

Table 2: Effectiveness of Techniques in Attaining Planning Objectives

Objectives: Techniques	Environmental Objectives				Societal Objectives			Economic Objectives				
	Reduced emissions of HC, CO	Reduced emissions of CO ₂ , NO _x	Reduced land consumption	Reduced noise impacts	Mobility for 0-car population	Mobility for residents of peripheral areas	Access for general population to areas of employment	Reduced travel delays	Reduced user costs	Response to the needs of firms and households	Efficient use of infrastructure	Reduced costs of externalities
TECHNOLOGICAL MEASURES												
Vehicle Improvements	+++	+++	o	+++	o	-	o	o	+	o	?	+++
Encouraging Telecommuting	o	o	o	o	+	+	++	o	+	+	+	o
PLANNING MEASURES												
Supply management	+	?	+	+	o	o	o	+	+	o	++	+
Demand management	+	+	+	+	?	o	?	+	-	-	+	+
Infrastructure expansion	+	-	-	-	-	++	+	++	++	++	o	-
Public transport development	+	?	?	-	+++	++	++	+	+	+	+	?
Rail development	?	?	?	-	+++	++	++	+	+	+	+	?
Dense residential development	+	+	++	-	+	o	+	+	?	-	++	+
Mixed use development	+	+	+	-	o	o	++	++	+	?	++	?
ECONOMIC MEASURES												
Vehicle tax	+	+	+	+	+	-	-	+	-	?	+	+
Trip tax	+	+	+	+	+	-	-	+++	?	-	++	++
Gas tax	++	++	+	+	o	-	?	+	-	-	o	++
Parking policy	++	+	+	+	+	-	?	++	-	?	++	++
Encouraging carpooling	+	+	+	+	+	-	?	+	-	-	+	+

Table 3: Strengths and Weaknesses of Intervention Measures

Criteria:	Technological and economic feasibility	Amount of time needed	Implications for economic development	Implications for society	Chances for political acceptability
Techniques					
TECHNOLOGICAL MEASURES					
Vehicle Improvements	Medium - low	Long	?	None	Very high
Encouraging Telecommuting	Medium - low	Long	Positive	Dispersed labor force Flexibility in job availability	Very high
PLANNING MEASURES					
Supply management	Very high	Immediate	Marginal	Marginal	High
Demand management	High	Short	Minimal or negative	Marginal	Medium
Infrastructure expansion	High	Medium	Very positive	Widened gaps	High
Public transport development	High	Short - medium	Marginal	Reduced gaps	High
Rail development	Medium	Medium - long	Positive	Reduced gaps	High
Dense residential development	Medium	Medium - long	Unclear	Damage to the middle class	Medium
Mixed use development	Medium	Medium - long	Unclear	Marginal	Medium
ECONOMIC MEASURES					
Vehicle tax	High	Immediate	Marginal	Damage to the lower-middle class	Low-medium
Trip tax	Medium - low	Short - medium	Increased costs of production	Increase cost of mobility	Very low
Gas tax	High	Immediate	Increased costs of activities	Increase cost of mobility	Low-medium
Parking policy	High	Short	Increased costs of activities in the city center	Parking base on ability to pay	Low
Encouraging carpooling	Medium	Short - medium	Marginal	Marginal	Low-medium