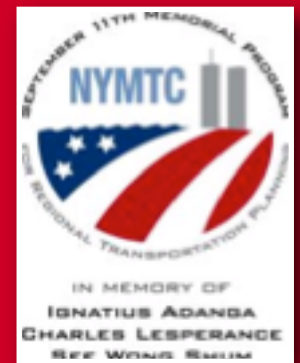


The Tyranny of the Shovel

Exploring changes in transportation planning during periods of crisis

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Introduction

1. What are the implications for planners and policy makers?
2. How do we clarify the meaning of “crisis”?
3. What are my findings so far?

Implications

Common planning criteria:

1. Effectiveness
2. Efficiency
3. Cost
4. Ease of implementation
5. **Political feasibility**

Understanding “Crisis”

- Failure, not crisis
- Crisis as a moment of *decisive intervention* (Hay, 1999)
- Decisive intervention takes two forms:
 - i. Structural
 - ii. Conjunctural
- Example: *Project prioritization under Richard Ravitch (1979-1983)*

Findings

1. Initial planning trajectory
 - a. Protecting the status quo — fares and service levels
 - b. Devaluing of transit *by users*
2. Failure leads to “decisive intervention”
 - a. Discussion shaped by Ravitch’s “state of good repair”
 - b. Institutional reforms — the beginning of public-private partnerships
3. Re-coupling of institutions
 - a. Regionalism
 - b. Public-private partnerships

What's next?

1. Collect more details of project prioritization changes
2. Explore governance structures and regionalism
3. Establish connections to current “decisive interventions”
 - a. American Recovery and Reinvestment Act
 - b. “Liveable Streets” initiative
 - c. Inter-agency cooperation changes (Access to the Region’s Core)



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