



October 31, 2006

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 4.g: Alternative Mobility Standards – A Summary of Presentations to Local Agencies

Action Recommended: None. Information and Discussion

Discussion

Staff has recently completed a round of presentation to local agencies on the Alternative Mobility Standards project. The presentation covered topics included in more detail in the two presentations made to MPC on the topic. The key messages in the presentation included:

- Congestion is increasing and will be a persistent regional policy issue in the future;
- Congestion can affect the region's livability and economic competitiveness;
- A regional partnership applying a balanced set of strategies is the best approach for adapting to congestion in the future;
- To be most effective, these strategies need to be targeted – with some supporting mobility dependent segments of the regional system, and others in support of congestion tolerant areas;
- Local commitments to this effort are already included in the Regional Transportation plan and TransPlan.

To aid in understanding the concepts of 'mobility-dependent' and 'congestion-tolerant' a table was developed for the local agency presentations that had not been in the MPC materials. This table is attached as Table 1.

Specific presentations were made to the Springfield Council, LTD Board of Directors, Eugene Council, and the Lane County Commissioners. There was general concurrence with the message that congestion is going to be a persistent policy issue in the future. There also seemed to be a general agreement with the need to take a regional approach to best adapt to future congestion.

Concerns were expressed about the parts of the transportation network beyond the MPO area (particularly Hwy 126 West and the I-5 corridor) that need to be looked at comprehensively with the network within the MPO area as strategies are being

developed. Concern was also raised about the nature of congestion being an issue that affects only limited times of day and that investments should be made that address more than just the problems during those periods. Another concern was identified around the challenge of balancing congestion policy and growth policy. It was noted that, when congestion levels are high enough, people have greater motivation to negotiate over available strategies to reduce or otherwise adapt to the congestion.

Questions were asked related to the affects of congestion on safety, the effects of Ballot Measure 37 claims on forecasts of congestion, and connection between the reliability of the system when it is highly congested and location and expansion decisions made by businesses.

All groups were informed that another round of presentations would be made at the point where a draft regional proposal for alternative mobility standards is completed.

Table 1 Comparison of Congestion-Tolerant and Mobility-Dependent Land Uses and Facilities		
Characteristic	Congestion Tolerant Land Use/Facility	Mobility Dependent Land Use/Facility
Adjacent Land Use	Congestion-tolerant land uses provide a high value-to-volume, for example, high density residential, high-end retail, or various services (restaurants, professional services, etc).	Mobility-dependent land uses provide a low value-to-volume, for example, resource extraction activities, warehousing, and other industrial activities.
Effects of Lower Standard (i.e., more congestion)	Transportation costs are a small part of the business's cost structure. Congestion is a sign of a more vibrant business environment.	Transportation costs are a significant part of a business's cost structure. Congestion is a sign of higher costs, lower efficiency, loss of competitiveness.
Examples of Local Commitments	Reduce modal conflicts (auto-pedestrian, auto-bike, auto-transit); enhance alternative mode infrastructure in area.	Access management policies; local road network improvements; TDM measures; effective regional transit connections (BRT)
Regional Examples	<ul style="list-style-type: none"> • <u>Small Scale</u>: 5th Street Public Market • <u>Large Scale</u>: Gateway Blvd between Harlow Rd and Beltline Rd. 	<ul style="list-style-type: none"> • West Eugene industrial area • North Springfield industrial area adjacent to Hwy 126