
- International integration, mainly at the European level.

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 - vertical integration
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Common aspects: planning, data collection

Conflicting aspects: uniqueness via a vis generalization, top down versus bottom up processes

For example:

- Data collection
 - Socio-economic and demographics: Household size, income, number of workers, income
 - Mobility attributes: car ownerships, reserved parking at workplace, transit pass

Are these data sufficient for OD matrix and identification of different population groups?

Can this work in Jerusalem?

Jerusalem: Some Exceptions

- Comprised of four 'cities' in one:
- A Jewish-Zionist city
- A Palestinian city
- A Jewish Ultra-Orthodox city
- The tourists' city



Total population: 830,000 inhabitants

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The capital of Israel
Most of the Government offices
Universities, research institutions,
high tech and bio-medicine
industries



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My office...



al haram al Sharif (Dom of the Rock)
No citizenship, but residency



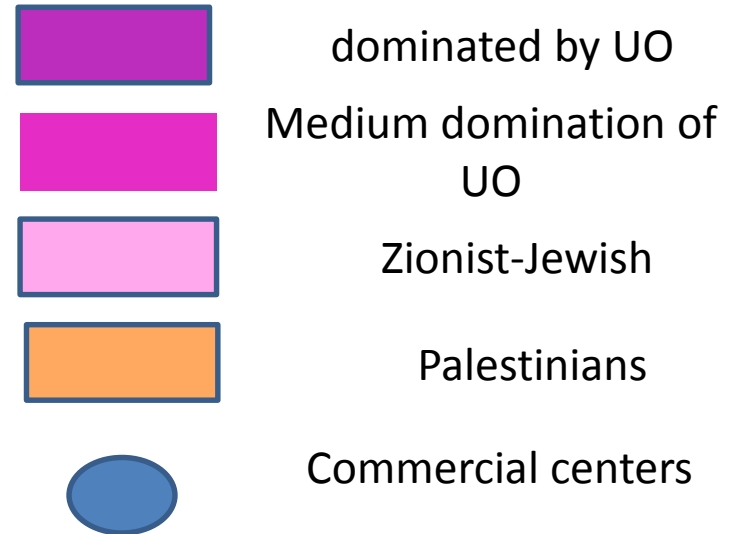
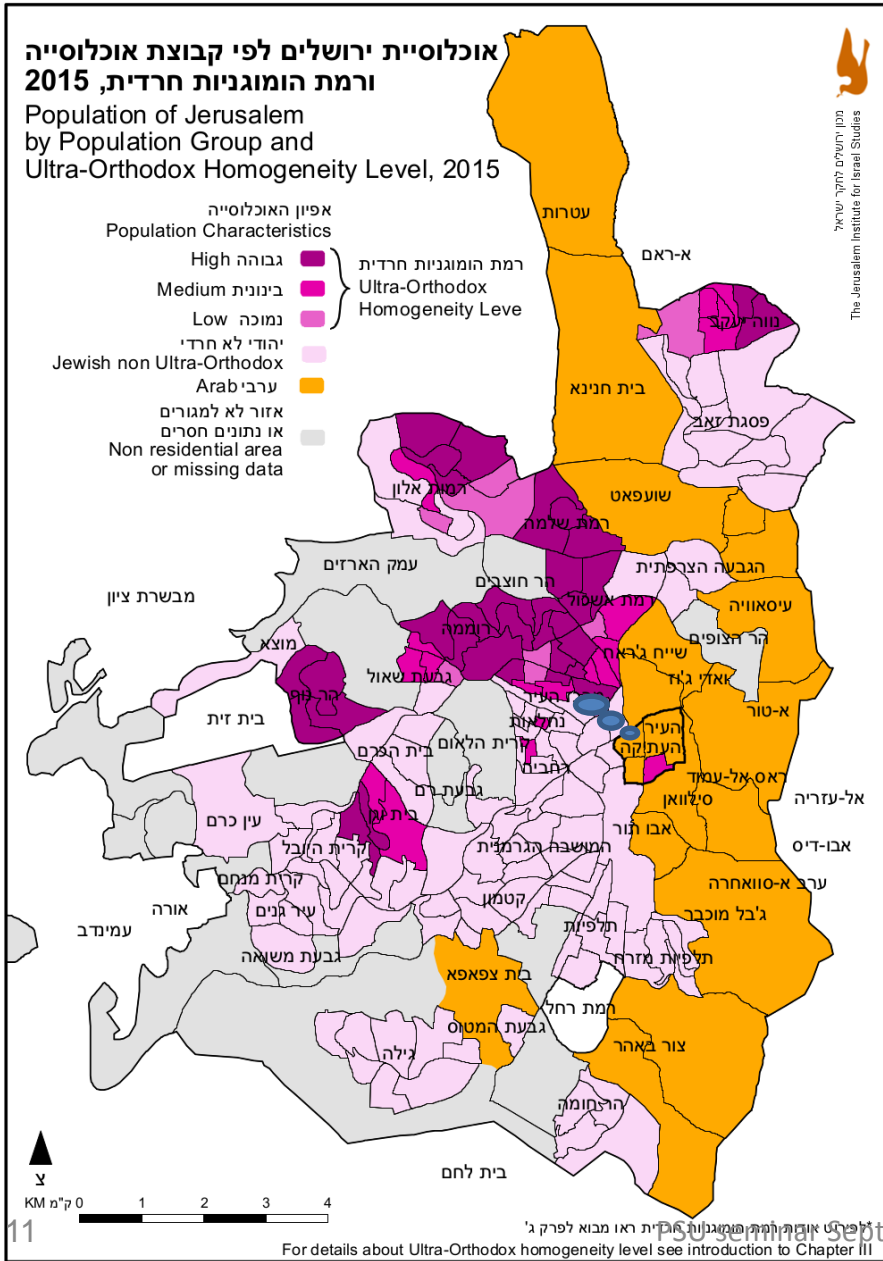
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Jerusalem as holy place, the messiah will come to Jerusalem.



3 cities within one Jerusalem



Historical development of PT in Jerusalem since 1967

The Jewish-Israeli side

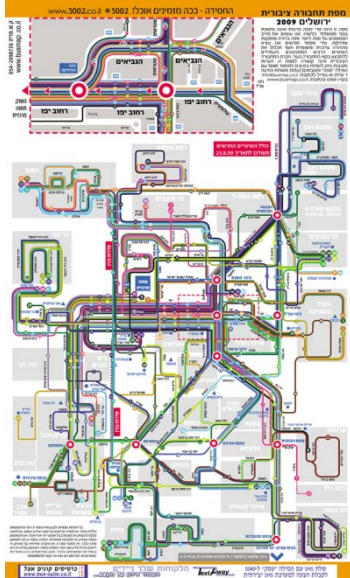
- Until late 1980s service to all city parts (including limited service to East Jerusalem)
- Radial System that evolved gradually centered on CBD
- Deteriorating Level of service
- In 1990s:
 - Separate line for UO areas
 - Stopped operating at East Jerusalem

The Palestinian side

- The former Jordanian system continued until the 1980s
- Emergence of Informal transit-based system and deteriorating services
- In the 2000s:
 - New improved coordinated system

Public transport at the beginning of 2000s

Jewish-Israeli



- » 50 bus routes in Jerusalem with a fleet of 600 buses all though Jaffa Street
- » Declining LOS, declining patronage

Palestinian

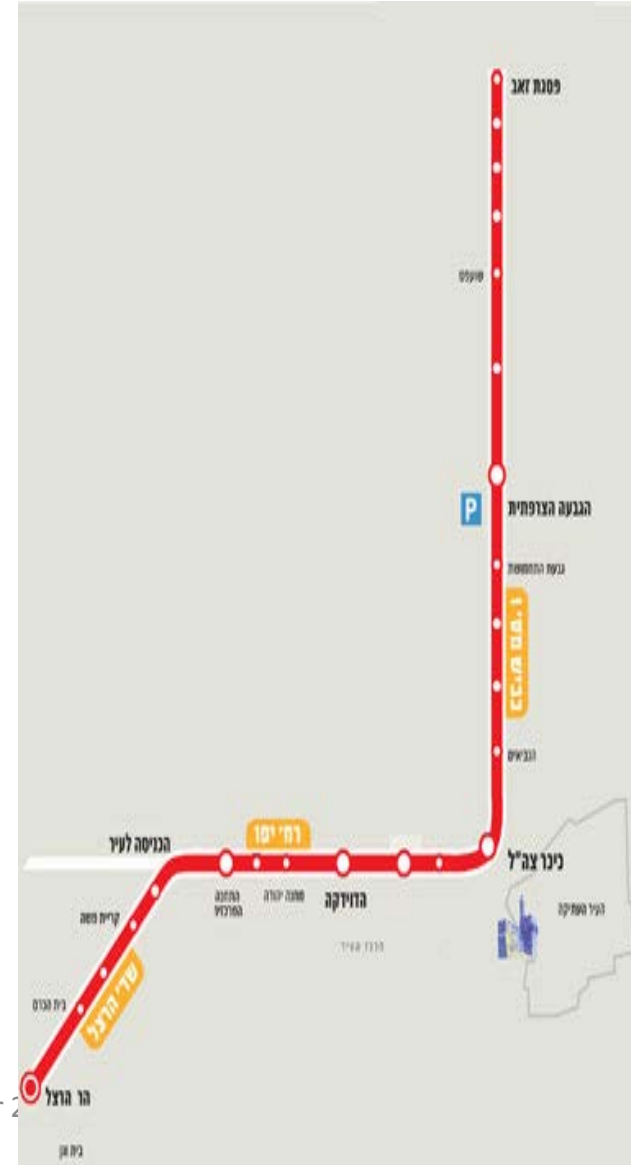
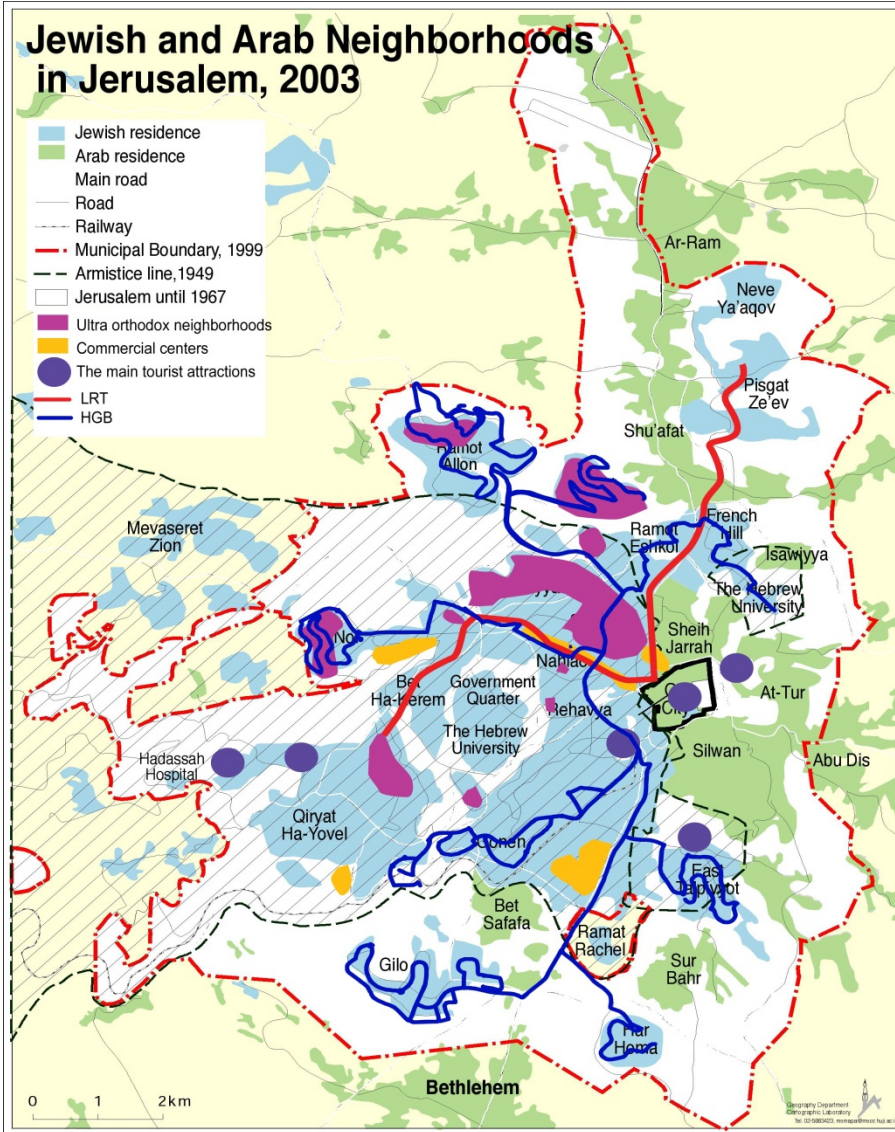
- Association of 15 companies
- Registered lines
- New Fleet, mostly small buses (20 seats), Fixed times and stations

	1998	2010
No. of buses	72 (old)	319 (new)
Bus ridership (daily)	18000	94,750
Transit ridership (daily)	78,000	8,000

Ultra-Orthodox (UO)

- 7 bus routes with de-facto gender separation serving approximately 45,000 daily trips.
- 21 inter-city bus routes for the UO population originating from Jerusalem with stops in UO neighborhoods.
- Different peak hours

The new light rail



The new LRT based system

Integration

- Feeders system with transfers between LRT and buses (operators' vs. users' perspective)
- BOT agreement precludes parallel lines, annuls many old, direct lines. First at the Western neighborhoods and after that in the North
- Less flexible system (LRT, BOT)
- Mixture of users from all three groups (pros and cons)
- Comprehensive system

Responsiveness

- UO bus lines were not affected (lobbying and political pressure)
- Palestinian bus lines were not affected (too sensitive, already gone through major reform)
- Jewish-Zionist neighborhoods bear the elimination of some direct bus services

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Palestinian and Ultra-orthodox lines retained as 'complementary lines', Jewish-Zionist sector bears brunt of changes



responsiveness

Planning process

- Data collection
- Sensitive modelling
- Genuine Public participation
- Time and money consuming
- Cultural and social expertise

Political process

- Unequal
- Disintegrating the system
- incremental
- Effective

Jewish-Zionist sector starts play politics...

- North Jerusalem neighborhood managed to elect a representative at the city council to block the planned bus reform (cancelling bus routes that partially paralleled LTR)
- NGOs activity to add bus services
- Palestinian riots in Jerusalem on 2014 targeting the LRT at Shoafat

Results:

- The comprehensive transport plan is changed:
 - The “North phase” is not implemented: buses operate along the LRT
 - Additional bus lines are added, other changed routes

General remarks-lessons from Jerusalem

- Integration vis a vis responsiveness
 - Integration-blurring differences
 - Responsiveness- highlighting differences
 - Pay attention also for the general population

**In highly segmented cities responsiveness may
counterparts integration**

Plans for additional LRT lines

