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Transportation

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UMTA ANNOUNCES JOINT STUDY  
WITH THE URBAN LAND INSTITUTE  
ON TRANSPORTATION AT URBAN  
ACTIVITY CENTERS

Transportation Secretary Elizabeth Hanford Dole announced today a joint project by the Urban Mass Transportation Administration (UMTA) and the Urban Land Institute (ULI) to focus on the role of private developers and the business community in meeting the transportation needs of the emerging clusters of office, retail and high-tech developments in the suburbs.

In making the announcement Dole said, "the areas selected for this study include some of the fastest growing suburban centers in the nation. The private sector can play a significant role in solving the problems of suburban mobility and this project provides the opportunity to observe that role in action. In an era of increasingly scarce public and Federal resources, it is critical that all possible means of addressing such problems be considered, particularly those where the public and private sectors cooperate."

The five centers selected are: Eastside King County Wash., a suburb of Seattle; Irvine Business Complex, Irvine, Calif.; Fairfax County, Va., a suburb of Washington, D.C.; Route 1 Corridor, Mercer and Middlesex Counties, N.J.; and DuPage County, Ill., a suburb of Chicago.

In describing the local projects, UMTA Deputy Administrator Alfred A. DelliBovi said, "Mobility represents the leading concern of local policy makers in fast growing areas. Public/private partnerships are the most practical way to continue growth and avoid excessive public costs."

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The project consists of a series of prototypes where local groups of key developers and representatives from public agencies involved in transportation and development will explore the transportation and land use situation, the problems it presents and the solutions available and develop a consensus on needed actions. The transportation solutions to be assessed range from transportation management techniques such as car and vanpooling, traffic engineering measures and bus services to expensive investments such as rail lines. Alternate strategies for financing through innovative approaches involving private public cooperation will be studied.

To kick off this project, ULI will sponsor a transportation and development forum for study participants in late June. The forum will highlight the national scope of the problems being addressed by the study, the range of successful solutions already being applied to suburban activity center problems and the financing options available to pay for these solutions.

The Urban Land Institute is a nonprofit education and research organization.

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