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Integrative Public Transport in a Segmented City: Reflections from Jerusalem

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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.
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:
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integrative

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• Multimodal integration

• Administrative integration

• Spatial integration, mostly at the metropolitan level;

• International integration, mainly at the European level.

Common aspects: planning, data collection processes

Conflicting aspects: uniqueness via a vis generalization, top down versus bottom up
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
Jerusalem: Some Exceptions

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

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al haram al Sharif (Dom of the Rock)
No citizenship, but residency
Jerusalem: Some Exceptions

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Jerusalem as holy place, the messiah will come to Jerusalem.
3 cities within one Jerusalem

- Dominated by UO
- Medium domination of UO
- Zionist-Jewish
- Palestinians
- Commercial centers
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

**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

<table>
<thead>
<tr>
<th></th>
<th>1998</th>
<th>2010</th>
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<tbody>
<tr>
<td>No. of buses</td>
<td>72 (old)</td>
<td>319 (new)</td>
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<tr>
<td>Bus ridership (daily)</td>
<td>18000</td>
<td>94,750</td>
</tr>
<tr>
<td>Transit ridership (daily)</td>
<td>78,000</td>
<td>8,000</td>
</tr>
</tbody>
</table>
The new light rail
The new LRT based system

Integration

• Feeders system with transfers between LRT and buses (operators’ vs. useres’ 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 (LTR, 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
The new LRT based system

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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