

Table 4.1 *Moving Cooler* Cumulative GHG Reduction, Implementation Costs, and Change in Vehicle Costs by Strategy (at Expanded Current Practice, Aggressive, and Maximum Deployment Levels) by 2050

Strategy Description	Expanded Current Practice Deployment (2010 to 2050)			Aggressive Deployment (2010 to 2050)			Maximum Deployment (2010 to 2050)		
	GHG Reduction (mmt) ^a	Implementation Cost Estimate ^b (\$B 2008)	Change in Vehicle Cost Estimate ^c (\$B 2008)	GHG Reduction (mmt) ^a	Implementation Cost Estimate ^b (\$B 2008)	Change in Vehicle Cost Estimate ^c (\$B 2008)	GHG Reduction (mmt) ^a	Implementation Cost Estimate ^b (\$B 2008)	Change in Vehicle Cost Estimate ^c (\$B 2008)
Pricing Strategies									
CBD/Activity Center on-street parking	33	< \$0.05	\$(26.8)	41	< \$0.05	\$(36.2)	42	< \$0.05	\$(37.8)
Tax/higher tax on free private parking	N/A	N/A	N/A	18	< \$0.05	\$(14.7)	31	< \$0.05	\$(26.8)
Residential parking permits	N/A	N/A	N/A	20	< \$0.05	\$(15.9)	48	< \$0.05	\$(40.4)
Cordon Pricing	66	\$24.2	\$(66.0)	76	\$36.1	\$(76.3)	92	\$39.3	\$(97.9)
Congestion Pricing	510	\$233.9	\$(522.8)	1,021	\$349.0	\$(792.9)	1,241	\$380.3	\$(1,033.8)
Intercity Tolls	31	\$33.6	\$(27.4)	54	\$44.7	\$(52.1)	105	\$58.5	\$(107.8)
PAYD	789	\$166.0	\$(831.2)	1,677	\$166.0	\$(1,678.0)	2,233	\$166.0	\$(2,225.8)
VMT fee ^d	280	\$166.0	\$(252.5)	840	\$166.0	\$(757.6)	3,361	\$166.0	\$(3,030.4)
Carbon Pricing (VMT impact)	350	< \$0.05	\$(316.1)	1,067	< \$0.05	\$(962.8)	4,744	< \$0.05	\$(4,246.2)
Carbon Pricing (Fuel economy impact)	1,181	< \$0.05	\$(236.7)	3,343	< \$0.05	\$(671.7)	10,442	< \$0.05	\$(2,121.1)
Land Use and Smart Growth Strategies									

Change is Possible



Climate Masters a success!



- Cut emissions by 2 tons per person (37% from transportation)
- Decreased electricity use by 12%
- Add climate filter

12/11/09

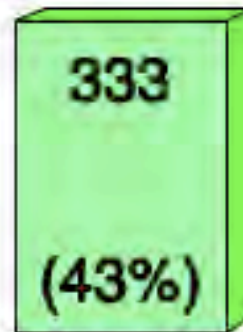


CAR TRIPS (YEAR)

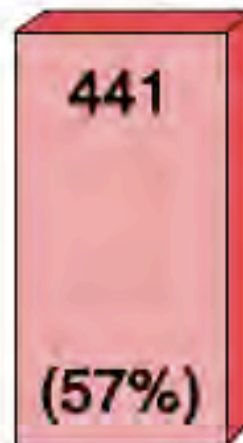
- Eugene; trips within Eugene -

Total

Possibilities
for reduction



Car use solely
for subjective
reasons; alternative
available

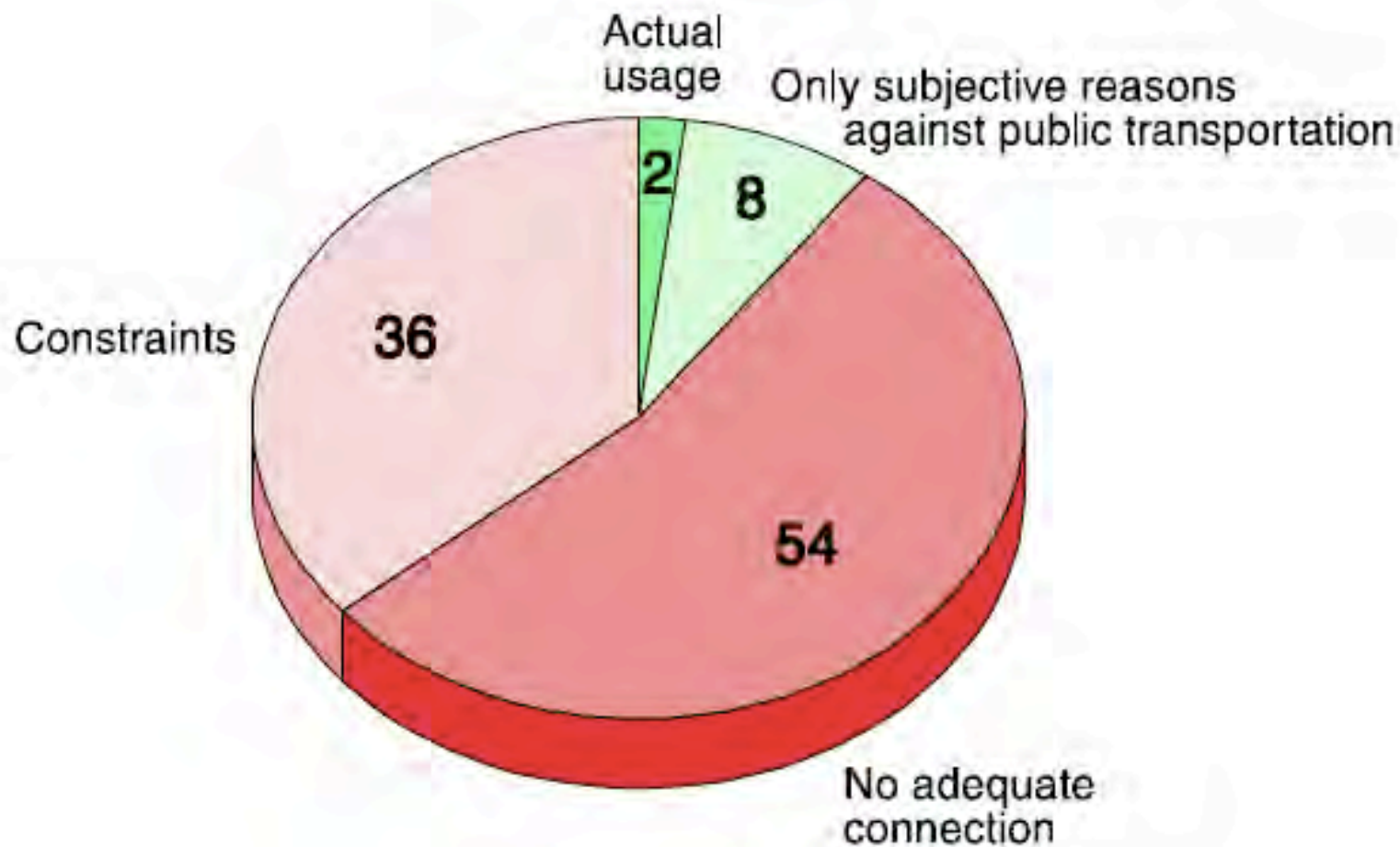


Constraints
and / or no
alternative
available

POTENTIALS FOR PUBLIC TRANSPORTATION

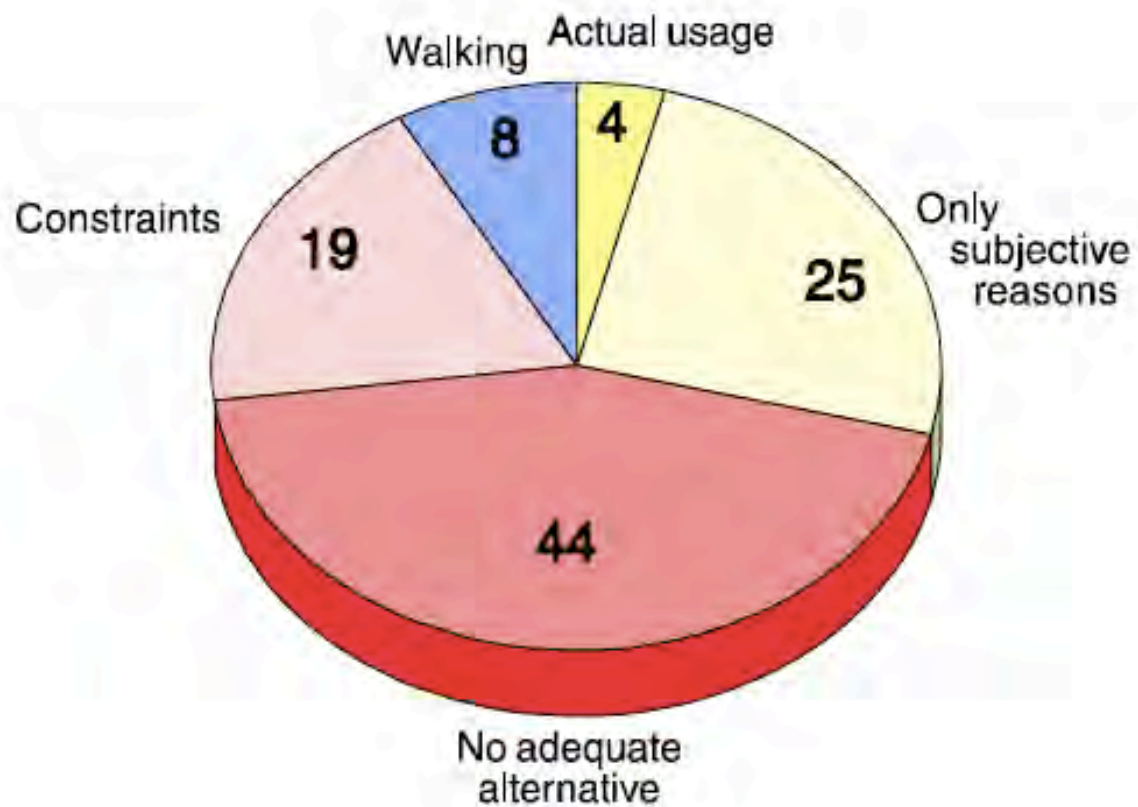


- Eugene 2006 -



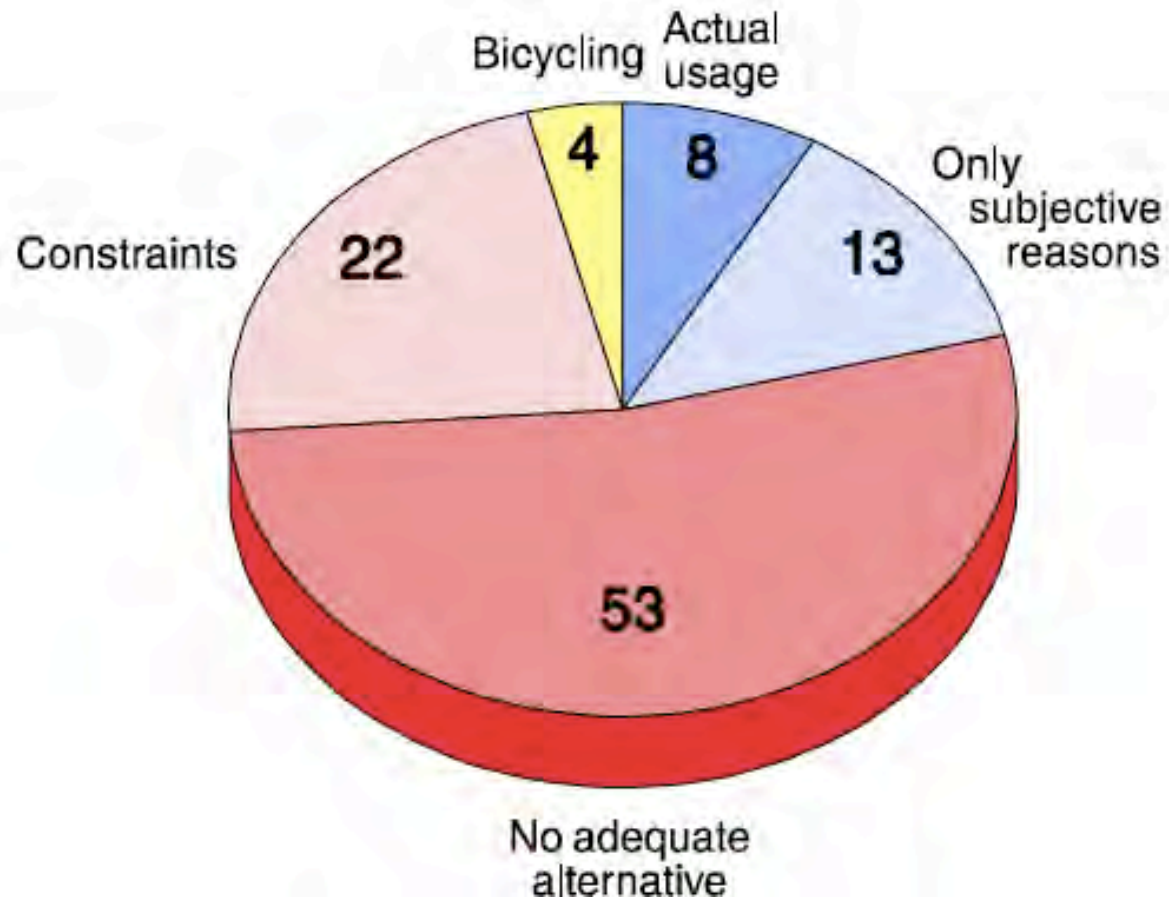
POTENTIALS FOR BICYCLING

- Eugene 2006 -



POTENTIALS FOR WALKING

- Eugene 2006 -



SATISFACTION INDEX - ATTRIBUTE-ORIENTATED SURVEY -
POTENTIAL GAIN AND LOSS
EUGENE 2006 (BICYCLING)

No.	Attribute	Satisfaction Index *	Potential loss in % **	Potential gain in % ***
12.	Mandatory helmets for children	+ 83	1	4
9.	Social acceptance of cycling	+ 63	5	15
4.	(Easy) access to pt stops and stations by bike	+ 62	3	8
1.	Quality of bike lanes / cycle paths	+ 60	14	32
7.	Cleanliness of bike lanes / cycle paths (glass, gravel)	+ 58	21	31
11.	Ease of crossing streets	+ 36	22	47
2.	Availability of bicycle parking	+ 28	18	106
6	Personal safety (crime)	+ 27	6	89
3.	Quality of bicycle parking	+ 25	23	82
5	Personal safety (car traffic)	+ 14	30	138
10.	Attention paid to cyclists by car drivers	0	23	124
8.	Security for bicycle (theft)	- 12	26	129
	Total	+ 37	16	67

Contact CLI for information

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EUGENE 2006: RECOMMENDATION OF
OPERATION
(BICYCLING)

		Satisfaction Index experience- orientated survey (experiences)	Satisfaction Index attribute- orientated survey (expectations)	Recommen- dation of operation	Potential gain/ Potential loss
5	Personal safety (car traffic)	+ 42	+ 14	O	G L
2	Availability of bicycle parking	+ 55	+ 28	C	G L
1	Quality of bike lanes / cycle paths	+ 53	+ 60	O	
6	Personal safety (crime)	+ 81	+ 27	C	G
3	Quality of bicycle parking	+ 70	+ 25	C	G L
7	Cleanliness of bike lanes / cycle paths (glass, gravel)	+ 25	+ 58	O	L
10	Attention paid to cyclists by car drivers	+ 34	+ 0	O	G L
11	Ease of crossing streets	+ 11	+ 36	O	L
	Total	+ 54	+ 31*		

Only the attributes are listed, where indications are more than 1% of the indications of the aggregated attributes in the experienced-orientated survey.

C: Measures to be done in the **communicative** area.

O: Measures to be done in the **operational** area.

G: Potential gain higher than average.

L: Potential loss higher than average.