



1120 SW Fifth Ave, Suite 1331, Portland OR 97204
Phone: 503-823-4000 Portland.gov/Transportation

NW Parking District TDM Subcommittee Meeting Agenda

Tuesday, November 14, 2023
4 – 4:25 p.m.

This subcommittee typically meets on the second Tuesday of every other month.

To attend the virtual Zoom meeting:

<https://us06web.zoom.us/j/97635719986?pwd=WlcyenJKdU43L0F6bFFYWwB3Zm9TQT09>

OR call in by phone: 1-888-788-0099, Meeting ID: 976 3571 9986, Password: 506666

Task	Presenter	Time
Welcome and Announcements	Rae-Leigh Stark, PBOT	4 p.m.
DoveLewis 50+ Zone M Permit Request	DoveLewis	4:05 p.m.

Are you a member of the public? Welcome and thank you for joining! The committee is happy to hear from you. For your convenience, public comment is in the middle of the agenda. You will have the opportunity to introduce yourself and provide comment then. If you'd prefer to submit your comment before the meeting, please email the NW Parking District Liaison at NWParkingDistrict@portlandoregon.gov or 503-865-6244. For project updates and meeting announcements, please [sign up for email updates here](#).



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August 14, 2023

Dear Rae-Leigh Stark,

We are currently looking to increase the number of parking permits issued to DoveLewis beyond the 50 issued to us per year. As per the request we have completed the questionnaire outlining the nature of the organization, the service it provides the community and the hardship of parking with staff and our hours of operation. It is our request that we increase the number of parking permits by 15 issued, for a total of 65 parking permits instead of 50.

Thank you,



Monica Maxwell, SPHR, SHRM-SCP
Chief Administrative Officer

If the SAC and PBOT Staff determine that the business has done all it can using the TDM (Transportation Demand Management) and parking management tools available, PBOT can issue additional parking permits to that business. Each permit over the maximum of 50, costs \$390. The exception process will determine a target mode split for that business in future years. The exception criteria the SAC and PBOT staff will use to decide include:

1. ***The type and nature of the businesses. E.g. are they providing a service people come to, or do they go to the clients?***

DoveLewis Animal hospital is a non-profit 24-hour emergency animal hospital that serves the greater Portland Metro area and has done so for nearly 50 years. It is a service that the Metro area has counted on to help serve their animals in an emergency fashion and thus provides a critical service to the community. Clients both stay due to scheduled appointments and long-term animal care in the emergency room. This also true for staff that operate, and work shifts in a 24-hour, 7 day a week, 365 days a year capacity. Due to the nature of the hospital hours of operation and the times of MAX/Tre-Met schedules they do not always line up to serve the hospital staff.

2. **Do the employees need to come and go frequently or are they stationary at that location all day?**



The hospital is a 24-hour facility and staff come and go a variety of times due to shift changes. Tri-Met and MAX does not operate 24 hours a day to serve the staff during critical shifts.

3. Home zip codes of employees commuting in. Are most of the employees commuting long distances from places not served by transit?

We have a range of staff the commute from Salem, Estacada, Gresham, Kalama, Washington and easter Portland as well as the Portland Metro area. Some Zip codes: 97301,97206, 97022, 97204, 98607, 97222,97055

4. The number of permits used at any given time?

We currently have 50.

5. Is there dedicated business off-street parking on or off-site?

We have a parking lot that allows up to 20 cars at any given time. That said the current parking dedicated for staff is temporary due to impending construction.

a. If so, what is the number of off-street parking spaces reserved for customers only (if any)? If there is off-street provided to employees either on or off-site?

There are 25 parking spaces that are dedicated for customers.

b. If so, do employees pay for that off-street parking or is it free to them?

It is free to them if they can obtain a space. The ratio to parking to staff is not equal. Often staff need to pay to park on the street.

6. Are there financial incentives offered to employees to use transit, bicycle or carpool to get to work such as, subsidized TriMet passes, bike/walk bucks, or discounted carpool parking rates?

We do not however as stated most staff are unable to carpool due to shift differences, living outside of the Portland Metro area and Tri-Met is not a successful option for shift times or length.

7. Is there secure long-term bike parking on-site?

We have a gated area for designated staff bike parking.



8. Are there transportation options information provided to employees?

Yes, we review Tri-Met and Max options on their new hire orientation.

9. Does the business or organization participate in any regional or citywide competitions such as the Drive Less Challenge or the Bike More Challenge?

Not currently.

10. What is the goal for reducing drive alone trips and parking permit demand for next year?

Relaunching tri-met and max subsidized passes.