

URBAN AGE MEXICO CITY CONFERENCE FEBRUARY 2006

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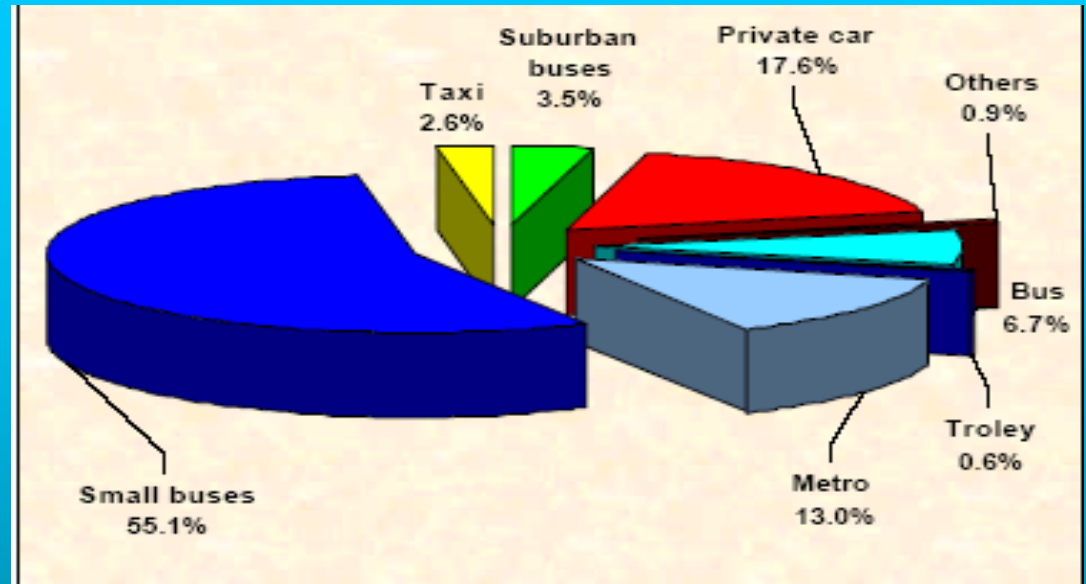
*Creating Proximity : Towards the
sustainable metropolis
Today & Tomorrow
Mexico City 2006*

Geetam Tiwari

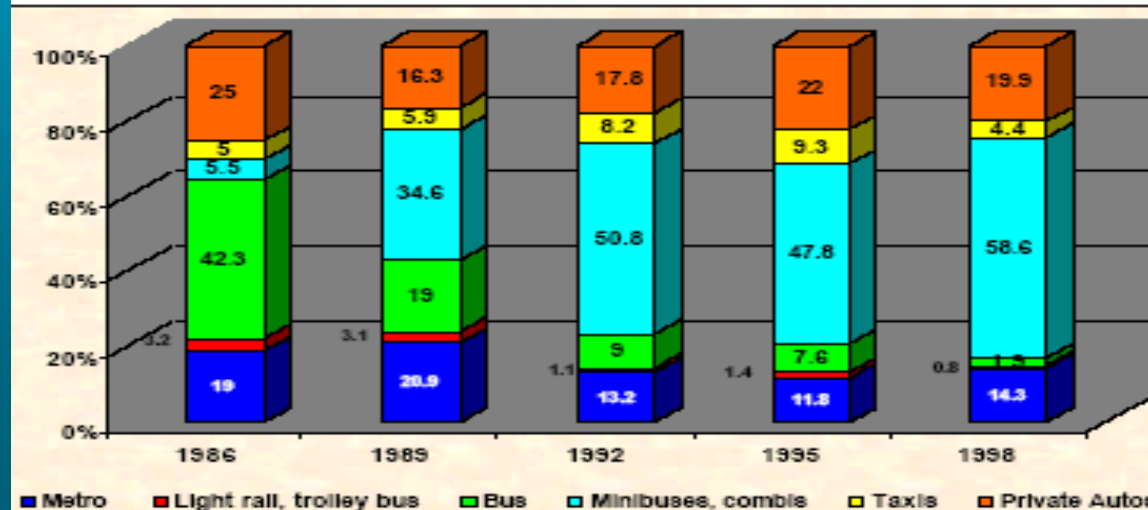
*Transportation Research and Injury Prevention Programme
Indian Institute of Technology, Delhi*

How are people moving?

- ~78% Public Transport
- Share of mini buses increased;
- absence of other buses, people without cars dependent on buses
- 200 km Metro cannot compete with the catchment possible with road based system



MODE SHARE EVOLUTION IN THE MEXICO CITY



Metrobus is the solution

MEXICO CITY TRANSPORT PROGRAM 2001 – 2006

2002 INVESTMENT BUDGET

	INVESTMENT (million pesos)	Percentage
1. Elevated highways	1,500	0.39
2. Other highways and bypasses	889	0.23
3. Metro	1,054	0.27
4. New buses	155	0.04
5. New trolleys	103	0.03
6. New taxis	100	0.02
7. new small buses	80	0.02
TOTAL	3,801	1.00

- 39% in urban highways will encourage car use unless preference given to buses. Bus preferential treatment increases capacity without elevated highways.
- 27% metro will bring very small benefit compared to road based system which provides network connectivity (low income area connectivity)

Urban Streets and captive users

- Urban streets offer opportunities for range of human activities
- Since many of these activities are necessary for survival, the physical framework influences their incidence only slightly.
- The participants have no choice.
- ***Focus on captive users of bicycles(.7% -??)***
- ***Pedestrians (PT commuters)***



“Without appropriate action, by 2020, **road traffic injuries** are predicted to be the third leading contributor to the global burden of disease and injury”

World Health Organisation





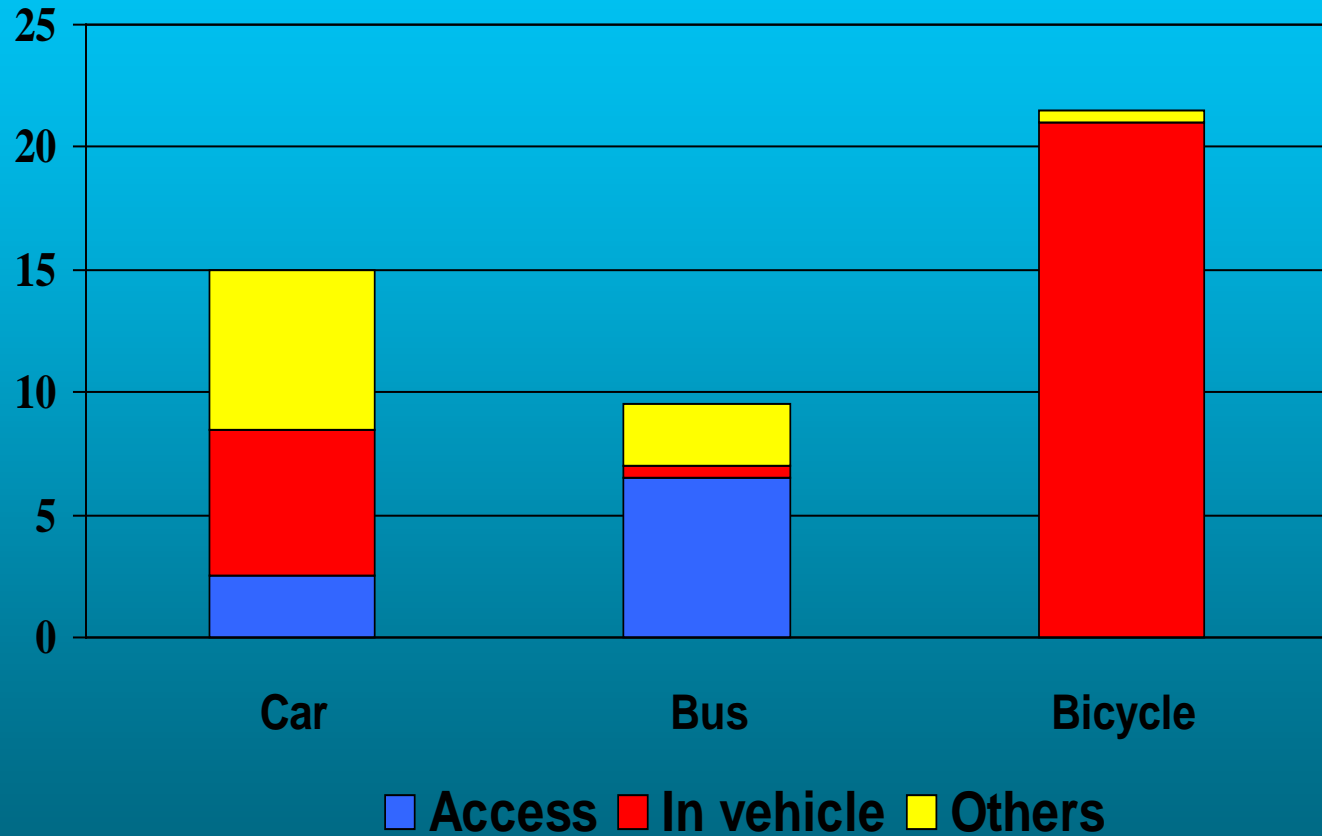
**~2200 deaths
per year
54%
pedestrians**

***36000 accidents
per year
Loss of productive
lives***

Impact on PT use

Trip types and fatality rates in central Copenhagen

Fatalities per
100m trips





IT enabled modern bus system

NMV lanes for captive and dormant users

