



*Lloyd District Partnership Plan
A Case Study in Transportation Efficiency*

IMPACTS OF CONGESTION

- *“The region’s economy is transportation-dependent.”*
- *“Congestion threatens the region’s economic vitality.”*
- *“Businesses are reporting that traffic congestion is costing them money.”*
- *“Failure to invest adequately in transportation improvements will result in a loss valued at \$844 million annually by 2025 – that’s \$782 per household and 6,500 jobs.”*

Findings of *The Cost of Congestion to the Economy of the Portland Region*, Metro, Portland Business Alliance, Port of Portland and ODOT, December 5, 2005.



District Before TMA and Partnership Plan

1994

- No formal system of parking or transportation management or forum for discussion
- District was primarily free parking w/ no limits on built parking (i.e., parking avg. was **3.5+ stalls** per 1,000 SF)
- Alternative modes were not well integrated
 - ✓ Transit mode split for **employee commute trips** was **10%**
 - ✓ No bike lanes/trip end facilities and bus service traversed edge of district
 - ✓ Traffic forecast to achieve LOS F+ by 2015 at major access points (*at status quo*)
- 20,000 new jobs targeted for business district – **more than doubling the existing employee base** with no improvements slated for roadway system

Lloyd District was developing at a very suburban standard. Without a change in development patterns, the district was destined to continue as a suburban enclave with low densities and inefficient use of available lands, which were being dedicated to parking.

Impact of Status Quo – 17,000 net Employees

Mode	1997 Mode Split	1997 Employees	2015 Mode Split	2015 Employ ees	Net Change	% Change
Drive Alone	60.0%	10200	60.0%	20400	10200	100%
Rideshare	16.0%	2720	16.0%	5440	1360	100%
Bike	1.0%	170	1.0%	340	170	100%
Walk	1.0%	170	1.0%	340	170	100%
Telecommute	1.0%	170	1.0%	340	170	100%
Transit	21.0%	3570	21.0%	7140	3570	100%
TOTAL	100%	17000	100%	34000	17000	

of new parking stalls to meet SOV growth **10,200**
 Cost to develop needed parking demand **\$204,000,000**
 Thirteen 800 stall garages or 86 acres of surface parking

Factors for Success - Targets and Goals

Mode of Access	1994 – Status Quo	2015 – Adopted Target
Transit	10%	42%
Bike	1%	10%
Walk	1%	5%
Rideshare	16%	10%
Drive Alone	72%	33%
Total	100%	100%

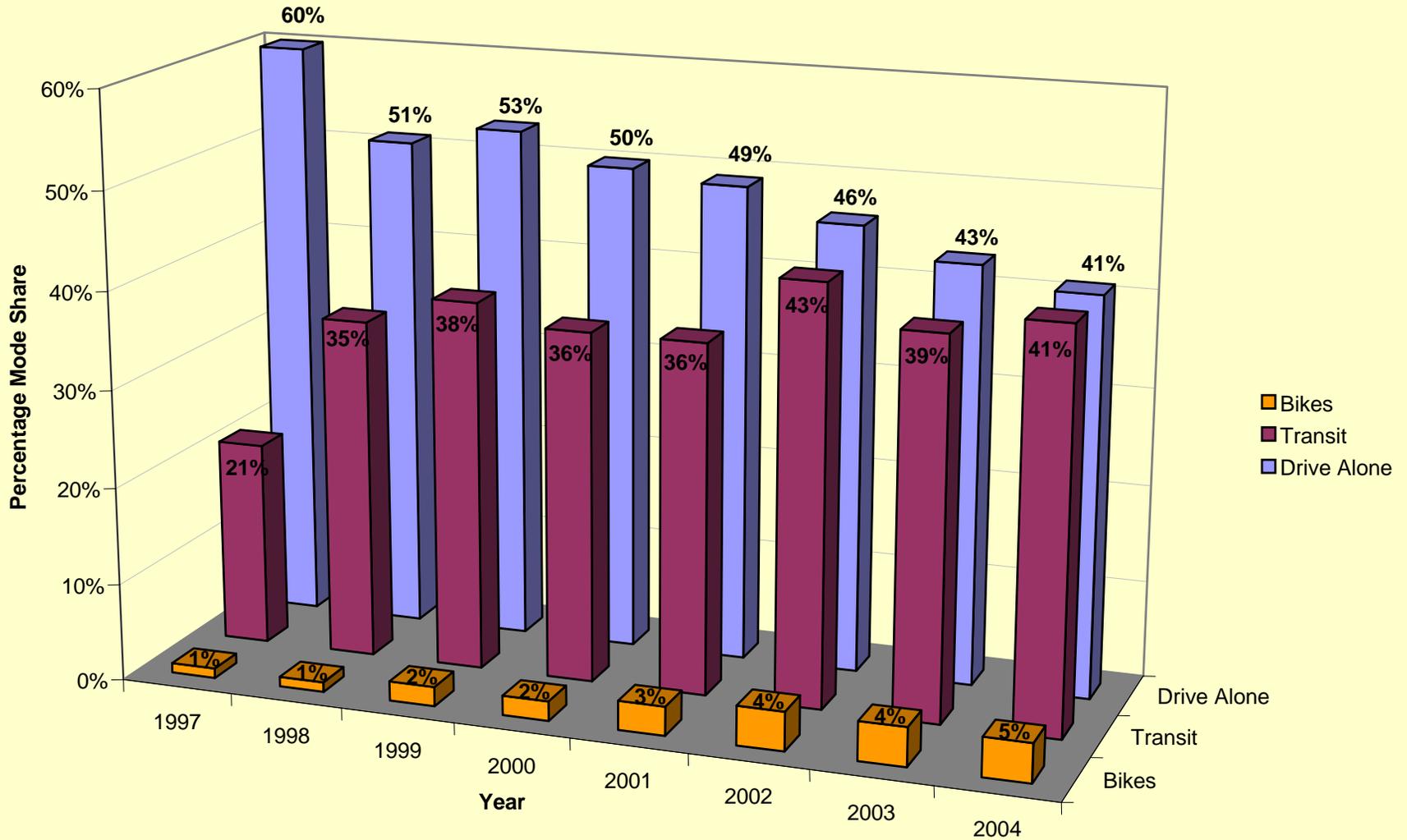
The foundation of the *Lloyd District Partnership Plan* was the consensus agreement derived from the process that:

- (a) reaffirmed and formalized the jobs (20,000 net new) and housing (4,000 net new units) goals of the CCTMP
- (b) established and formalized commute mode split targets that were directly tied to congestion mitigation.

Consensus agreement assured that all programs and strategies developed through the partnership could be correlated back to (and *measured* against) progress made toward meeting jobs, housing and access objectives.

Value - Changes in Commuter Choice

A Seven Year History



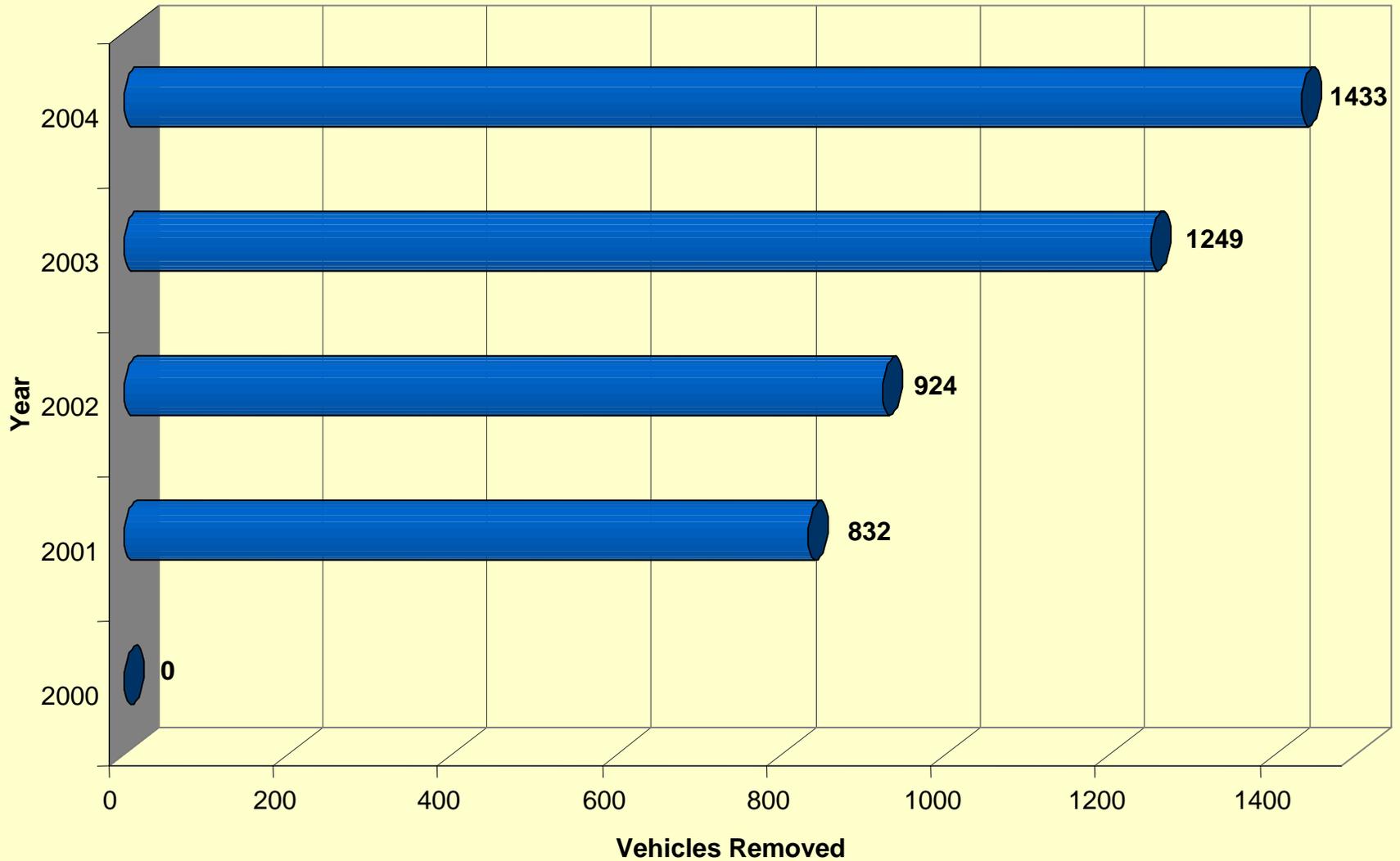
MODE CHANGES TO ACHIEVE ESTABLISHED GOALS

Mode	1997 Mode Split	1997 Employees	2015 Mode Split	2015 Employees	Net Change	% Change
Drive Alone	60.0%	10200	36%	12240	2040	20%
Rideshare	16.0%	2720	10%	3400	1360	25%
Bike	1.0%	170	10%	3400	3230	1900%
Walk	1.0%	170	3%	1700	1530	900%
Telecommute	1.0%	170	1%	340	170	100%
Transit	21.0%	3570	40%	13600	8500	238%
TOTAL	100%	17000	100%	34000	17000	

of new parking stalls to meet SOV growth
 Cost to develop needed parking demand
 Development Cost Savings

2040 vs. 10,200
 \$40,800,000 vs. \$204 mil.
 \$163,200,000 (un-financed)

Value - Vehicles Removed From Commuter Peak Hour



Value – Environmental Benefit

<i>Pollutant Problem</i>	Annual VMT Reduced 2005	Pollution or Fuel Consumption @ 13,250 VMT	Annual Savings/Reduction
Hydrocarbons (HC) Urban Ozone and Air Toxics	3,879,896 VMT	97 lbs. of HC	28,404 lbs. Of HC reduced
Carbon Monoxide (CO) Poisonous Gas	3,879,896 VMT	750 lbs. of CO	219,617 lbs. of CO reduced
Nitrogen Oxides (NOx) Urban Ozone and Acid Rain	3,879,896 VMT	50 lbs. of NOx	14,641 lbs. of NOx reduced
Carbon Dioxide (CO2) Global Warming	3,879,896 VMT	13,400 lbs. of CO2	3.9 million lbs. of CO2 reduced
Gasoline (Imported Oil)	3,879,896 VMT	733 gallons	214,639 gallons of gas saved

Accomplishments – Where We Are Now

- Transit Commute Mode Splits from **21%** (1997) to **41%** (2005)
- Bicycle Mode Splits from **1%** (1997) to **5%** (2005)
- Pedestrian commute trips **up 46%** over three years
- Commercial office vacancy rate **12%** (2001) to **3%** (2005)
- Avg. built ratio of **parking to 1.95 stalls per 1,000 SF** (from 3.5+)
- Over 1 million SF of new public/private development since 1995, no net increase in total parking supply (includes Convention Center expansion).
- Employee transit passes from 1,250 in 1997 to \approx 6,000 (2005)
 - ✓ Over **\$1 million annual private investment** in transit program
 - ✓ Over \$2.3 million annual savings in pass prices to business and riders (i.e., Passport district pricing)
 - ✓ **3 new bus lines** since 1997, rerouting of existing service to commercial core.
 - ✓ Extension of Fareless Square (2001)
- Reduction of 3.9 million VMT (annually)

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