

# Transportation Demand Management

Status report to the Portland Bureau of Transportation (PBOT)

Submitted by:

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# PARKING MANAGEMENT

In October, 2025, Employees and students were surveyed about the transportation methods they use to come to campus. Per the note in the 2019 report, and following our methods for 2023, we included the full week in order to capture people who come to campus on days other than Monday through Friday.

In order to be included in the calculations, the respondent needed to answer all of the questions pertaining to how they travel to/from campus (one mode per day, including an option to indicate that they do not come to campus on a particular day). We had a 40% response rate from students and a 63% response rate from employees for an overall response rate of 45%.

Mode split results for the campus community, split by students and employees are shown in Table 1a, below. Based on survey results, the SOV rate for L&C is 44% which is on par with the 46% benchmark from the TDMP.

**Table 1a. Survey Results: Lewis & Clark College Mode Split- percent of trips**

Commute Method	Total Weekly Trips		
	Employees	Students	Total
Drive Alone	69%	33%	44%
Carpool/Shuttle	6%	7%	7%
TriMet	2%	2%	2%
Bike/Walk	11%	3%	5%
Telecommute	12%	1%	4%
Live on Campus	0%	53%	37%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

There is no reason to believe that the commuting behaviors of those who responded differ from those who do not, but to ensure we did not undercount the number of single occupancy vehicles, we assumed non-responders who do not live on campus and did not mark another mode of transportation drive themselves to work five days a week. Table 1b (below) shows the total *expected* weekly trips using actual responses plus assumed single occupancy vehicle rates for all non-responders who do not live on campus.

Please note: This methodology leads to an over-estimate of SOV because we know not all students and employees come to campus five days a week. The average number of days employees work on campus is 4.5. The average number of days a week students come to campus is 4.

**Table 1b. Adjusted\* Mode Split for Lewis & Clark College Community Members**

Commute Method	Total Expected Weekly Trips			Percent of Total Weekly Trips
	Employees	Students	Total	
Drive Alone	3283	7479	10762	54%
Carpool/Shuttle	142	430	572	3%
Bus (TriMet)	61	148	209	1%
Bike/Walk	268	198	466	2%
Telecommute	297	627	924	5%
Live on Campus	0	6910	6910	35%
<b>Total</b>	<b>4051</b>	<b>15792</b>	<b>19843</b>	<b>100%</b>

\* Non-responders: All employees and off-campus students included with Drive Alone; On-campus students included in Live on Campus; Remote students included in Telecommute.

Please note: There was an error calculating the number of on-campus non-responders in the 2023 report. An updated table is included in the appendix for your reference.

LC increased the parking permit rate by 4% in 2024-25 and has maintained that rate for the 2025-26 academic year. The current permit rates for annual/semester permits are \$389.00/\$195.00 (Annual / Semester). The 2023-24 rates were \$374.00/\$187.00.

In 2024-25, LC worked with our parking software vendor, T2systems, to update our parking portal and enforcement software after the legacy software was sunset. This transition also allowed for LC to add T2mobile Pay, which is a day pass QR code system similar to that of ParkingKitty. We added 65 QR code signs in all major parking lots during the 2025 Summer. The QR code signs allow for visitors to more easily purchase day passes while visiting campus.

LC implemented a vehicle booting policy in spring 2024 aimed at reducing unregistered vehicle violations. In addition, LC replaced the License Plate Reader (LPR) Camera system on our patrol vehicle in Dec 2023 which increased our enforcement efficiency. These changes led to increases in citations and permit sales (compliance) and decreases in unregistered vehicles. See chart below.

**Figure 1: Parking Citations and Permit Sales Data**

Academic Year	Citations Total	Percent Diff	Permit Totals	Percent Diff
2022-23	1,748	NA	2,129	NA
2023-24	2,642	+41%	2,389	+11.5%
2024-25	2,858	+8%	2,704	+12%
2025-26 (YTD)	1,373 (on pace 3,000)	+5% if target met	2,020 (on pace 2,700)	0%

*\*\*Please note permit sales exclude day passes, but include daily semester permits (each day of week purchased is considered 1 permit).*

LCs has continued adding \$30 escalation fees to each subsequent violation. **Figure 2** below shows the breakdown of citation rates along with their corresponding escalation fees.

**Figure 2: Parking Citation Escalation Rates**

Violation Type	1st Fine	2nd Fine	3rd Fine	4th Fine	5th Fine
Handicap Zone	\$190	\$450	\$480	\$510	\$540
Altered/Forged/ Misrepresentation Permit	\$105	\$135	\$165	\$195	\$225
Carpool Misrepresentation	\$105	\$135	\$165	\$195	\$225
Fraud/Stolen Permit	\$105	\$135	\$165	\$195	\$225
Unauthorized Vehicle Registration/Permit	\$150	\$180	\$210	\$240	\$270
Unregistered Vehicle	\$75	\$135	\$165	\$195	\$225
Tow/Relocate	\$75	\$105	\$135	\$165	\$195
Fire Lane	\$75	\$105	\$135	\$165	\$195
Loading Zone	\$75	\$105	\$135	\$165	\$195
Reserved Space	\$75	\$105	\$135	\$165	\$195

Immobilization (Booting)	\$75	\$105	\$135	\$165	\$195
Neighborhood Parking	\$45	\$75	\$105	\$135	\$165
Blocking	\$45	\$75	\$105	\$135	\$165
Moved Barricades	\$45	\$75	\$105	\$135	\$165
No Parking Zone	\$45	\$75	\$105	\$135	\$165
Occupy Multiple Spaces	\$45	\$75	\$105	\$135	\$165
On Landscaped Area	\$45	\$75	\$105	\$135	\$165
Satellite Lots Only	\$45	\$75	\$105	\$135	\$165
Service Area Only	\$45	\$75	\$105	\$135	\$165
No Permit	\$45	\$75	\$105	\$135	\$165
Improper Display	\$45	\$75	\$105	\$135	\$165
Expired Permit	\$45	\$75	\$105	\$135	\$165
Overtime Parking	\$45	\$75	\$105	\$135	\$165
<b>Moving Violations</b>					
Disregard Traffic Control	\$75	\$105	\$135	\$165	\$195
Exceeding Speed Limit	\$75	\$105	\$135	\$165	\$195
Wrong Way on One-Way	\$75	\$105	\$135	\$165	\$195

LC has continued and expanded upon our Carpool program on campus. Currently we have 40 dedicated Carpool Permit Required parking. Carpool permits are able to park in reserved carpool spaces as well as open lots. In 2024-25 we sold 118 carpool permits (combination of fall/spring specific permits and annual permits). In 2025-26, we have sold 68 carpool permits.

LC has 4 Level 2 EV charging stations that have been on campus since roughly 2010. We are currently working to procure funding for the replacement of these chargers with the option to add an additional 2 charging stations. Target for installation of new chargers: Summer 2026.

Finally, first-year students continue to be prohibited from registering a vehicle on campus. The limitation is robustly enforced, with only a limited number of exceptions allowed in extenuating circumstances. LC has issued fourteen first-year exemptions for the 2025 Fall Semester.

# FINANCIAL SUBSIDIES

LC continues to offer our community a 75% subsidized monthly TriMet HOP pass (student cost: \$25) and a 10 pack of 2.5 hour passes (student cost: \$7). We have seen a dramatic increase in TriMet utilization during the current 2025-26 academic year.

- Annual FY LC TriMet Expense (June 1 - May 31):
  - FY24: \$57,972.90
  - FY25: \$55,347.60
  - FY26 (FYTD): \$50,426.80

LC continues to offer a free shuttle option in addition to TriMet’s services that can be used by all students, faculty and staff. The Pioneer Express has a 45 min route in the mornings that goes from Portland State University to Lewis & Clark. The route expands in the afternoons and weekends to drop off at nearby groceries and services. A few additional facts about the Pioneer Express:

- 68-passenger shuttle
- Operating costs have increased ~7% since 2023 from \$400,000 to \$430,000.
- Since 2023’s TDM Report LC has:
  - Added ~15 operational days/year to provide students transportation during holidays and break periods such as Thanksgiving and Spring Break (excluding Winter and Summer Break).
- LC is currently working on a proposal to alter the shuttle route to connect students and employees to Sellwood instead of Downtown Portland. We added route feedback questions to the recently completed Transportation Survey. Results can be seen on **figure 3**. The updated route:
  - If approved, route changes will take effect at the beginning of the 2026 Fall Semester.
  - Removes overlap of route with 35T
  - Connects students to Barbur Transit and SE Tacoma Park and Ride which gives broader access to Portland.
  - Provides more access to grocery stores (shifting from after 5pm only currently to all day with the new proposed route).
  - New Route Ridership potential Increases of 22% - **See Figure 4**

**Figure 3: New vs Current Ridership Frequency**

Current Usage		Never	Use Less	Use More	No Difference
Nearly Every Day	35	8	3	12	12

<b>Several Times/Week</b>	<b>164</b>	4	12	107	41
<b>Once/Week</b>	<b>200</b>	4	9	133	54
<b>1 - 2 / Semester</b>	<b>274</b>	6	5	149	114
<b>Never</b>	<b>605</b>	24	0	123	458
<b>Total</b>	<b>1278</b>	46	29	524	679

**Figure 4: New vs Current Shuttle Route Ridership Impact**

	<b>Current Route</b>	<b>New Route</b>	<b>% Difference</b>
<b>Riders</b>	732	914	+/- 22%
<b>Non Riders</b>	1069	887	

The campus continues to be served by a variety of multimodal facilities that provide students, staff, and visitors with access via walking, cycling, transit, in addition to automobiles.

**TriMet Partnership:**

- Since 2020, TriMet has offered 3 routes that have served LC.
  - Route 38 - This route provided service between Tualatin, Lake Oswego and downtown Portland. TriMet ended this route in 2023.
  - Route 39: This route provided service between the College, Burlingame and Hillsdale. This route was altered in 2023 to no longer stop near the LC campus.
  - Route 35T: In conjunction with the ending of the 38 and 39 routes, TriMet expanded the 35T route in 2023. TriMet provided this route option after input from the college about the importance of maintaining mass transit access to campus. The new route connects the Lewis & Clark campus to Lake Oswego, Downtown Portland, and terminates near the University of Portland Campus.
  - The new 35T route currently stops north of the traffic circle by the LC Law Campus. LC and TriMet are working to relocate the stop to immediately north of the traffic circle in order to enhance safety and ridership. The new stop will require construction of ~80 sq feet of sidewalk and is estimated to cost \$80,000. The stop will provide a safer space for students, faculty, staff and visitors, will

provide better lighting and be in sight of our security cameras, and will provide better access to persons with disabilities. We hope to have this work completed by the beginning of the 2024-25 academic year.

- In 2024-25, LC partnered with TriMet on an \$80,000 capital project to relocate TriMet stop 5797/12729 to the traffic circle nearest LC Law Campus to provide safer access to 35T. The prior stop location was in an unsafe location with a limited shoulder and not ADA accessible.

## BIKE AND CAR SHARE

### Car Share

LC continues to partner with ZipCar Car Sharing. ZipCar utilization has decreased, but primarily due to reduction in fleet size from 3 to 1 in Oct 2024. We are continuing to work with ZipCar in hopes of expanding fleet size.

**Figure 5: ZipCar Utilization Rates over the past 12 months**

Date	Total Trips	Utilization Rate	Total Active Accounts
2025-11	66	18.60%	227
2025-10	77	33.20%	227
2025-9	60	28.30%	239
2025-8	19	8.30%	236
2025-7	10	10.90%	234
2025-6	6	5.60%	233
2025-5	30	11.20%	235
2025-4	72	22.20%	235
2025-3	56	33.40%	243
2025-2	62	34.50%	241
2025-1	38	16.60%	240
2024-12	67	19.20%	240

# BIKE INFRASTRUCTURE

In 2021, LC invested in campus building improvements and entered into a 5-year agreement with the city to upgrade campus bicycle parking per title 33.258.070 Dc and 33.258.070 2a(3).

- \$1M Investment - 4 year project
- Estimated completion date: 2026 (on target)
- Adding additional long-and-short-term bike spaces (see **figure 6** below)
- Developing construction plan for a Graduate School campus bike parking facility meeting both long- and short-term bike storage needs.
- Adding EV e-bike charging spaces

**Figure 6: Table summaries existing, code required, and proposed bicycle racks for long- and short-term bicycle parking on campus.**

Use(s) and Specific Use	Long-Term Spaces			Short-Term Spaces		
	Existing	Code Required #	Proposed #	Existing	Code Required #	Existing # to Remain/ Respaced
Group Living: Dormitory	190	220	228	122	88	no new proposed spaces
College: Excluding Dormitories	0	45	47	229	56	200

Appendix

Correction to 2023 Mode Split Survey Results and Expected Weekly Trips

<b>Mode Split with Employees and Students 2023 (corrected December, 2025)</b>				
Commute Method	Total Expected Weekly Trips			Percent of Total Weekly Trips
	Employees	Students	Total	
Drive Alone	3384	8378	11762	55%
Carpool/Shuttle	200	599	799	4%
TriMet	69	87	156	1%
Bike/Walk	252	240	492	2%
Telecommute	352	12	364	2%
Live on Campus	0	7805	7805	37%
<b>Total</b>	<b>4257</b>	<b>17121</b>	<b>21378</b>	<b>100%</b>

There was an error in calculating the non-responders who live on campus for the 2023 report.