

Cascades West Area Commission on Transportation
Thursday, August 22, 2019
5:00 - 7:00 pm

Meeting held at: OCWCOG Toledo Office
203 North Main Street, Toledo

Videoconference at: Cascades West Center
1400 Queen Avenue SE, Albany

AGENDA

- | | | | |
|------------|-------------|---|--------------------------------|
| 1. | 5:00 | Welcome and Agenda Review | Chair Jaramillo |
| 2. | 5:05 | Approve Minutes of June 27, 2019
(Attachment A)
<i>ACTION: Approval of minutes</i> | Chair |
| 3. | 5:10 | Public Comments
<i>This time is reserved for members of the public to comment on issues related to the CWACT's activities (limited to three minutes per comment).</i> | Chair |
| 4. | 5:15 | Regional Park & Ride Project
(Attachment B)
<i>Overview of the first draft of the OCWCOG Regional Park and Ride Project.</i>
<i>ACTION: Information Only</i> | Steph Nappa
OCWCOG |
| 5. | 5:35 | Marys Peak to Pacific Scenic Byway
<i>Hwy 34 has been designated an Oregon Scenic Byway. Update on items from the Corridor Management Plan.</i>
<i>ACTION: Information Only</i> | Steph Nappa
OCWCOG |
| 6. | 5:45 | Oregon Coast Trail Gaps
<i>Presentation on identified gaps in the Oregon Coast recreation trails within Lincoln County.</i>
<i>ACTION: Information Only</i> | Jenna Berman
(ODOT) |
| 7. | 6:00 | Regional STIP Project Update
<i>Update from ODOT staff on STIP projects within the region.</i>
<i>ACTION: Information Only</i> | John Huestis
ODOT |
| 8. | 6:40 | CAMPO FY2021-2024 TIP
<i>Update on CAMPO project list.</i>
<i>ACTION: Information Only</i> | Nick Meltzer
OCWCOG |
| 9. | 6:55 | Other Business <ul style="list-style-type: none">• Next CWACT Meeting Date Changed to Oct 17 | Chair |
| 10. | 7:00 | Adjournment | |

**CASCADES WEST AREA COMMISSION ON TRANSPORTATION
FULL COMMISSION DRAFT MINUTES**

Thursday, June 27, 2019

5:00 – 7:00 pm

Oregon Cascades West Council of Governments
Upstairs Conference Room / 1400 Queen Ave. SE, Albany
Video Conference, OCWCOG; Toledo Office

Members Attending: Tom Meyer; City of Scio, Dick Anderson; City of Lincoln City, Annabelle Jaramillo; Benton County, Roger Nyquist; Linn County, Janet Steele; Linn County Private Sector, Adam Keaton; City of Harrisburg, Don Millers; City of Millersburg, Jan Napack; City of Corvallis, Susan Woodruff; City of Waldport, and **Via Video:** Josh Smith; City of Toledo, and Cody Gray; Lincoln County Private Sector.

Alternate Members: James Feldmann; ODOT, and Pam Barlow-Lind; Confederated Tribes of Siletz Indians.

Ex-Officio Members: Dana Nichols; AAMPO, and Nick Meltzer; CAMPO.

Guest Present: Dick Upton; ODOT.

OCWCOG Staff: Phil Warnock, Stephanie Nappa, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome and Agenda Review		Meeting called to order at 5:04 pm. Additional agenda item: Hwy 20 Discussion
2. Approve Minutes of April 25, 2019	Susan Woodruff moved to approve the April 25, 2019 meeting minutes. Adam Keaton seconded. Motion passed by consensus.	Consensus to approve the April 25, 2019 meeting minutes as written.
3. Public comments		There were no public comments.
4. ODOT ADA Settlement Agreement and Transition Plan	Dick Upton with ODOT provided an update on the ADA Settlement Agreement and Transition Plan. Upton advised that ODOT management decided that it needed to bring project delivery experience because of all the things the ADA Settlement Agreement required them to do. Upton noted that nearly a quarter of the population has a disability and	

	<p>needs to be accommodated. He stated that the first Act that significantly impacted the treatment of people with disabilities, dates back to 1973 with the Rehabilitation Act, Section 504. Then in 1990, the Americans with Disabilities Act (ADA) came into effect. Shortly after ADA was adopted, the Accessibility Board developed standards that covered a broad range of accessibility, including buildings and transportation facilities.</p> <p>Over time, the Accessibility Board decided they needed to be more specific about transportation facilities. In 2002 they drafted the first version of Public Right of Way Accessibility Guidelines (PROWAG). There have been a couple revisions since the initial PROWAG. The Federal Highway Administration (FHWA) has been in the process of adopting PROWAG, but it is still pending. However, most jurisdictions follow the PROWAG guideline, including ODOT.</p> <p>Upton went on to note that ADA requires that every public entity with 50 or more employees have a Transition Plan. The Transition Plan covers the long term plan that gets to full ADA compliance. ODOT has had a Transition plan since 1997, which was most recently updated in 2011. ODOT's Transition Plan update includes a team effort from the Office of Civil Rights, Asset Management, ODOT Facilities, and the Traffic-Roadway Section all work together.</p> <p>Like many other jurisdictions across the country, ODOT believed to be in full compliance with ADA until they were sued in May of 2015. The first round of mediation began in the fall of 2015. The lawsuit was filed in February of 2016. Upton shared all the actions the Settlement Agreement required ODOT to take, as well as all the actions ODOT has completed to date.</p> <p>ODOT developed standards that are an adaptation primarily of PROWAG. Upton shared the construction standards. He advised that ODOT also created ADA curb ramp design standards that are more stringent so that there is a buffer when the ramp gets constructed, and noted that a local agency working on curb ramps must also follow the</p>	
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	<p>same standards under the same circumstances.</p> <p>Upton stated that based on the Settlement Agreement, the first step was to do an inventory. This was completed in 2017. He showed examples of good, fair, poor, and missing ramps. Upton noted that there are over 27,000 ramps included in the Settlement Agreement and of those 26,569 require mediation. He moved on to provide a compliance timeline for remediating the ramps. Remediation is spanned out for 30% in the first five years, 45% the second five years, and 25% in the final five years.</p> <p>Coming out of the Settlement Agreement, ODOT was concerned with building compliant ramps that include all of the detailed dimensions in the standards. They developed an approach that required a 3-D detailed design that showed how all of those precise dimensions would be achieved. The detailed plan sheets, and level of effort for the contractor to meet those precise dimensions, as well as ODOT to inspect, is very time consuming and expensive for design, construction and inspection.</p> <p>ODOT piloted a program to explore more cost efficient and effective ways to deliver compliant ramps in 2018 with Yamhill, McMinnville, and Halsey. The approach relied upon standard drawings and relying on inspectors and contractors to field the curb ramps. ODOT chose curb ramps that were very simple and had no conflicts. They had inspectors who coached the contractors during construction. The pilots were a success and a good approach to de-emphasize work at the drafting table and increase their attention during construction. This year, ODOT began taking this new approach into the production environment with five new projects that were already programmed. Depending on those results, ODOT hopes to document this approach as a guideline and alternative approach to building curb ramps.</p> <p>Upton went on to report that Temporary Pedestrian Accessible Route Plans (TPRP) are required at all construction sites. ODOT has been making a mindful effort to make sure that staff, contractors, and</p>	
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	consultants are aware of the requirement to have TRPT and to make sure that they are functional and that they get people through safely.	
5. Mid-Willamette Valley Intermodal Facility Update	<p>Commissioner Roger Nyquist advised that the OTC considered the Mid-Willamette Valley Intermodal Facility applications at its last meeting. The OTC had to decide between the Brooks and Millersburg site. The third party reviewer concluded that additional information was needed by all applicants to prove that they were financially viable. Linn County had submitted an Executive Summary of a Business Plan. However, the third party reviewer deemed it insufficient to cover their request for additional information.</p> <p>Linn County has hired a consultant to work on a gap report that looks at the questions asked by the OTC, the Business Plan, and helps to address the gaps and answer the questions. In developing the gap report, the information is there or can be obtainable. However, the County will need to see if those that have the information are willing to share it or if proprietary concerns arise.</p>	
6. STIP Project Update	Members received a memo of the STIP projects in the CWACT Region. Nappa reviewed the status of the projects. She advised that John Huestis will have an in depth presentation at the August meeting.	
Hwy 20 Corridor Letter	<p>Albany Area MPO Staff Dana Nichols and Corvallis Area MPO staff Nick Meltzer provided an update on a letter received in regards to Hwy 20. They advised that the letter was addressed to MPO staff. The letter mentioned a bridge several times, and so it was misunderstood that the intent was for a bridge project. The letter requested a response from ODOT, to which ODOT responded with a list of Plans that include prioritized projects in the Region, and a bridge project does not arise in any of those.</p> <p>Meltzer invited the signors of the letter to attend a CAMPO Policy Board meeting, at which time they clarified that the intent of the request is for a corridor study not a bridge. Discussions at that meeting included; where will the funds come from, how does the project rank with other Regional priorities, and that the project would compete against those other Regional projects. The CAMPO Policy Board proposed that at the next joint MPO TAC meeting, members narrow</p>	Consensus for engagement through the Joint TACs.

	<p>down a scope, think about how it compares to other priorities, and explore how to move that conversation forward (e.g. funding).</p> <p>MPO staff advised that the bulk of the corridor is in neither MPO, and that is why they are seeking the ACTs guidance. They questioned if the ACT feels that the issue is of Regional significance, how does it compare to other regional studies, and does the ACT want to be kept informed of the process and at what level.</p> <p>Members shared that the bridge at North Albany will be a grid lock in five years, and that expanding lanes on Springhill may help but it does not solve the issue. Janet Steele stated that as a member of the Chamber of Commerce and living in North Albany, she highly recommends supporting the study. She stated that the work shed however, is from Sweet Home and Newport.</p> <p>Nyquist stated that there are issues with siting, high cost of housing, and land use processes. He went on to state that members may want to consider what the MPO area should look like.</p> <p>James Feldmann noted that ODOT has planning funds, and ODOT would need to know how to prioritize this project over other projects in the Region.</p> <p>Warnock stated that this is a good way to engage through the CWACT TAC and MPO TAC through the MPO and CWACT Cooperative Agreement. The MPO and CWACT TACs will be invited to a joint meeting.</p>	
7. DAS Training Process Review	Stephanie Nappa, reminded members that as an ACT member, there is a requirement to complete DAS training by December 31 st . ACT will schedule the training during CWACT meeting. Members have the option to do it on their time if they can't attend the meeting. Staff is looking to schedule the training in October. If members have completed the training through other agencies, they would not need to retake with the ACT.	
8. Other Business	STIF Funding Update by Meltzer – all of the projects in our region	

	were recommended for funding. The 99 W Corridor Study was recommended just for the study portion, not for the implementation. The Seamless Transit Experience was conditionally funded upon working with all other entities in the State in working on transit technology. Meltzer thanked the CWACT for providing support to applicants.	
9. Adjournment		Meeting adjourned at 6:53 pm.

Cascades West Park & Ride Report

Oregon Cascades West Council of Governments

2019

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Introduction

Historically, park & rides have focused exclusively on serving the suburban commuter traveling into the city during traditional work hours. Park & ride facilities have consisted of large parking lots adjacent to high capacity transit stations, without much thought to serving other transportation options or needs. These lots require large amounts of land and are costly to operate and maintain meaning they generally exist in large, populated metropolitan regions.

As our urban form, work dynamics, and housing and transportation preferences have evolved over time, we can also evolve our concept of the park & ride in both form and function. Instead of maintaining its historical context, park & ride can expand to serve rural communities, connections between neighboring towns, and people traveling for social and recreational purposes. This report outlines the opportunities for Benton, Lincoln, and Linn Counties to serve the transportation needs of their citizens by providing a variety of park & ride facilities in the region.

As a component of transportation planning, our region has been identifying transportation demand management strategies that will help reduce congestion on our roads so that people and goods can get where they need to go efficiently. Transit, vanpools, and carpooling all provide ways for people to travel without driving alone. In order for these services and programs to be useful and accessible, park and ride lots need to be made widely available to users. The OCWCOG region currently has sparse and unequal distribution of park and ride lots across through our three Counties, despite the fact that regional travel is abundant.

Park and ride lots provide more benefits to communities beyond congestion reduction. Driving a personal car alone is an expensive method of travel. The OCWCOG region is within the top third of transportation costs in the country, with residents spending an average of over \$14,000 each year on transportation.¹ Increasing opportunities for commuters to travel by transit or a shared ride helps to decrease the financial and psychological burden of driving long distances to access work. Lower travel costs also mean that people can access more jobs across the region and employers can access a wider pool of qualified workers. Alleviating the financial barrier of commuting increases the opportunity for economic mobility, especially for rural communities. But, people travel for more than just work. Many coastal residents travel to the Willamette Valley to access shopping, services, and medical care, and people throughout the region travel to visit family or to reach recreation and tourism destinations. Providing additional travel options reduces the cost for all trips, increasing the quality of life for everyone, not just the regular commuter.

This report outlines the current state of park and ride lots within the Cascades West region, and provides recommendations for expanding options in the future.

¹ “AARP Livability Index.” AARP. <https://livabilityindex.aarp.org/> (accessed August 8, 2019).

Methodology

This report was developed through a literature review of existing park and ride plans and guidance, recommendations from state and local plans, and community feedback through a commuter survey and stakeholder meetings.

Literature Review

Many local and state governments across the United States have developed park and ride plans to support transportation goals. A selection of plans were used as examples for conducting evaluations of existing lots, identifying new locations, and establishing evaluation or prioritization criteria. In addition to park and ride plans, several guides have also been developed to provide best practices in lot design and management. The literature review informed much of the information throughout this report, and the full table of reviewed documents can be found in Appendix A.

Local and State Transportation Plans

Coordination of the Regional Park and Ride Plan with local and state transportation plans is vital to achieving the desired goals of reducing congestion and vehicle miles traveled (VMT) while providing cheaper transportation options for long distance commutes.

State Plans

Oregon has established through state planning documents that our state aims to support economic vitality and environmental sustainability by reducing greenhouse gas emissions and providing a variety of transportation options. The Oregon Transportation Plan and its modal plans describe how the state will support all transportation modes to encourage alternatives to single-occupancy passenger vehicles, creating more transportation choices and affordable options to get people where they need to go. Park and ride lots play an important role in reducing drive alone trips, both for work and recreation. They can serve urban areas by providing connections to transit and vanpools, or rural areas by providing clear locations for carpool meetups. Thus, park and ride lots create affordable transportation options for all Oregonians. However, explicit guidance for the development of park and ride lots is not included in state plans.

Local Plans

County and city plans within the OCWCOG region support park and ride facilities as part of their transportation demand management strategies. There is significant travel from the region's smaller rural communities to the urban centers of Corvallis, Albany, Salem, and Eugene. With limited transit service, most residents are dependent on a personal vehicle to get to work, shopping, and medical appointments. This creates a financial burden for lower income households, as well as contributing to congestion and air pollution throughout the region. Local governments have recognized the economic and environmental impacts of a car-dependent transportation system and thus support park and ride development as an easy to implement method of enhancing transportation options and reducing vehicle miles traveled. Like the statewide plans, most local plans do not identify desired park and ride locations or give

development and design guidance. Some plans have suggested locations where park and ride facilities may be useful, especially if paired with transit service.

Table 1: Park and Ride Locations Suggested in Local Transportation Plans

Plan	Community	Specific Sites
Lincoln County TSP (2007)	Newport	
Lincoln County TDM Strategy (2007)	Otis	Post Office
	Lincoln City	Post Office
		DMV
		BiMart
		Safeway
		Circle K
		North Lincoln Hospital
		Community Center
		City Lot at US 101 & NW 17 th Ave
		City Hall
		Tanger Outlet
		City Park at SW 32 nd St
	Lincoln County	Beverly Beach Grocery
	Newport	Walmart
		Fred Meyer
		City Hall
	Waldport	Post Office
	Toledo	JC Sentry Market
	Siletz	Tribal Admin Building
		Post Office

Transit Development Plans

Park and ride lots can serve as connections to transit, helping reduce congestion along main commute corridors or recreational travel routes. Seven transit providers operate in the OCWCOG region, and will be expanding their services through 2019 STIF funding. These investments can be supported by improving transit access through park and rides. Two Transit Development Plans within the region suggest park and ride locations that could augment transit service. Lincoln County highlights transit stops that may be good options for shared use agreements.

Table 2: Park and Ride Locations Suggested in Local Transit Development Plans

Plan	Community	Specific Sites
Lincoln County TDP (2018)	Newport	Nye Beach Performing Arts Center
		City Hall
Corvallis TDP (2018)	Corvallis	Crescent Valley High School
		Timber Hill Shopping Center
		HP Campus
		1 st and Harrison
		Sunset Shopping Center

Commuter Survey

In the fall of 2018, OCWCOG conducted a commuter survey for the region to identify commute patterns and park and ride lot use. The survey was sent to Valley Vanpool users, people signed up for Drive Less Connect (now Get There), and other local email lists used for commute options programs. The survey received 579 responses and provided data on travel patterns and current lot usage, as well as desired new locations and amenities. The full list of questions and responses can be found in Appendix B.

Stakeholder Meetings

Over the course of the regional park and ride project, OCWCOG held four stakeholder meetings, two for Lincoln County in Toledo, and two for Linn and Benton Counties in Corvallis. These meetings were open to the public, and included representatives from transit providers, city and county governments, ODOT, vanpool users, and transportation options programs. Stakeholder meeting attendants provided feedback on potential new lot locations and prioritization criteria.

The Modern Park & Ride

Park and ride functionality can take place in many different forms. While traditionally the concept has meant a parking lot where cars are parked to connect to commuter rail or bus service, park & ride has expanded to include many other forms and functions, and continues to evolve today.

In recent years, park and ride lots have begun accommodating ridesharing options like carpools and vanpools. In some cases, including many examples in the Cascades West region, a park and ride lot does not connect to transit at all. As the transportation landscape rapidly evolves with changing technology, the concept of park and ride can evolve as well. Ride hailing apps, bike share, and electric scooters can all be incorporated into a park and ride framework. Future lots should suit current conditions and needs while being adaptable to the future.

Park and Ride Lot Types

Shared-Use Gravel Lot

A shared-use gravel lot is primarily used to access a business or services and is made available for park and ride uses through a formal or informal agreement. These lots are most likely to serve a rural community and function as a carpool meet-up location.

Gravel Carpool Lot

A gravel carpool lot is built for the express purposes of serving as a park & ride location. These lots are most likely to serve a rural community, exist in the public right of way, and function as a carpool meet-up location.

Local Example: Hwy 164 & I-5



Shared- Use Paved Lot

A shared-use paved lot is primarily used to access a business or services and is made available for park and ride uses through a formal or informal agreement. These types of lots could serve carpool, vanpool, or transit users and can exist in communities of all sizes. Formal agreements will be most successful as they will address pavement maintenance needs and help alleviate security or liability concerns from the property owner.

Local Example: Philomath Library

**Paved Carpool Lot**

A paved carpool lot is built for the express purposes of serving as a park & ride location. These lots could serve any community size, but are most likely to exist along a heavily used commuting corridor to justify the added expense of paving and maintenance. Paved lots often serve carpool, vanpool, and/or transit riders.

Local Example: Hwy 34 & I-5

**Bus Stop**

Bus stop park and ride lots connect to bus services. They can be dedicated or shared-use lots, but they need to be paved in order to be accessible for people with disabilities.

Local Example: Toledo Park and Ride



Light Rail Station

Light rail park and ride lots connect to light rail or other commuter train services. They can be dedicated or shared-use lots, but they need to be paved in order to be accessible for people with disabilities. The Cascades West region does not currently have light rail service.

Transit Hub

Transit hub park and ride lots connect to multiple transit services and can function as a transfer point between bus and rail transit. Allowing people to access the transit hub by more than a personal vehicle can reduce the needed lot size, reducing pavement and maintenance costs.

Local Example: Albany Train Station



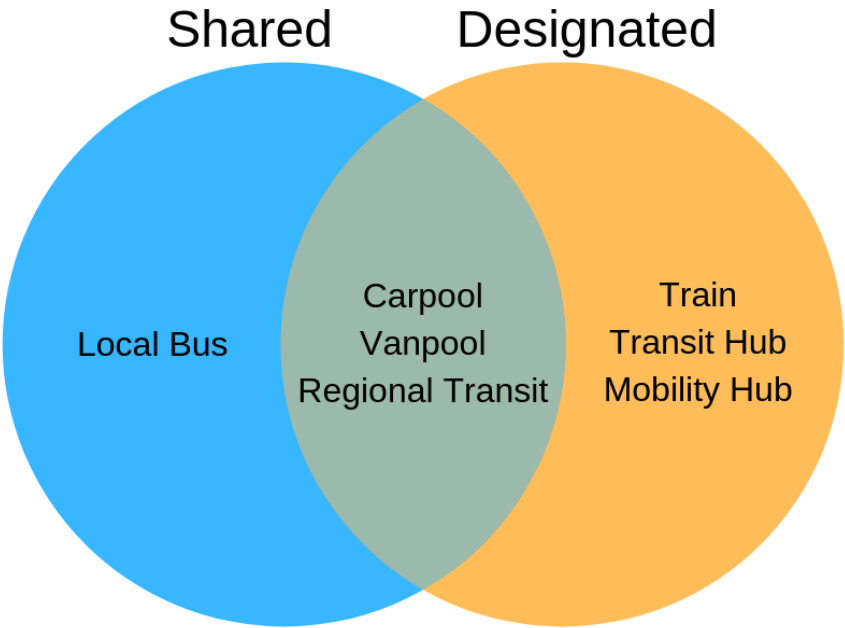
Multimodal Hub

Multimodal hubs connect multiple transportation modes to each other, incorporating transit, bike share, scooter share, car share, and ride hailing. Multimodal hubs make the most sense in dense urban locations where multiple transportation options are available to the public. As transportation technology continues to evolve, multimodal hubs can change or expand to include any new modes that may become available in the future. The Cascades West region does not currently have a multimodal hub, but Corvallis and Albany may grow to have the population and employment density to support hubs in the future.

Table 3: Lot Locations and Characteristics

Paved	Bus Stop	Urban Fringe Highway Junction
	Light Rail Station	Interstate Interchange
	Business Parking Lot	Bus Stop
		Train Station
Gravel	Business Parking Lot	Rural Highway Junction
	Shared	Dedicated

Figure 1: Transportation Options by Park and Ride Type



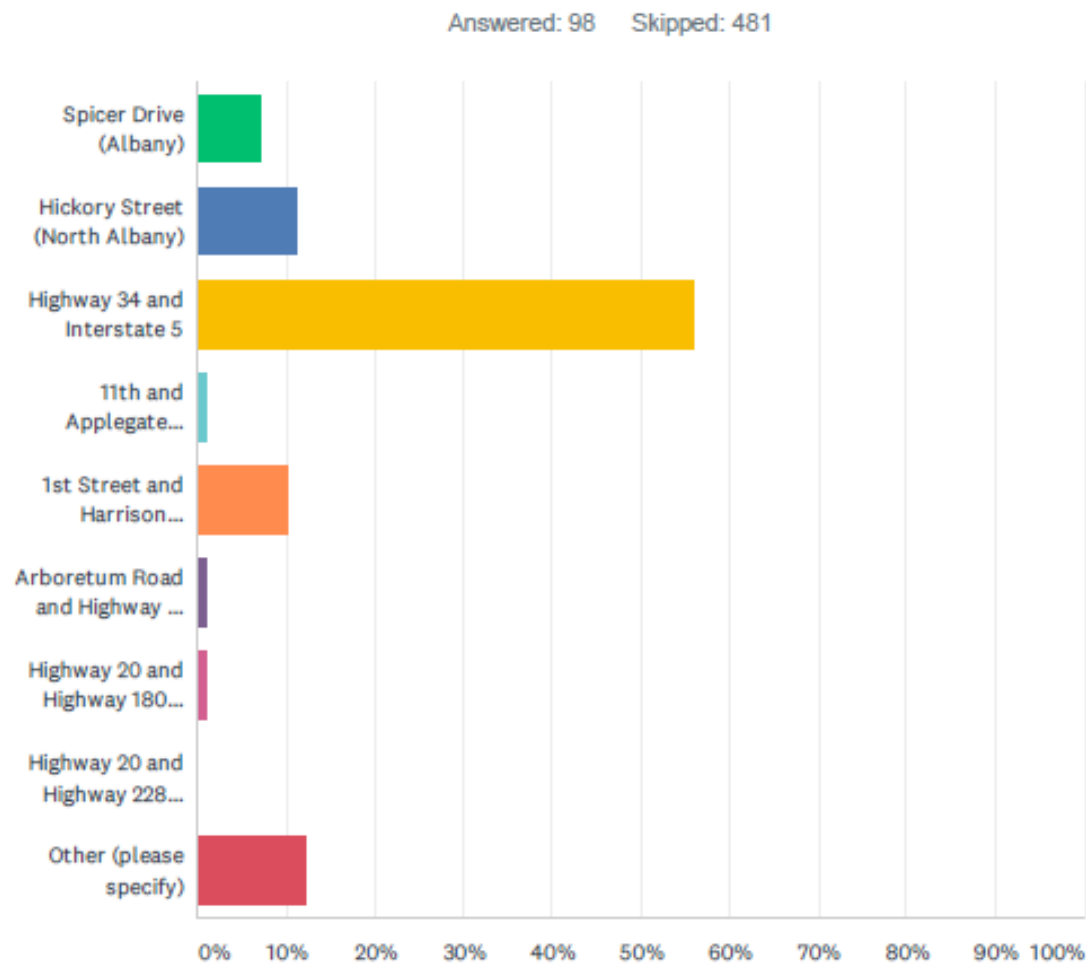
Existing Conditions

Current Lots

There are five lots in the Cascades West region listed in the *Oregon Park & Ride Directory*², and an additional nine locations that are used informally as park and ride locations. Some of these informal locations are shared use lots, while others are designated lots that have not received official park and ride status from ODOT. Maps and lot profiles can be found in Appendix C.

Overall capacity across the region is approximately 350 parking spaces, though distribution is uneven and most lots are near Albany and Corvallis. Survey results show that the I-5 & Hwy 34 location is the most heavily used lot in the region, with over 50% of respondents saying it is the lot they use most frequently.

Figure 2: Most Frequently Used Park and Ride Location



Source: OCWCOG Commuter Survey, 2018.

² *Oregon Park and Ride Directory*, Salem: ODOT Rail and Public Transit Division, 2017.

Additional Locations that are Informally Used:

- I-5 & Hwy 228 (1)
- Albany Train Station (2)
- Albany YMCA (1)
- LBCC (1)
- Newport City Hall (1)

Transportation Options in the Region

While most people in Linn, Benton, and Lincoln Counties drive alone for most trips, there are multiple options available for commuters and travelers.

Transit

The Cascades West region has multiple transit providers operating regional services. Each has the potential to function as a primary commute mode or to help people access services, social engagements, and recreation.

Amtrak

Amtrak operates along the I-5 corridor, with a stop in Albany.

Linn-Benton Loop

The Linn-Benton Loop bus service runs between Albany and Corvallis. Upcoming route changes will enhance the usability of this service for commuters to HP as well as LBCC and OSU students.

Linn Shuttle

The Linn Shuttle connects Sweet Home and Lebanon to Albany.

Coast to Valley Express

The Coast to Valley Express runs between Newport and Albany. Bus frequency will be expanded from four daily round trips to eight through Statewide Transportation Improvement Funds paid for by the Statewide Transit Tax. This increase in frequency will make this service more functional as a commuting option.

Valley Vanpool

Valley Vanpool is a program operated collectively by Cascades West Rideshare, Cherriots Rideshare, and Lane Transit District's Point2Point Solutions program to help commuters form vanpools to travel between many of the region's major housing and employment centers. There are currently 46 vanpool routes connecting communities throughout the Willamette Valley, and most are fully utilized. Park and ride lots are important to this program as they provide a space for vanpoolers to meet and park their cars for the day, as well as a space to store the rented van when it isn't in use.

Get There

Get There (formerly Drive Less Connect) is Oregon's statewide ride matching service. Drivers can input their regular commute or upcoming trip and match with other users travelling in the same direction to form carpools, vanpools, or just find a partner to bike or ride the bus with. Park and ride lots can also be added to the database so users can select them as pick-up or drop-off locations without needing to share their home or work address.

Each of these commute options can be enhanced through park and ride lots. Providing clearly designated spaces for carpool and vanpool users removes a barrier for these useful TDM programs. Creating lots at transit stops can also increase ridership, capitalizing on current statewide investment in transit service. Public transit is the most efficient method of moving people from place to place, so the more the use of regional bus service can be encouraged the better.

Survey and Stakeholder Results

Suggested Locations

Both the commuter survey and stakeholder meetings brought up suggestions for park and ride locations. In most cases, locations were general, but several specific locations were also offered.

New Suggested Locations:

- Expand I-5 and Hwy 34 lot (8)
- I-5 & Hwy 228 (3)
- I-5 & Diamond Hill Rd (2)
- Adair Village (3)
- Albany (7)
 - YMCA (2)
 - LBCC (3)
 - Gibson Hill Park (2)
- Alsea (2)
- Brownsville (1)
- Corvallis (10)
 - South Corvallis (2)
 - North Corvallis (1)
 - Hwy 20 & Circle Blvd (1)
 - Benton County Fairgrounds (2)
 - Skate Park (1)
 - Hwy 34 & Peoria Road (1)
 - 53rd St & Philomath Blvd (1)
- Harrisburg (6)
 - Downtown (1)
 - Coburg Road (1)
- Lebanon (8)
 - Economy Supply Store (2)
 - Samaritan Lebanon Community Hospital (3)
- Lyons (1)
- Mill City (1)
- Monroe (4)
- Philomath (1)
- Scio (1)
- Sweet Home (2)

Written responses show that some people are comfortable using lots informally as park and ride locations, while other people prefer to have a clear understanding of which lots are appropriate to use, likely out of fear of being ticketed or towed. These results indicate that officially designating park and ride locations and providing informational signage is important to increase park and ride use.

It should be noted that survey respondents and participants in the stakeholder meetings were not a representative sample of commuters in the region. While the suggested sites would likely

meet the needs of many commuters, there may be other sites that serve additional needs that were not captured in the process of this report.

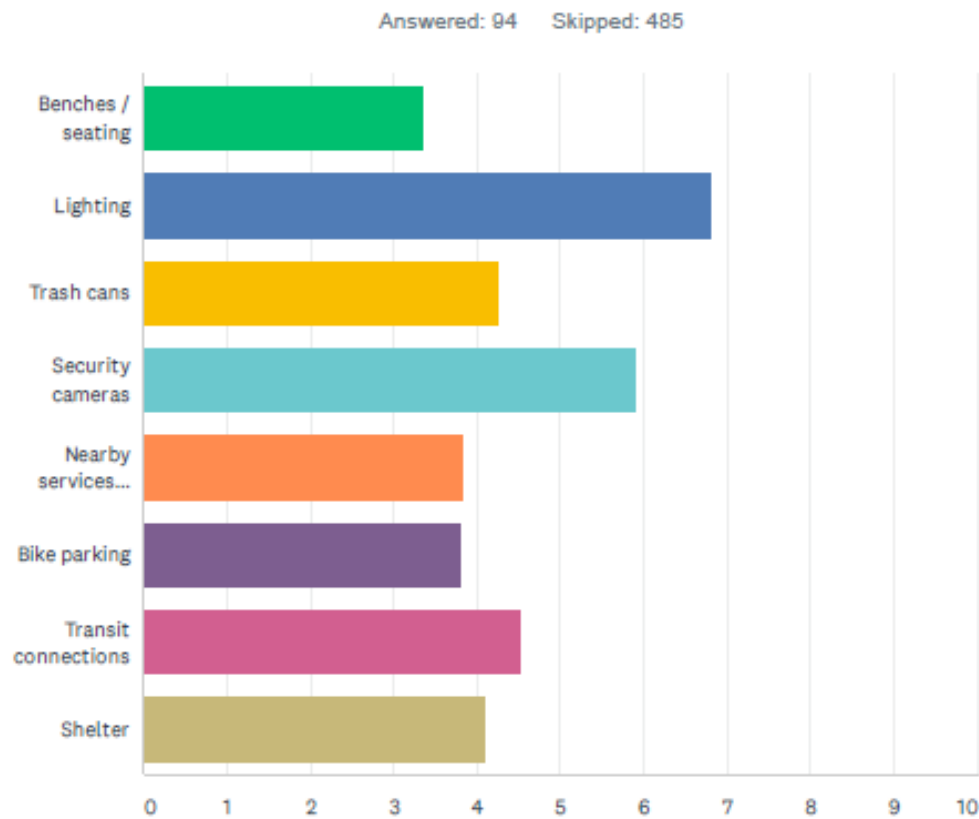
Desired Amenities

Results from the commuter survey showed that security is a top concern for park and ride users, with security related amenities ranked highest on the list of suggestions and featured prominently in the written responses. The development of new lots should take the security of both users and their vehicles into account, as the perceived risk of violence or theft could significantly reduce lot usage.

Beyond security, transit connections were the next most popular amenity. Lots located near existing or future transit stops will likely be well used, especially as increased transit investment through the Statewide Transportation Improvement Fund (STIF) helps local transit providers expand service and increase frequency.

Bicycle parking wasn't as highly recommended, which shows that biking isn't currently the primary transportation mode for many people in the region. Looking at the most frequently used lots, there are minimal bicycle facilities that connect to them. It is possible that respondents' experience with existing park and ride locations, which are primarily rural and near high speed, high volume streets, influenced their considerations of amenities for future lots. Respondents from Corvallis ranked bike parking more highly in the list of amenities compared to respondents from the rest of the region.

Figure 3: Desired Park and Ride Amenities



Source: OCWCOG Commuter Survey, 2018

Additional Amenity Suggestions:

- Adequate capacity and good pavement (4)
- Emergency call box (2)
- General security amenities (4)
- Informational signage and maps (4)
- Covered/secure bike parking (2)
- Restrooms (2)
- WiFi (1)

Recommendations

Lot Improvements

Most park and ride locations in the region meet demand and function as intended. However, survey feedback and conversations with ODOT have elucidated two key improvements that can be made.

1. **Expand Hwy 34 & I-5 Lot** – This lot is the most heavily used lot in the region. More than 50% of survey respondents said this is the lot they use most often. The paved area is not large enough to meet demand, so the gravel overflow lot is frequently used and often full. Expansion of this lot was suggested eight times in the commuter survey and stakeholder meetings. High usage has caused wear and tear on both the paved and gravel surfaces, resulting in potholes and ruts. Expansion of the paved surface along with the addition of signage, lights, and other safety improvements were requested by survey respondents.
 - a. Lot Ownership: ODOT
2. **ADA Improvements to Gravel Lots** – Many of the park and ride lots in the region are gravel lots within ODOT right of way. These lots were created to take advantage of additional space at highway junctions, and do not have any additional amenities. However, many of these lots experience frequent use. ODOT is investigating whether these types of lots meet ADA standards or whether improvements such as a paved pad for wheelchair loading are necessary to meet the requirements.
 - a. Lot Ownership: ODOT

Both of these improvements fall under ODOT jurisdiction, as these lots are in ODOT right-of-way. ODOT is considering creating a state-wide park and ride plan, and jurisdictions in the region may want ask ODOT to evaluate these two improvements as part of this plan.

Creating New Lots

It is clear that the OCWCOG region doesn't have enough park and ride lots to meet demand, and that certain communities lack facilities all together. Cities, counties, and ODOT are encouraged to use the data of this report to identify locations for new lots and to designate staff and/or funding for implementation.

Shared Use Agreements

Establishing shared use lots in partnership with businesses and property owners is the most cost effective way to create new park and ride locations. In most commercial districts, parking is oversupplied. Using excess capacity for park and ride activity is an efficient use of space, and does not require additional parking to be built. Sharing space with an existing business also provides activity near the lot that enhances safety for users and their vehicles. Business owners can also receive a benefit of additional customers, as park and ride users may patronize their shops due to convenience.

Shared lots can support carpooling, vanpooling, and transit commuting. Feedback from Valley Vanpool organizers underscores that development of shared use lots is especially beneficial for

them. Many expressed difficulty finding appropriate places to park both personal vehicles and the vanpool rental van, creating unnecessary stress and hassle for this popular and well used program.

Agreement Guidance

Point to Point in Lane County has had strong success with a shared use agreement approach for their vanpool routes. Examples of the letter they send to prospective property owners along with a draft agreement can be found in Appendix D.

Design Guidance

Some property owners may have concerns about park and ride users taking up too many parking spaces intended for customers. Using paint or signage can be low cost ways to designate which spaces are available for park and ride and which are meant for customer parking. This way parking space numbers can be included in agreements to alleviate property owner concerns.

Development of Designated Lots

The creation of new designated lots requires additional planning and funding compared to shared use lots, but in certain cases these lots may be the best fit. If excess parking capacity doesn't exist along a major commute corridor or if usage grows beyond parking availability, a designated lot may need to be created. In the past, ODOT has created gravel lots at rural highway junctions that require little upfront cost or maintenance. However, the recent focus on ADA compliance for ODOT facilities has created uncertainty over whether new gravel lots can be created in this manner. It is recommended that jurisdictions interested in developing new lots work with ODOT for guidance on ADA requirements.

Design Guidance

General Guidance: Park and ride lots are fundamentally parking lots, and as such they are subject to the same design standards as other parking lots in a community. Spatial and traffic flow requirements will be outlined in local building code. Storm water planters and vegetation to provide visual screening are also common requirements, though they are not necessary everywhere. If these treatments are not a local requirement, park and ride design guidance still recommends their inclusion as they make the lot more pleasant to use and help reduce environmental impacts of the large impermeable surfaces of the paved lot.

Use-Specific Guidance: Other design elements are dependent on how the lot is intended to be used. If the lot is connected to a transit stop, then the lot design should focus on that transit connection. For example, if a bus is intended to stop at the lot, then a bus pullout should be incorporated into the design. For more urban locations, vehicle pullout location can accommodate users that get dropped off at the lot by family, friends, or a ride hailing services. Thinking about how bicyclists and pedestrians can access the lot is just as important as considering vehicle access, as accommodating access by these modes can expand the number of potential users while also further reducing vehicle use and the associated emissions. As transportation technology continues to rapidly evolve, reserving some space for new modes can make sure the lot is useful further into the future. For example, including space for a future bike share or scooter share hub, or space for electric vehicle charging, can reduce the need for

future lot redesign as these uses become more popular, even if they are not in high demand at the present time. Further details on design guidance can be found in the literature review materials listed in Appendix A.

Suggested Prioritization Criteria

Many existing park and ride plans use evaluation or prioritization criteria to determine new lot locations and plan investments. The criteria used depend on the goals of the park and ride program as well as local context. Based on survey results and input from regional stakeholders, the following criteria are suggested for evaluating potential park and ride lots in Linn, Benton, and Lincoln Counties. They are listed in order of importance.

1. **Electricity Access** – For lighting and other security amenities, as well as the potential to add additional amenities such as electric vehicle charging infrastructure. Solar access could be considered to meet this criteria.
2. **Convenience** – Park and ride programs can only be successful if they increase convenience for participants. Lot locations should be convenient to access, reducing out of direction travel.
3. **Visibility** – Lots that are easily visible from the road can self-advertise, increasing knowledge of park and ride availability. Highly visible lots are also create a more secure environment for users.
4. **Transit Routes** – With statewide transit investment increasing through the Statewide Transit Improvement Fund (STIF), park and ride lots can capitalize on investments in more frequent service by providing additional access and encouragement for transit use.
5. **Bike & Pedestrian Accessibility** – Biking and walking can be important first-last mile solutions to accessing transit, vanpools, or carpools. Lots should be located where all modes can safely and easily access them.
6. **ADA Accessibility** – Public investments should benefit all members of the community. Both lot location and design should accommodate people with disabilities.
7. **Site Ownership** – Lot development or shared use agreements will likely be easier if the site is already publicly owned, however private site ownership is not an insurmountable barrier.
8. **Nearby Services & Amenities** – Nearby services and amenities can provide additional security for park and ride lots, as well as provide convenience for lot users. However, survey respondents did not rank them strongly as a desired amenity for new lots.
9. **Development Cost** – Cost is always an important factor, but it should not take precedence over lot convenience and accessibility, or shift lot placement towards a location that doesn't meet a park and ride program's goals.
10. **Number of Commuters Served** – Lots are more likely to be used if a large number of commuters can access them. However, this criteria overlooks recreational park and ride users and smaller communities.
11. **Percentage of Commuters in Community** – Using commuter percentage instead of raw numbers can highlight the need for lots in smaller and more rural communities.

Data Collection

ODOT is in the process of developing a statewide park and ride inventory. The development of any new park and ride lots, whether shared or designated, should include the collection of the following data.

Table 4: ODOT Park and Ride Data Collection Form

Park & Ride Attribute Data and Descriptions			
	Field Heading	Definition/Description	Acceptable Values
Name	P&R Lot Name	Official name (as posted on sign) or can use location if no official name, i.e., Rickreal Park & Ride; Jct Hwy 30 & 97; or Market St. Park & Ride	Alpha and numeric
	Location	Physical street address or location description	Alpha and numeric
Location	City	City or area jurisdiction	City or area name
	Zip Code	Zip code	5-digit, numeric
	County	County name (primary if more than one)	County name
	County	County name (primary if more than one)	County name
Capacities	Spaces	Total number of parking spaces	Numeric
	Handicap Spaces	Total number of signed parking for disabled	Numeric
	Bike Rack Spaces	Actual number or "0" if none	Numeric
	Bike Locker Spaces	Actual number or "0" if none	Numeric
	Electric Vehicle Spaces	Actual number or "0" if none	Numeric
Services	Car Sharing	Car sharing option present at park & ride	"Yes" or "No"
	Transit Service	Transit service provider(s) serving the park & ride. Should include transit route numbers. Indicate "carpooling" if not served by transit	Provider name ## (route number or numbers) or "Carpooling"
	Availability	Days of the week park & ride can be used	Alpha, i.e., every day or specific days allowed
	Time Limit	How long can vehicle be parked at park & ride	## hours; ## days
	TO Program	Transportation options serving specific park & ride. If no specific provider option, should be listed as "Commute Options"	Alpha
	Restroom	Bathroom facilities present in park & ride	"Yes" or "No"
	Benches	Bench seating present, regardless of presence of shelter	"Yes" or "No"
	Shelter	Covered waiting area specifically serving park & ride	"Yes" or "No"
	Indoor Waiting Area	Covered and enclosed waiting area specifically serving park & ride	"Yes" or "No"
	Heated (Shelter)	Enclosed or covered waiting area heated	"Yes" or "No"
	Trash Can	Place to deposit trash present in park & ride	"Yes" or "No"
Security	Lighting	Functional lighting present to illuminate park & ride during darkness	"Yes" or "No"
	Security Cameras	Functional security cameras present in park & ride	"Yes" or "No"
Other Info	Park & Ride Signage	Signs posted by appropriate jurisdiction labeling site as a Park & Ride	"Yes" or "No"
	Property Owner	Jurisdictional owner or retail property owner	Name – including alpha and/or numeric characters

	Transit Region	Derived based on location	N/A for field data collection
	Official Park & Ride Website	Full website address for official park & ride lots only	Web address if official; none if not
Lat/Long	Latitude	Captured at the throat of the main entrance using resource-grade or better GPS devices; should be minimum of six decimal places	##.#####; ###.#####; - ##.#####; or - ###.#####
	Longitude		
Status	Lot Status	Official/Not Official – Park & Ride considered official if sign(s) are posted communicating location as such by appropriate jurisdiction; not official if simply based on common use, such as a corner of parking lot of a large retailer	“Official” Or “Not Official”
New – Basic Accessibility Assessment – Please Include			
ADA Accessibility	Accessible Path	Based on visual assessment only at this time: is there a paved, accessible path from disabled parking spaces to paved loading pad(s)? Accessible means slopes and clear widths comply with ADA requirements (running slopes 8.3% or less; cross slopes 2% or less; clear width 4 feet or greater.) If path is a raised sidewalk, accessible curb ramps must also be present to allow access.	“Yes” or “No”
	Paved Loading Pad	Paved area for bus loading and/or other vehicle transfer (i.e., carpooling)	
Helpful Additional Information – Not Required			
	Photograph	Aerial photograph	Imagery captured using TransGIS or Google Earth

All data listed above – except for the photograph – should be captured in a spreadsheet. The column headings, or data fields, should be labeled as listed under “Field Heading.” Columns across in the spreadsheet must follow (left to right) the exact same order as the Field Headings listed above (top to bottom).

Public Awareness and Marketing

43% of survey respondents stated they do not use existing park and ride lots, and another 38% said they were not aware of park and rides in the region. Spending time on marketing and public outreach can increase knowledge of existing lots and their benefits to drivers, as well as determine barriers to use.

Conclusion

Park and ride lots are an important component of efficient transportation systems, providing ways to reduce the number of single occupancy vehicles on the road, reducing travel costs, and augmenting regional transit. Both state and local transportation planning goals support the formation of park and ride lots within the Cascades West region.

Responses from the regional commute survey and stakeholder meetings demonstrate a desire for additional lots within the region, especially within communities where lots are limited or non-existent. Shared-use agreements with property owners can be a fast and cost-effective way to establish new lots, and neighboring regions have seen success with this approach. Alternatively, designated lots take more time and money to develop, but they can be designed to meet the specific needs of the transportation options they serve. Safety and security are the biggest concerns for park and ride users, so the location and design of new lots should prioritize these factors. It is also important to consider transportation trends and changes to make sure new lots will meet future needs as well.

Appendix A: Literature Review Table

Park and Ride Plans						Methodology Type			Best Practices			
Plan Name	Govt Body	State	Year	Region Character	Existing Conditions	Commute Patterns/Demand	Potential Sites	Evaluation Criteria	Site Design & Development	Management & Maintenance	IGAs and PPPs	Notes
ODOT Region 4 Park & Ride Lot Plan	Central Oregon Intergovernmental Council	OR	2014	rural, dispersed urban centers	for formal and priority lots	Census, LEHD	stakeholder group, zoning, access	demand (LEHD travel data), cost (existing amenities, slope, landowner, environmental concerns), access (arterials, transit stops, bike/ped, visibility), local considerations (zoning, govt policies, neighborhood impact, safety/security)	development costs listed pg 41-43	general assumption that ODOT would ask local jurisdictions to maintain P&R sites		
Park & Ride Feasibility/Location Study	Rogue Valley Council of Governments	OR	2001	similar to OCWCOG area	for all evaluated sites, not consistent for each site	all highways assumed to carry significant commuters	met a list of criteria (table 1 pg 15)	proximity to transit, transit access, proximity to commuters, ease of development, visibility, route logistics, day care availability, neighborhood impact, auto access, bike access, ped access, site attractiveness, local plan conformity, environmental concerns, parking area, lighting, availability of utilities, nearby services, landscaping	Extensive considerations (pg 6-12), likely from Parsons Brinckerhoff references. Several cities within RVTa service area received 2000-2003 STIP funding for P&R development			Most examples from TRI-MET 1998 evaluation report, overall recommendations don't seem to fit the character of the region (more urban/metro focused). Overall study conclusion was that P&R was unlikely to be useful in the region at that time, did not recommend any locations beyond the two that were already planned
Lassen County Park & Ride Study Report	Lassen County Transportation Commission	CA	2015	rural, one main employment center	formal and informal lots	"Journey to work" census data, LEHD, observed current lot use, P&R transit riders, stakeholder input, Florida methodology of employment + population growth, induced demand estimates	employment center locations, transit routes, commute corridors, future transportation system changes	site demand, proximate demand, transit service, visibility, distance to activity center, other p&r competition, access, local traffic, network connectivity, commute distances, bike route access	Funding sources and cost estimates on pg 31-32	Employer incentives for P&R use		Nice evaluation of GHG emission reductions
Douglas County Park & Ride Options and Recommendations	Northwest Regional Planning Commission	WI	2012	rural	generally describe location and number of spaces		listed, reasons not given		Describe signage based on WI-DOT policies			No methodology or process description
Maine's Park & Ride Lots System Update 2007	Maine DOT & Maine Turnpike Authority	ME	2007	rural state, dispersed urban centers	site observations	Site observation (capacity) and user survey (21% response rate, 225 responses)	lists planned new lots, but does not describe selection criteria except for a desire to have a facility at each turnpike exit			recommends consistent state policy be adopted for all formal lots, additional recommendations for improvements based on survey results, identified lots that require monitoring as they approach capacity		Average trip length of 55 mi (40 mi for in-state trips). Good example of monitoring existing P&R

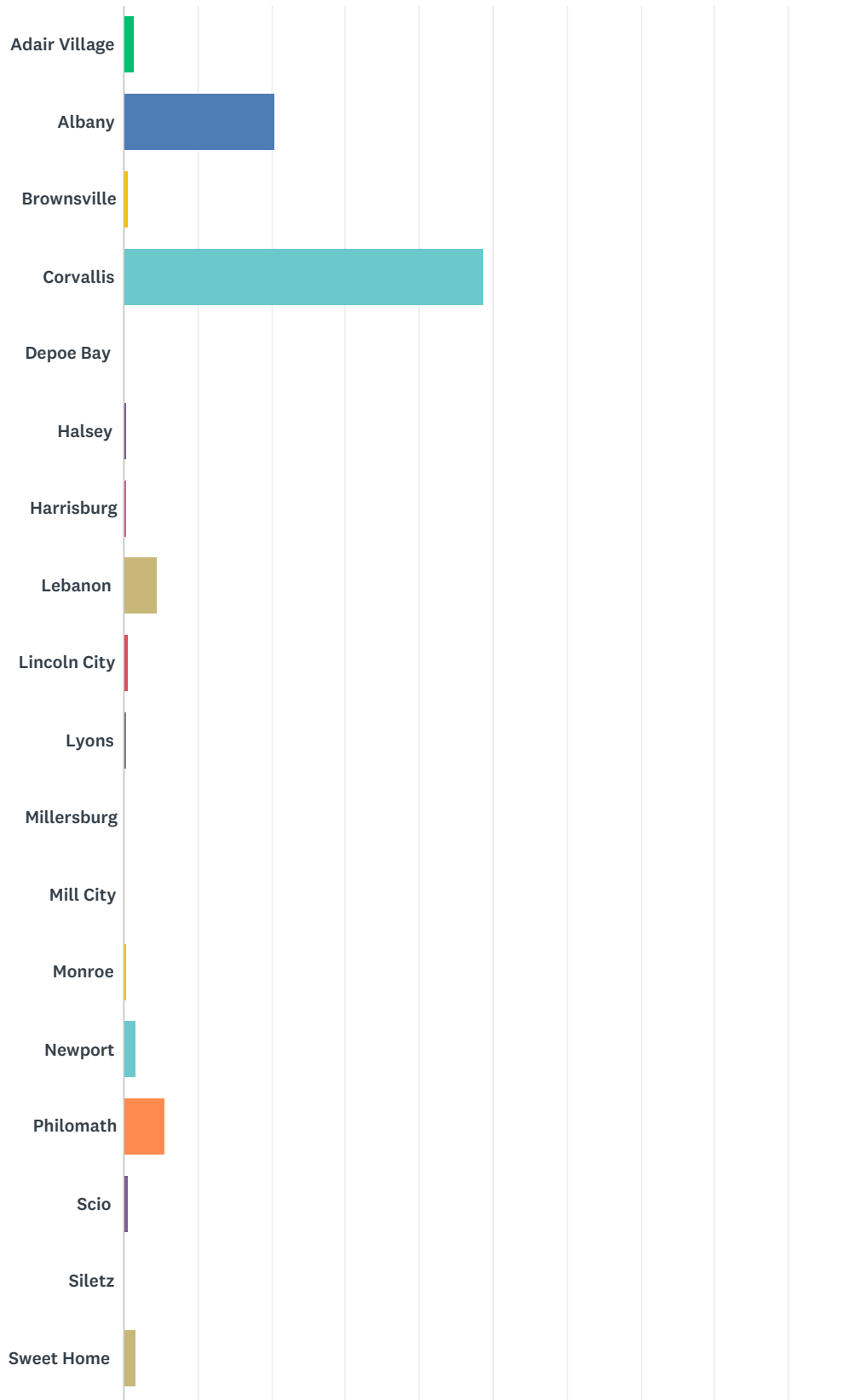
Franklin County Park & Ride Study	Franklin Regional Council of Governments	MA	2008	rural	useage observations	Census ("Journey to work" and employment centers), transit ridership and routes, survey of P&R users	evaluation criteria and current P&R users	on major corridor, access to public transit, short vs long term availability, site ownership	Local community identifies location, submits form to MassHighway, formal site study may be done. If private lot, leases or agreements can be made to use extra parking		Promote benefits of increased visitors to site owners. Involve state govt in agreement negotiations	
Chittenden County Park & Ride Facility Prioritization	Chittenden County Metropolitan Planning Organization	VT	2004	low population urban/suburban		AADT, transit connections, bike/ped connections	evaluation criteria	demand (AADT, transit, bike/ped), location (activity center, inter/art access, congestion, services), readiness (site identified, ROW required)	sent letters to property owners gauging interest in hosting P&R lot		Offer lot maintenance assistance to property owners as incentive to host P&R lot. Draft agreements in appendix D	
Collier County Park & Ride Site Identification Study	Collier County	FL	2005	medium sized, urban rural mix		identified high trip destinations, connected to planned and existing transit, high volume corridors	evaluation criteria, plus existing P&R use and site owner partnerships	location (convenient for commuters), visibility, proximity to activity centers, access (car specific), transit service, cost (developed, property agreements possible)			Sample Interlocal Agreements in Appendix D	
Park & Ride Study: Inventory, Use, Need	Roanoke & New River Valley regions	VA	2015	medium sized, urban rural mix	field study: connectivity, occupancy, access, amenities, condition, security	existing lot usage	expand, move, or supplement existing lots	existing usage, transit service, site characteristics				
Park & Ride Lot Study	Coastal Region MPO (Savannah)	GA	2014	urban/suburban	field study: capacity, utilization, wayfinding, conditions	LEHD, employer data	suitable sites along each commute corridor	site suitability, travel demand market, stakeholder input	table on pg 19 with development costs	table on pg 19 with maintenance costs		
2030 Park & Ride Plan	Twin Cities Metro Council	MN	2010	urban/suburban		2008 P&R survey, LEHD, "transportation analysis zone" model for future population and employment growth	corridor demand, local partner input	site ownership, location, transit availability, vehicle access, capacity, visibility, details in chapter 5				

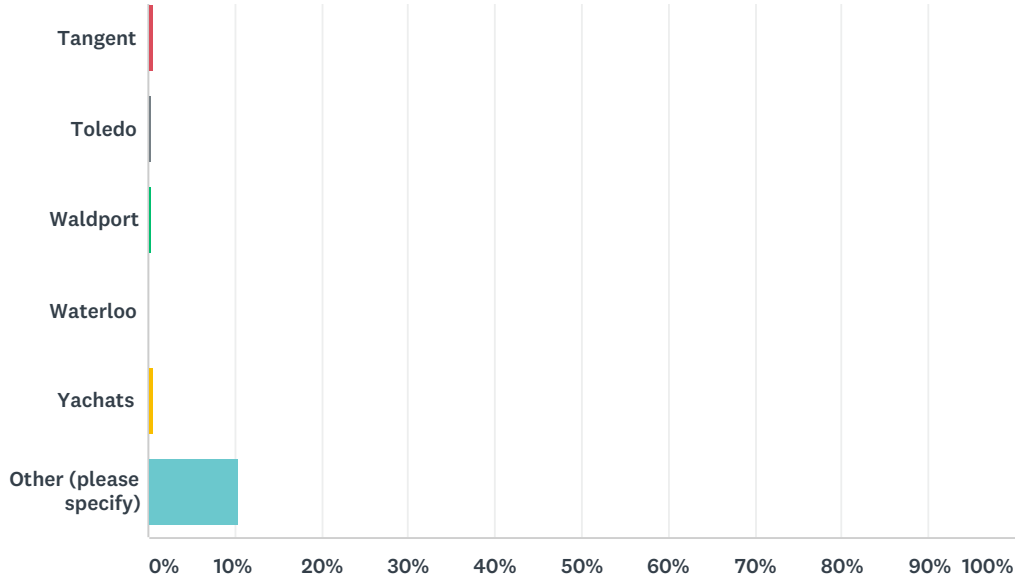
Guide Name	Author	Year	Site Selection	Site Design	Transit Integration	Management
Guidebook on Planning & Managing Park & Ride	Transportation Research Board	2017	Good highway and transit access and visibility, strong ridership potential, perception of security. Affordable land and low environmental impact (pg. S3)	More spaces and amenities at transit-focused P&R lots. Mitigate congestion and spill-over parking. Consider security. If transit vehicles stop inside lot, mitigate safety conflicts, if stop outside lot ensure safe pedestrian access to the transit stop	Focus of this guide is for transit agencies looking to provide P&R lots, so integration somewhat assumed. Transit demand and lot usage used to site/size facilities	Generally cheap and fast to lease space, but there is risk of the lease ending. Building gives more design control but requires funding and extensive planning. Staff will be needed for maintenance/inspections/enforcement/security/customer service. P&R useage rules should be clearly displayed. Measure utilization and access mode, set consistent methods for measuring across all park and rides.
Park & Ride Design Guidelines	Virginia DOT	2018		Specifically addresses federal and state design requirements. Breaks into three density categories and lists required, preferred, and suggested features. Medium and low density lots most applicable to OCWCOG region		
Park & Ride Guide	Florida DOT	2012	Table on pg 9 gives guidance on how to position lots in different types of communities	Access point on right side of main traffic flow direction, accommodate all modes (ideally with separated/protected facilities), have amenities that support users, coordinate with transit agencies for bus stop locations, guidance based on Florida priorities for amenities, art, landscaping, etc.		

Appendix B: Survey Responses

Q1 Where do you live? Please choose your city / town, or the one closest to you.

Answered: 567 Skipped: 1





ANSWER CHOICES	RESPONSES	
Adair Village	1.41%	8
Albany	20.46%	116
Brownsville	0.71%	4
Corvallis	48.68%	276
Depoe Bay	0.00%	0
Halsey	0.35%	2
Harrisburg	0.35%	2
Lebanon	4.59%	26
Lincoln City	0.71%	4
Lyons	0.35%	2
Millersburg	0.18%	1
Mill City	0.00%	0
Monroe	0.35%	2
Newport	1.76%	10
Philomath	5.64%	32
Scio	0.53%	3
Siletz	0.00%	0
Sweet Home	1.59%	9
Tangent	0.71%	4
Toledo	0.35%	2
Waldport	0.35%	2
Waterloo	0.00%	0

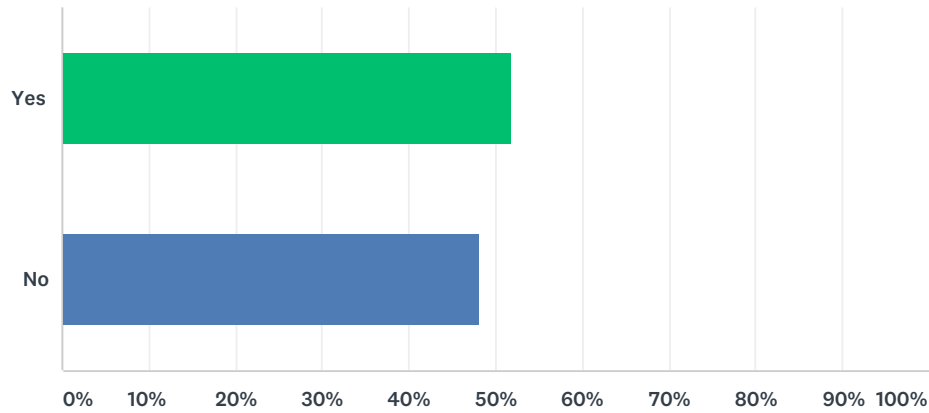
Yachats	0.53%	3
Other (please specify)	10.41%	59
TOTAL		567

#	OTHER (PLEASE SPECIFY)	DATE
1	West Salem	9/28/2018 8:25 AM
2	salem	9/28/2018 7:17 AM
3	Shedd	9/28/2018 3:42 AM
4	Blodgett	9/27/2018 11:24 PM
5	North Albany	9/27/2018 11:03 PM
6	Salem	9/27/2018 7:23 PM
7	Monmouth	9/27/2018 1:48 PM
8	Bellfountain	9/27/2018 1:48 PM
9	Junction City	9/27/2018 1:18 PM
10	Springfield	9/27/2018 12:43 PM
11	Jefferson	9/27/2018 12:40 PM
12	Eugene	9/27/2018 12:34 PM
13	Eugene	9/27/2018 12:19 PM
14	Salem	9/27/2018 12:14 PM
15	Springfield	9/27/2018 12:10 PM
16	Salem	9/27/2018 11:55 AM
17	Blodgett (between Philomath & Newport)	9/27/2018 11:45 AM
18	Lacomb	9/27/2018 11:45 AM
19	I currently live in Corvallis but will soon be moving to Albany.	9/27/2018 11:43 AM
20	Pacific City	9/27/2018 11:41 AM
21	Blodgett	9/27/2018 11:41 AM
22	Salem	9/27/2018 11:34 AM
23	Salem	9/27/2018 11:29 AM
24	Aumsville	9/27/2018 11:26 AM
25	salem	9/27/2018 11:25 AM
26	Lacomb	9/27/2018 11:25 AM
27	Lewisburg	9/27/2018 11:24 AM
28	Salem	9/25/2018 12:46 PM
29	Silverton	9/24/2018 4:03 PM
30	Eugene	9/24/2018 8:18 AM
31	Salem	9/24/2018 7:08 AM
32	Junction City	9/24/2018 6:24 AM
33	Eugene	9/23/2018 11:14 AM
34	Independence	9/21/2018 4:54 PM
35	Jefferson	9/21/2018 2:14 PM
36	Eugene	9/21/2018 2:11 PM

37	Salem	9/21/2018 1:20 PM
38	Harlan	9/21/2018 1:04 PM
39	Independence	9/21/2018 12:45 PM
40	Keizer	9/21/2018 10:55 AM
41	Lake Oswego	9/21/2018 10:51 AM
42	Springfield	9/21/2018 10:16 AM
43	vancouver	9/21/2018 9:48 AM
44	Bend	9/21/2018 9:07 AM
45	Eugene	9/21/2018 8:25 AM
46	Eugene	9/21/2018 8:11 AM
47	Salem	9/21/2018 6:50 AM
48	Cottage Grove	9/20/2018 9:08 PM
49	Shedd	9/20/2018 4:49 PM
50	Otis	9/20/2018 4:34 PM
51	Florence	9/20/2018 4:16 PM
52	Salem	9/20/2018 4:15 PM
53	Eugene	9/20/2018 3:54 PM
54	Salem	9/20/2018 3:49 PM
55	Springfield	9/20/2018 3:30 PM
56	Salem	9/20/2018 3:14 PM
57	Alsea	9/20/2018 1:40 PM
58	Wren	9/20/2018 1:37 PM
59	Eugene	9/20/2018 1:26 PM

Q2 Do you regularly commute to another city / town for work?

Answered: 568 Skipped: 0

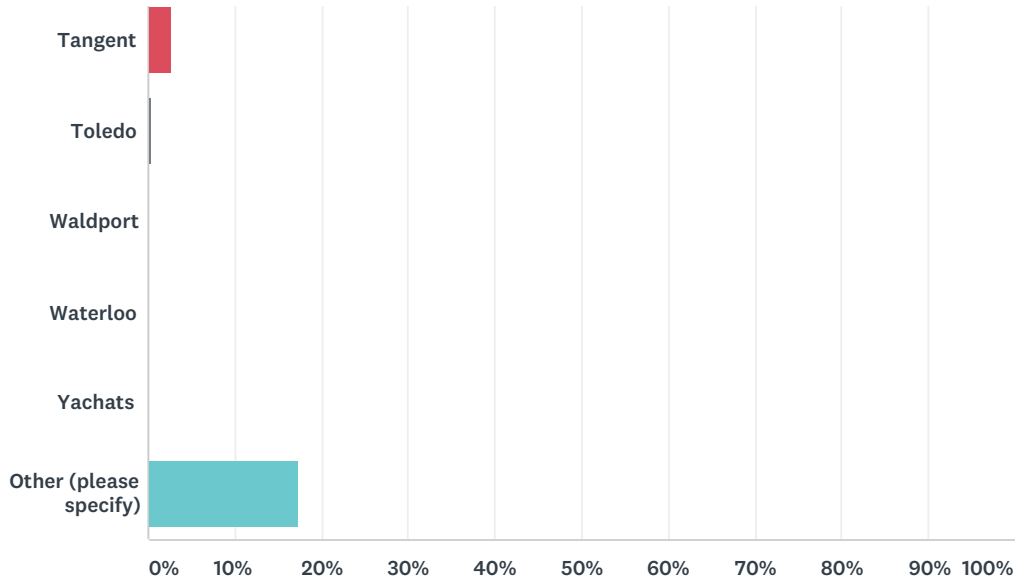


ANSWER CHOICES	RESPONSES	
Yes	51.94%	295
No	48.06%	273
TOTAL		568

Q3 Where do you commute most frequently for work? Please choose the city / town where you commute, or the closest one to your destination.

Answered: 295 Skipped: 273





ANSWER CHOICES	RESPONSES	
Adair Village	0.34%	1
Albany	7.46%	22
Brownsville	0.34%	1
Corvallis	66.44%	196
Depoe Bay	0.34%	1
Halsey	0.34%	1
Harrisburg	0.34%	1
Lebanon	0.34%	1
Lincoln City	0.34%	1
Lyons	0.00%	0
Millersburg	0.34%	1
Mill City	0.00%	0
Monroe	0.00%	0
Newport	2.37%	7
Philomath	0.00%	0
Scio	0.00%	0
Siletz	0.00%	0
Sweet Home	0.68%	2
Tangent	2.71%	8
Toledo	0.34%	1
Waldport	0.00%	0
Waterloo	0.00%	0

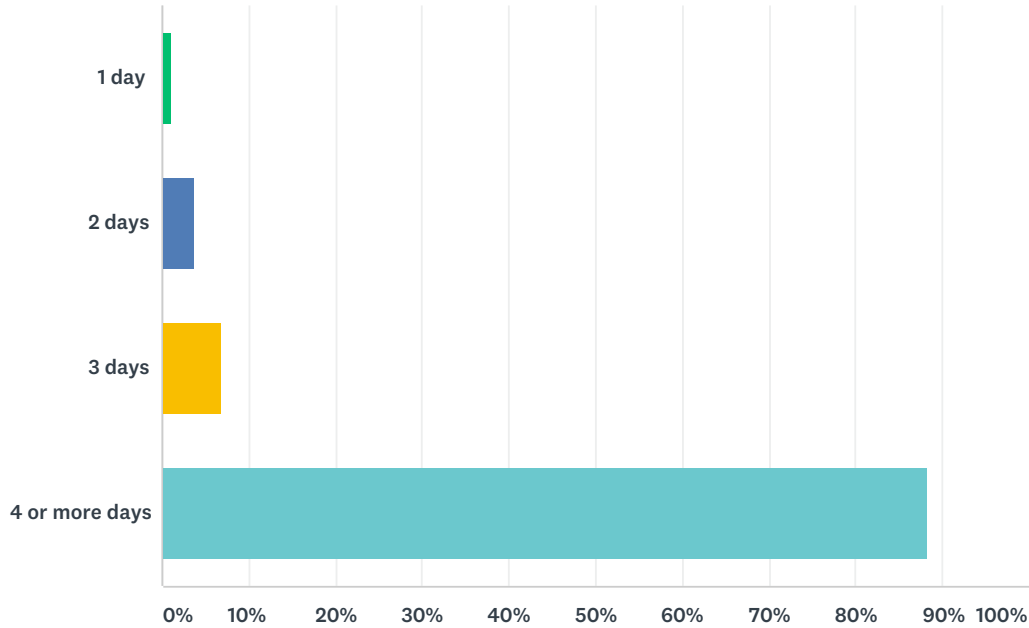
Yachats	0.00%	0
Other (please specify)	17.29%	51
TOTAL		295

#	OTHER (PLEASE SPECIFY)	DATE
1	Salem	10/2/2018 7:40 AM
2	Salem	9/26/2018 4:44 PM
3	City of Sodaville	9/25/2018 10:46 AM
4	salem	9/25/2018 9:15 AM
5	Eugene	9/24/2018 7:01 PM
6	Salem	9/24/2018 10:00 AM
7	Salem	9/24/2018 8:05 AM
8	Salem	9/24/2018 6:24 AM
9	Salem	9/22/2018 7:51 AM
10	Salem	9/21/2018 4:47 PM
11	Salem	9/21/2018 1:36 PM
12	eugene	9/21/2018 11:10 AM
13	Salem	9/21/2018 11:01 AM
14	Salem	9/21/2018 10:52 AM
15	Salem	9/21/2018 10:29 AM
16	salem	9/21/2018 9:52 AM
17	tualatin	9/21/2018 9:48 AM
18	Salem	9/21/2018 9:47 AM
19	Monmouth	9/21/2018 9:39 AM
20	Salem	9/21/2018 9:17 AM
21	Prineville	9/21/2018 9:08 AM
22	Salem	9/21/2018 8:51 AM
23	Salem	9/21/2018 8:29 AM
24	Sheridan	9/21/2018 8:27 AM
25	Salem	9/21/2018 7:39 AM
26	Portland	9/21/2018 6:52 AM
27	Salem	9/21/2018 6:39 AM
28	Salem	9/20/2018 9:08 PM
29	Eugene	9/20/2018 4:16 PM
30	Salem	9/20/2018 3:53 PM
31	Eugene	9/20/2018 3:50 PM
32	Springfield	9/20/2018 3:15 PM
33	Salem	9/20/2018 3:14 PM
34	Salem	9/20/2018 2:59 PM
35	Salem	9/20/2018 2:34 PM
36	Salem	9/20/2018 2:31 PM

37	Salem	9/20/2018 2:25 PM
38	Salem	9/20/2018 2:24 PM
39	Salem	9/20/2018 2:23 PM
40	Eugene	9/20/2018 2:08 PM
41	Salem	9/20/2018 2:06 PM
42	Salem	9/20/2018 1:44 PM
43	Salem	9/20/2018 1:44 PM
44	salem	9/20/2018 1:43 PM
45	Salem	9/20/2018 1:42 PM
46	Salem	9/20/2018 1:41 PM
47	Salem	9/20/2018 1:40 PM
48	Salem	9/20/2018 1:40 PM
49	Salem	9/20/2018 1:39 PM
50	Salem	9/20/2018 1:18 PM
51	Eugene	9/20/2018 1:07 PM

Q4 How often do you commute in a typical work week?

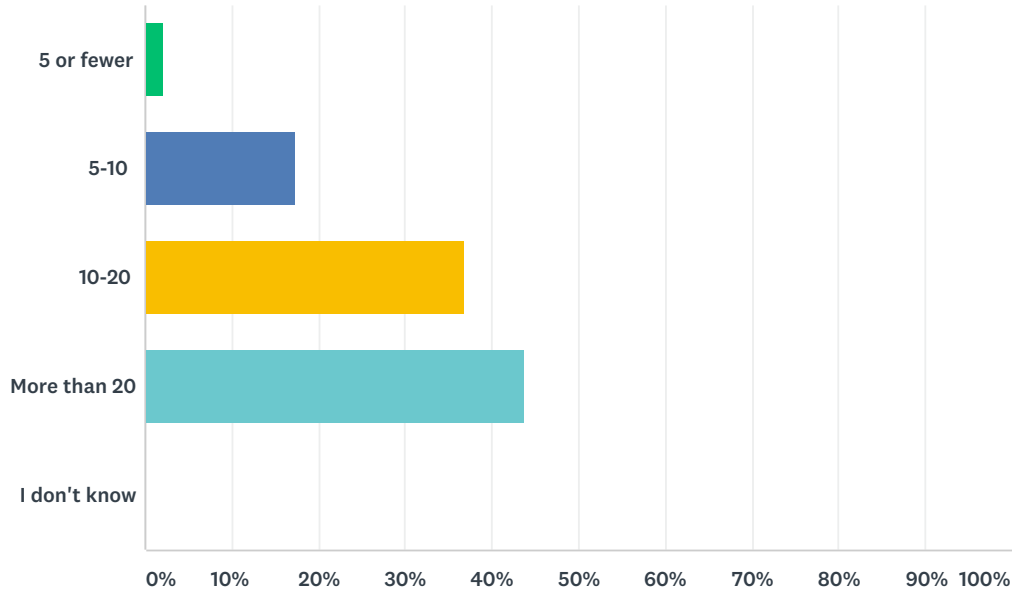
Answered: 291 Skipped: 277



ANSWER CHOICES	RESPONSES	
1 day	1.03%	3
2 days	3.78%	11
3 days	6.87%	20
4 or more days	88.32%	257
TOTAL		291

Q5 How many miles (one-way) do you typically commute for work?

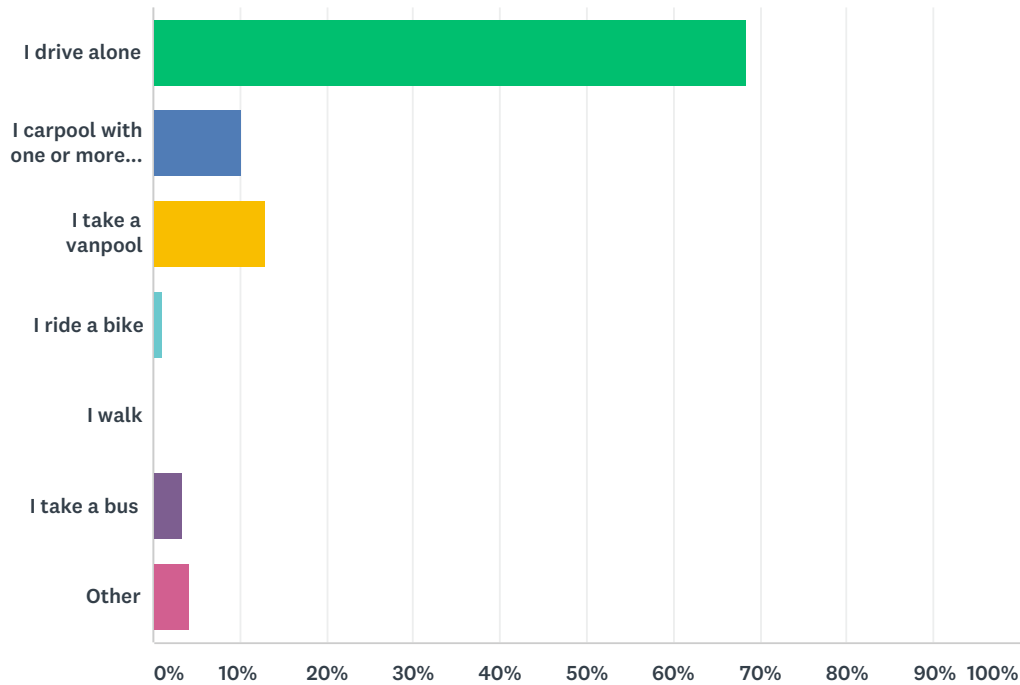
Answered: 293 Skipped: 275



ANSWER CHOICES	RESPONSES	
5 or fewer	2.05%	6
5-10	17.41%	51
10-20	36.86%	108
More than 20	43.69%	128
I don't know	0.00%	0
TOTAL		293

Q6 How do you typically commute for work?

Answered: 294 Skipped: 274



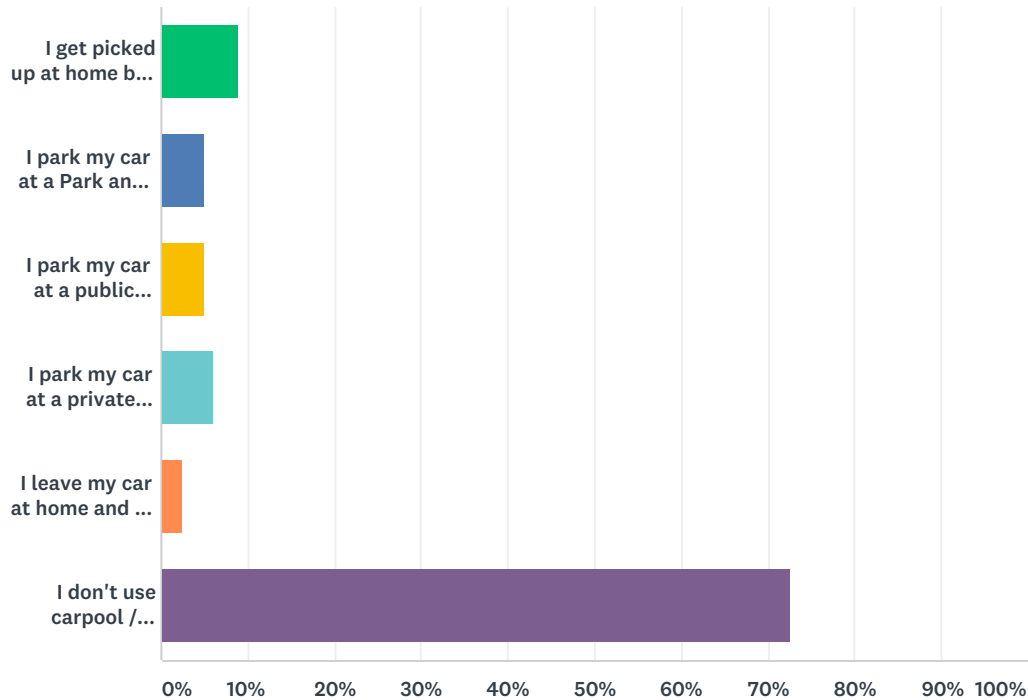
ANSWER CHOICES	RESPONSES	
I drive alone	68.37%	201
I carpool with one or more adults	10.20%	30
I take a vanpool	12.93%	38
I ride a bike	1.02%	3
I walk	0.00%	0
I take a bus	3.40%	10
Other	4.08%	12
TOTAL		294

#	OTHER	DATE
1	i drive with one or more children	9/28/2018 2:09 PM
2	Motorcycle	9/27/2018 11:04 PM
3	A mix of driving alone and carpool with one other adult	9/27/2018 1:57 PM
4	I drive and drop off one or more children	9/27/2018 12:53 PM
5	ride a motorcycle	9/27/2018 11:25 AM
6	Half the time I work in Corvallis biking distance from home	9/24/2018 2:57 PM
7	I was car pooling with another person, but now I am not.	9/24/2018 6:28 AM
8	MOTORCYCLE (Why is this Not on the list??)	9/24/2018 5:45 AM
9	ride bike, ride bus and drive alone	9/22/2018 10:17 PM

10	Drive, bike, and use the bus	9/21/2018 1:08 PM
11	I drive 3x/month, take the coast to valley express 1x/month	9/21/2018 8:40 AM
12	Amtrak Cascades	9/20/2018 3:50 PM

Q7 If you typically travel by carpool / vanpool, how do you typically access your trip?

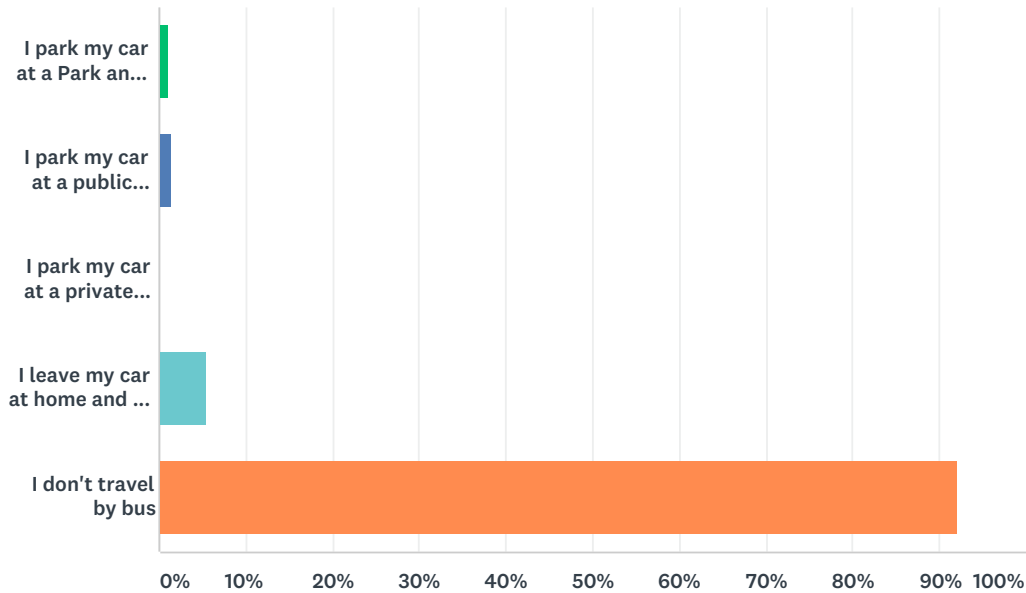
Answered: 281 Skipped: 287



ANSWER CHOICES	RESPONSES	
I get picked up at home by my carpool / vanpool or I pick up others at home	8.90%	25
I park my car at a Park and Ride facility	4.98%	14
I park my car at a public parking lot	4.98%	14
I park my car at a private parking lot	6.05%	17
I leave my car at home and use another transportation mode to access carpool / vanpool	2.49%	7
I don't use carpool / vanpool	72.60%	204
TOTAL		281

Q8 If you typically travel by bus, how do you typically access your trip?

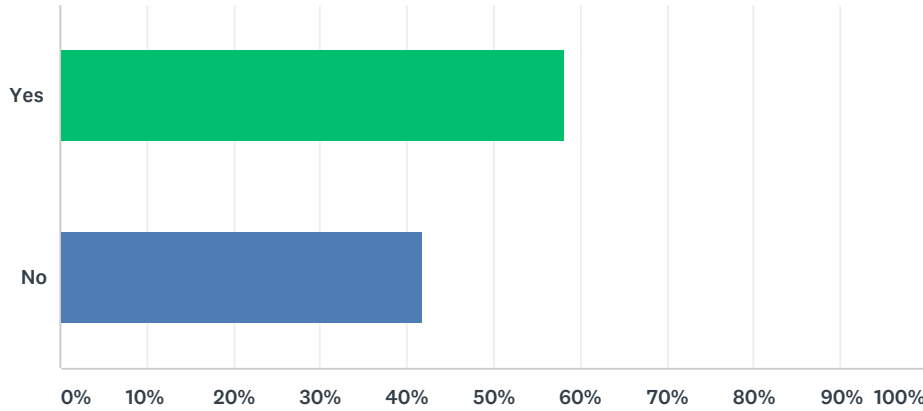
Answered: 279 Skipped: 289



ANSWER CHOICES	RESPONSES	
I park my car at a Park and Ride facility	1.08%	3
I park my car at a public parking lot	1.43%	4
I park my car at a private parking lot	0.00%	0
I leave my car at home and use another transportation mode to access transit	5.38%	15
I don't travel by bus	92.11%	257
TOTAL		279

Q9 Do you typically travel to another city / town at least once per week for NON-WORK purposes?

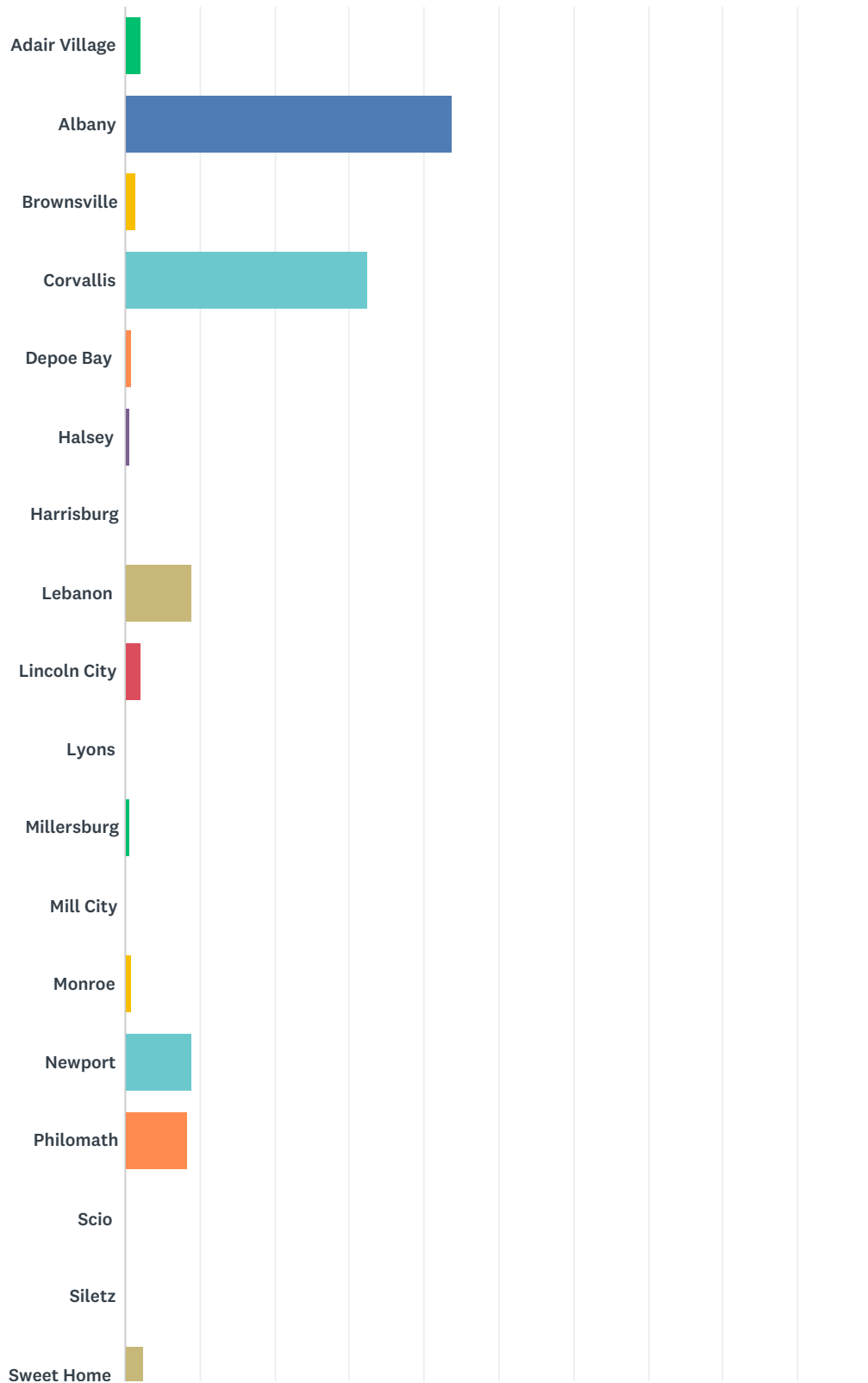
Answered: 563 Skipped: 5

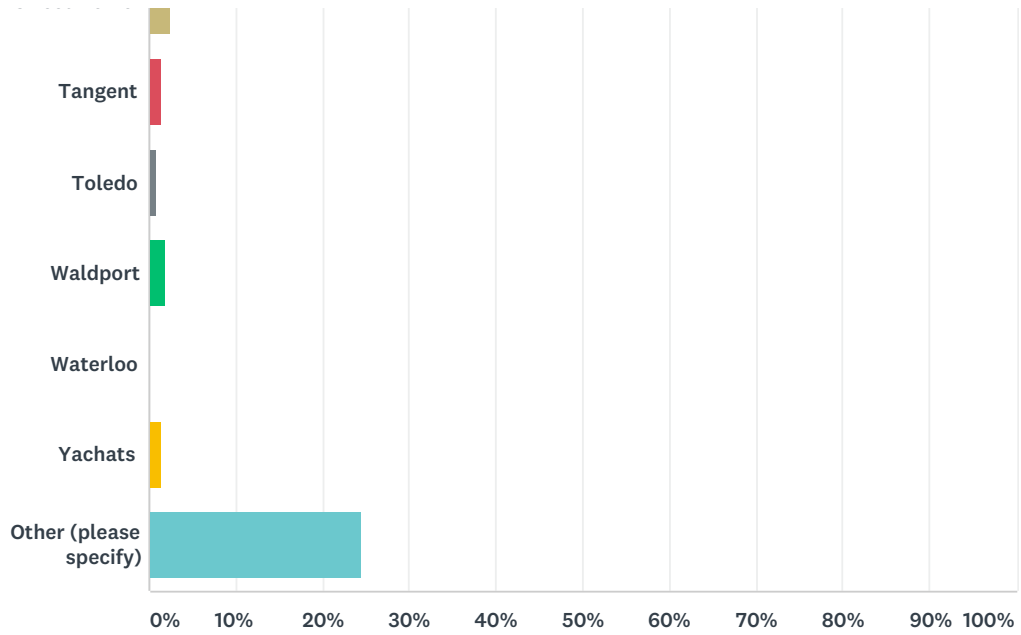


ANSWER CHOICES	RESPONSES	
Yes	58.08%	327
No	41.92%	236
TOTAL		563

Q10 Where do you travel most often for non-work purposes? Please choose the city / town where you travel most often, or the one closest to your destination.

Answered: 324 Skipped: 244





ANSWER CHOICES	RESPONSES	
Adair Village	2.16%	7
Albany	43.83%	142
Brownsville	1.54%	5
Corvallis	32.41%	105
Depoe Bay	0.93%	3
Halsey	0.62%	2
Harrisburg	0.31%	1
Lebanon	8.95%	29
Lincoln City	2.16%	7
Lyons	0.00%	0
Millersburg	0.62%	2
Mill City	0.31%	1
Monroe	0.93%	3
Newport	8.95%	29
Philomath	8.33%	27
Scio	0.31%	1
Siletz	0.00%	0
Sweet Home	2.47%	8
Tangent	1.54%	5
Toledo	0.93%	3
Waldport	1.85%	6

Waterloo	0.31%	1
Yachats	1.54%	5
Other (please specify)	24.38%	79
Total Respondents: 324		

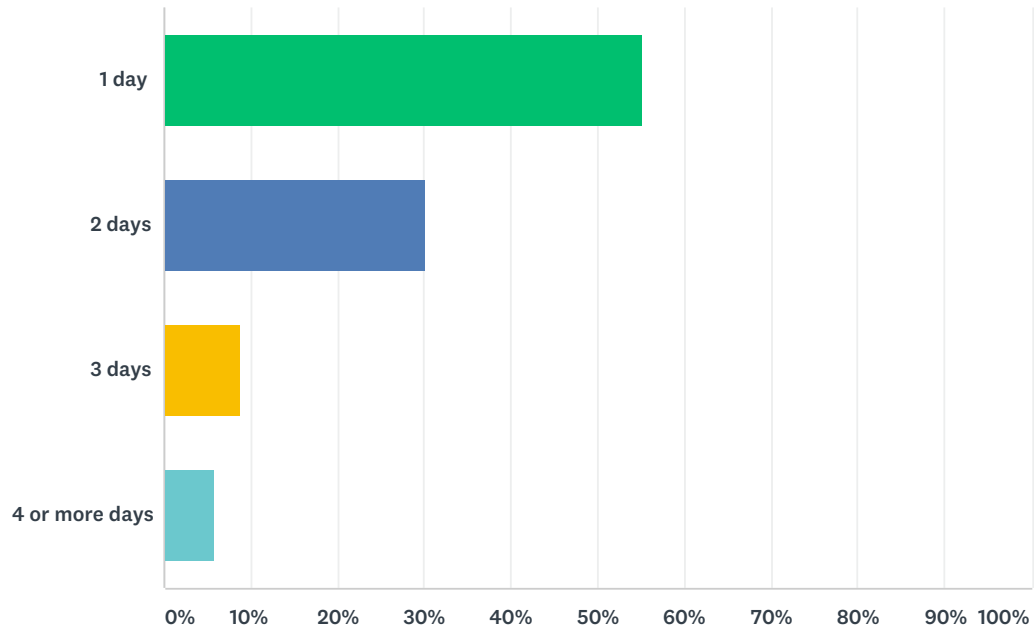
#	OTHER (PLEASE SPECIFY)	DATE
1	Salem	10/4/2018 5:23 AM
2	Summit	10/1/2018 8:15 AM
3	Washougal WA	9/28/2018 3:32 PM
4	Bend	9/28/2018 10:27 AM
5	Portland	9/28/2018 7:20 AM
6	Salem	9/28/2018 5:24 AM
7	Grand Ronde	9/27/2018 7:25 PM
8	Portland	9/27/2018 5:27 PM
9	Portland	9/27/2018 4:24 PM
10	Salem	9/27/2018 3:33 PM
11	Wilsonville	9/27/2018 3:02 PM
12	Eugene	9/27/2018 2:49 PM
13	Eugene	9/27/2018 1:50 PM
14	Salem	9/27/2018 1:49 PM
15	Eugene	9/27/2018 1:20 PM
16	the mountains	9/27/2018 1:16 PM
17	Amity, OR	9/27/2018 12:37 PM
18	Salem	9/27/2018 12:36 PM
19	Portland area	9/27/2018 12:22 PM
20	The coast range or Cascades for recreation	9/27/2018 12:20 PM
21	Eugene	9/27/2018 11:55 AM
22	Eugene	9/27/2018 11:54 AM
23	Eugene	9/27/2018 11:44 AM
24	Tillamook	9/27/2018 11:43 AM
25	Salem	9/27/2018 11:42 AM
26	Portland	9/27/2018 11:39 AM
27	Junction City	9/27/2018 11:35 AM
28	Salem	9/27/2018 11:30 AM
29	Portland	9/27/2018 11:28 AM
30	Portland	9/27/2018 11:25 AM
31	Varies week to week	9/26/2018 1:14 PM
32	Eugene	9/25/2018 10:05 AM
33	Salem, Oregon and its neighbors (Monmouth and Dallas)	9/24/2018 8:18 PM
34	Salem	9/24/2018 5:23 PM

35	Salem	9/24/2018 4:04 PM
36	Lobster Valley	9/24/2018 2:59 PM
37	To cascades or east side of cascades	9/24/2018 9:33 AM
38	Eugene	9/24/2018 9:17 AM
39	Eugene	9/24/2018 7:09 AM
40	Eugene	9/22/2018 4:46 PM
41	Eugene	9/22/2018 2:56 PM
42	Hillsboro	9/21/2018 9:23 PM
43	Salem	9/21/2018 4:56 PM
44	answered previous question wrong, mostly travel to other cities for work	9/21/2018 4:45 PM
45	salem or yamhill	9/21/2018 4:42 PM
46	Monmouth	9/21/2018 4:07 PM
47	Portland, Eugene	9/21/2018 2:18 PM
48	Portland	9/21/2018 2:06 PM
49	salem	9/21/2018 1:16 PM
50	salem	9/21/2018 1:01 PM
51	Portland	9/21/2018 12:56 PM
52	salem	9/21/2018 12:55 PM
53	Salem, Dallas	9/21/2018 12:47 PM
54	Junction City	9/21/2018 12:43 PM
55	tirgard	9/21/2018 9:49 AM
56	salem	9/21/2018 9:20 AM
57	lots of places	9/21/2018 8:43 AM
58	Salem	9/21/2018 6:40 AM
59	Salem	9/20/2018 10:12 PM
60	Eugene	9/20/2018 9:09 PM
61	Florence	9/20/2018 8:39 PM
62	Salem	9/20/2018 4:47 PM
63	Eugene or Coos Bay	9/20/2018 4:17 PM
64	Eugene or Portland	9/20/2018 4:17 PM
65	Salem or Euguene	9/20/2018 4:00 PM
66	Keizer	9/20/2018 3:55 PM
67	Portland, Springfield, Keizer, Independence	9/20/2018 3:19 PM
68	Eugene, Wilsonville	9/20/2018 2:34 PM
69	Eugene	9/20/2018 2:15 PM
70	Salem	9/20/2018 2:14 PM
71	Lewisburg	9/20/2018 2:10 PM
72	Portland	9/20/2018 1:56 PM
73	Portland	9/20/2018 1:45 PM
74	Salem	9/20/2018 1:45 PM
75	Salem	9/20/2018 1:43 PM

76	Alsea	9/20/2018 1:42 PM
77	Salem	9/20/2018 1:41 PM
78	Junction City	9/20/2018 1:28 PM
79	Washougal, Washington	9/20/2018 1:28 PM

Q11 How often do you travel for non-work purposes in a typical week?

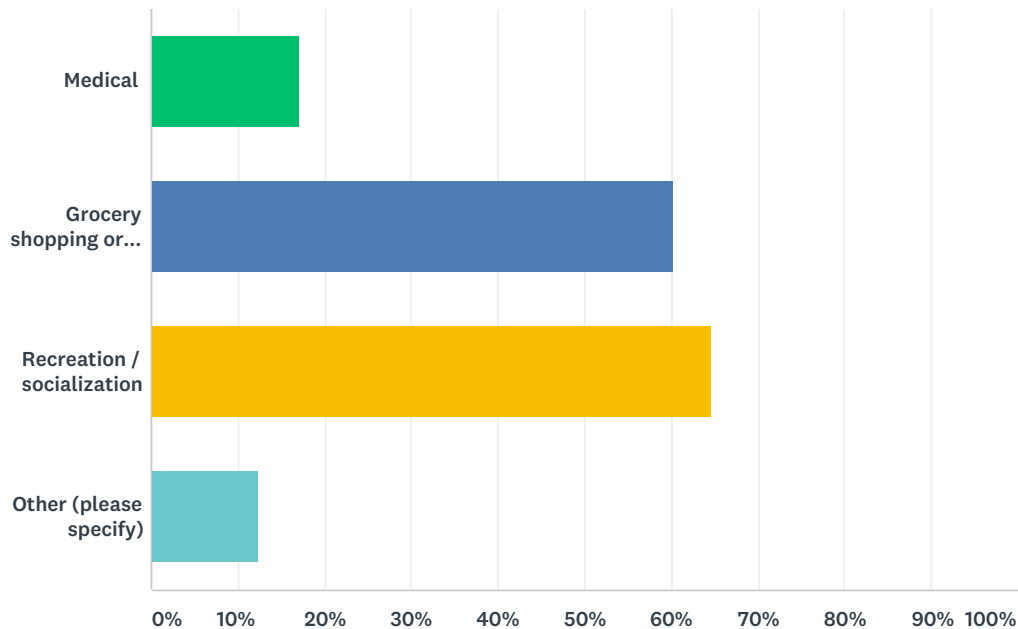
Answered: 319 Skipped: 249



ANSWER CHOICES	RESPONSES	
1 day	55.17%	176
2 days	30.09%	96
3 days	8.78%	28
4 or more days	5.96%	19
TOTAL		319

Q12 What are your most common reasons for traveling to another city / town? Choose all that apply.

Answered: 325 Skipped: 243



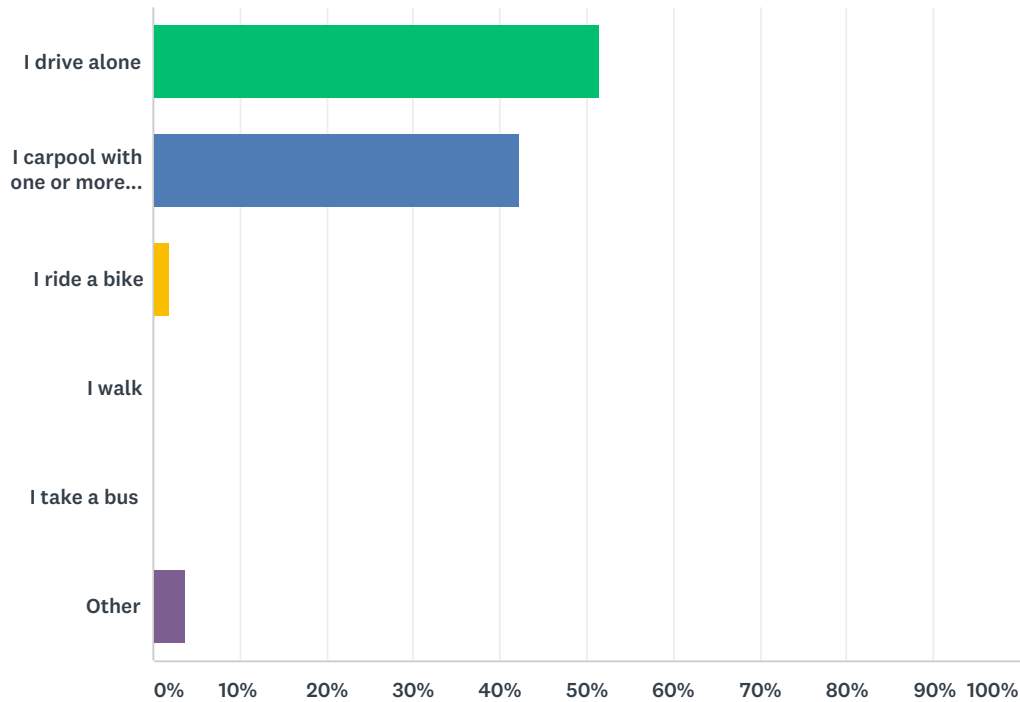
ANSWER CHOICES	RESPONSES
Medical	17.23% 56
Grocery shopping or other errands	60.31% 196
Recreation / socialization	64.62% 210
Other (please specify)	12.31% 40
Total Respondents: 325	

#	OTHER (PLEASE SPECIFY)	DATE
1	Rental, and Parants	10/1/2018 9:21 AM
2	Restaurants	9/28/2018 10:52 AM
3	Visiting elderly mother	9/28/2018 8:16 AM
4	Scouts, church	9/27/2018 12:54 PM
5	Religious	9/27/2018 12:47 PM
6	to see family	9/27/2018 12:41 PM
7	my wife works out of town and I go to see her	9/27/2018 12:37 PM
8	sports	9/27/2018 12:36 PM
9	take granddaughter to school	9/27/2018 11:44 AM
10	Civil Air Patrol	9/27/2018 11:42 AM
11	education/school	9/27/2018 11:42 AM
12	Restaurants	9/27/2018 11:39 AM

13	Beer	9/27/2018 11:35 AM
14	Property Management	9/27/2018 11:28 AM
15	Child's school	9/27/2018 11:09 AM
16	Work	9/25/2018 4:36 PM
17	Visit my mom.	9/24/2018 5:23 PM
18	long-term preparations to relocate	9/24/2018 2:59 PM
19	Family	9/24/2018 7:09 AM
20	Irregular trips for my business.	9/23/2018 9:11 AM
21	Family	9/21/2018 4:48 PM
22	family	9/21/2018 4:42 PM
23	Volunteer work	9/21/2018 4:34 PM
24	Volunteering & my kids' school-related activities	9/21/2018 2:42 PM
25	CLinical supervision	9/21/2018 2:06 PM
26	Volunteer work	9/21/2018 1:08 PM
27	caretaking for my dad	9/21/2018 9:20 AM
28	Take care of parents	9/21/2018 8:28 AM
29	Nonprofit networking	9/20/2018 7:50 PM
30	Family	9/20/2018 3:55 PM
31	visit family, etc.	9/20/2018 3:19 PM
32	Children sports/performances	9/20/2018 2:21 PM
33	Kid in College.	9/20/2018 2:15 PM
34	Church	9/20/2018 2:15 PM
35	We shop the big box stores and chains, not available in Lincoln city	9/20/2018 2:14 PM
36	farming	9/20/2018 1:58 PM
37	son's soccer practice	9/20/2018 1:56 PM
38	family	9/20/2018 1:45 PM
39	Family	9/20/2018 1:41 PM
40	Community Theater involvement	9/20/2018 1:28 PM

Q13 How do you typically travel for non-work trips?

Answered: 324 Skipped: 244



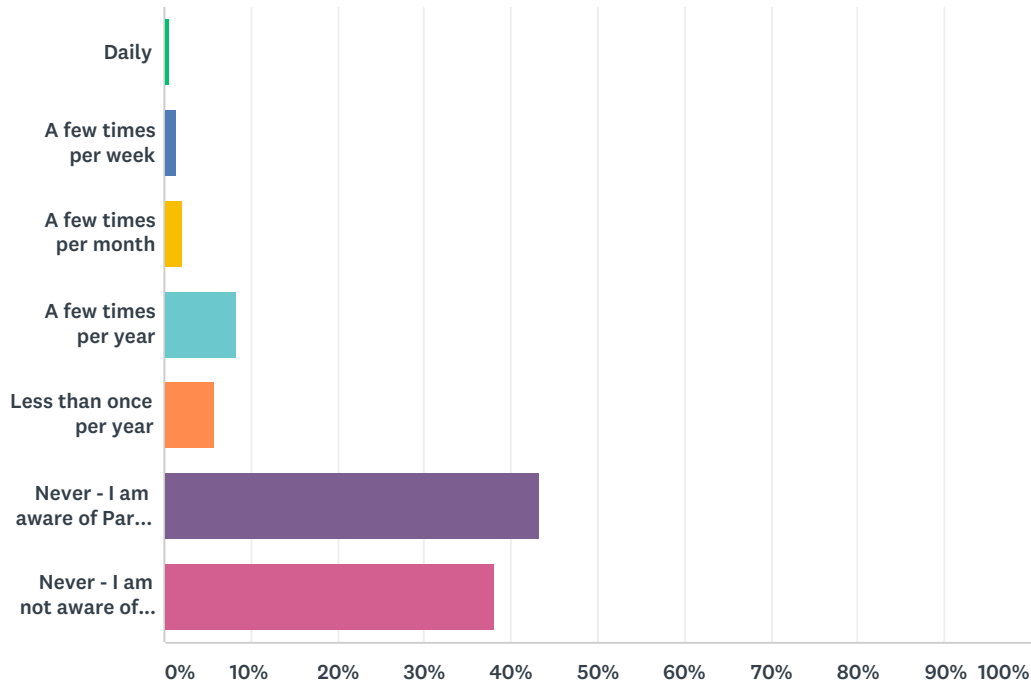
ANSWER CHOICES	RESPONSES	
I drive alone	51.54%	167
I carpool with one or more adults	42.28%	137
I ride a bike	1.85%	6
I walk	0.31%	1
I take a bus	0.31%	1
Other	3.70%	12
TOTAL		324

#	OTHER	DATE
1	drive with my family	9/27/2018 2:45 PM
2	with adult and children	9/27/2018 12:54 PM
3	Drive with child	9/27/2018 11:09 AM
4	my partner and I travel together	9/24/2018 7:35 AM
5	family	9/21/2018 4:42 PM
6	we go as a family	9/21/2018 2:42 PM
7	Traveling with myself and my family	9/21/2018 7:16 AM
8	train	9/20/2018 4:17 PM
9	family/friends - carpool	9/20/2018 4:00 PM

10	Car full of children, sometimes another adult.	9/20/2018 2:21 PM
11	Drive with spouse... is that a carpool?	9/20/2018 2:07 PM
12	We have a carpool with 1 corvallis family and 1 Eugene family	9/20/2018 1:56 PM

Q14 How often do you use Park and Ride facilities in Linn, Benton, or Lincoln Counties?

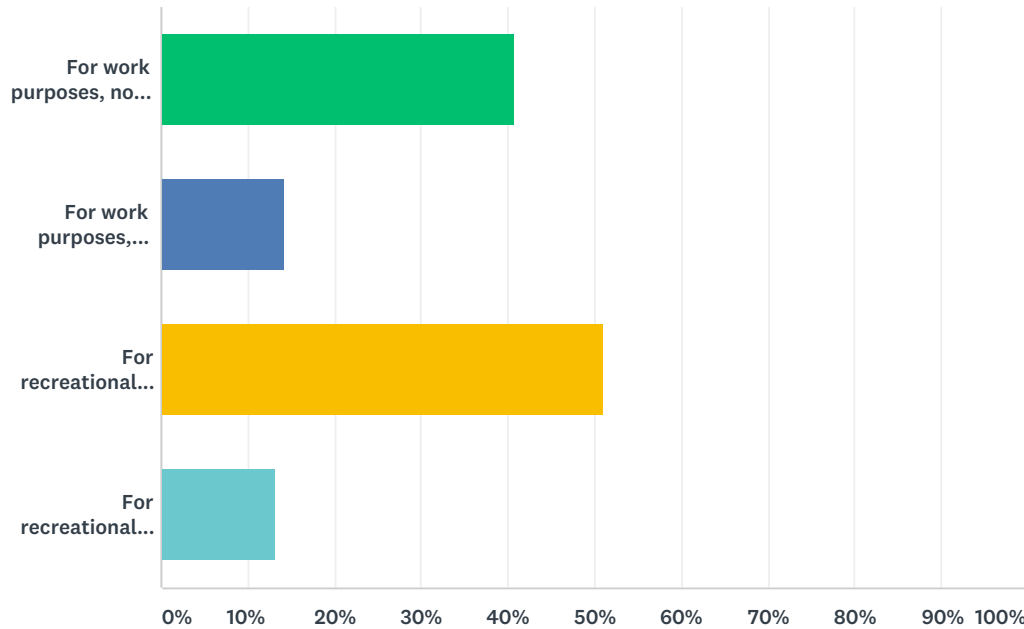
Answered: 558 Skipped: 10



ANSWER CHOICES	RESPONSES	
Daily	0.54%	3
A few times per week	1.43%	8
A few times per month	2.15%	12
A few times per year	8.42%	47
Less than once per year	5.91%	33
Never - I am aware of Park and Ride sites in the region but don't use them	43.37%	242
Never - I am not aware of any Park and Ride sites in the region	38.17%	213
TOTAL		558

Q15 For what purposes do you use Park and Ride facilities? Choose all that apply.

Answered: 98 Skipped: 470

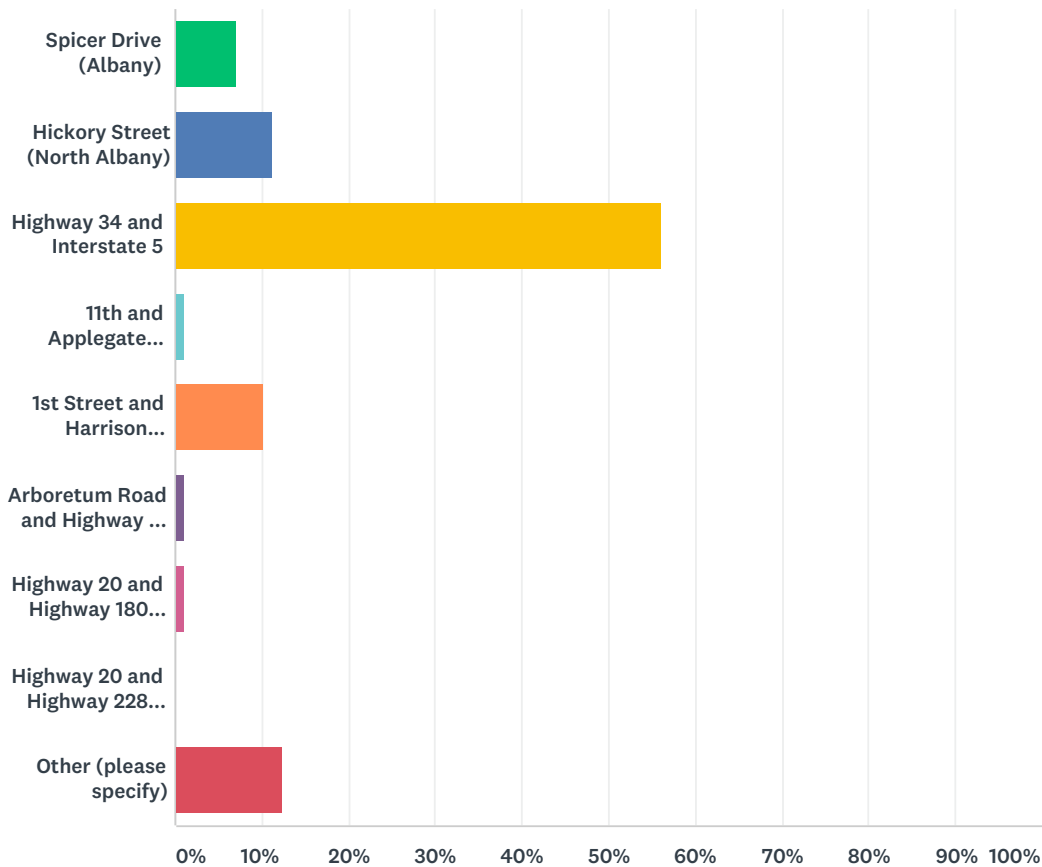


ANSWER CHOICES		RESPONSES	
For work purposes, not overnight		40.82%	40
For work purposes, overnight one or more nights		14.29%	14
For recreational purposes, not overnight		51.02%	50
For recreational purposes, overnight one or more nights		13.27%	13
Total Respondents: 98			

#	OTHER (PLEASE SPECIFY)	DATE
1	Both	9/27/2018 11:38 AM
2	special events, duck games, country fair, ect	9/21/2018 9:50 AM
3	special occasion	9/20/2018 2:27 PM

Q16 Which Park and Ride site do you use most often? More details about the sites can be found at: www.ocwcog.org/transportation/park-and-ride

Answered: 98 Skipped: 470



ANSWER CHOICES		RESPONSES	
Spicer Drive (Albany)		7.14%	7
Hickory Street (North Albany)		11.22%	11
Highway 34 and Interstate 5		56.12%	55
11th and Applegate Street (Philomath)		1.02%	1
1st Street and Harrison (Corvallis)		10.20%	10
Arboretum Road and Highway 99 (Adair Village)		1.02%	1
Highway 20 and Highway 180 (Blodgett)		1.02%	1
Highway 20 and Highway 228 (Wren)		0.00%	0
Other (please specify)		12.24%	12
TOTAL			98

#	OTHER (PLEASE SPECIFY)	DATE
1	Mobile Station at I-5 Halsey/Harrisburg exit	10/2/2018 7:47 AM

2	South Salem (near Walmart).	9/27/2018 7:29 PM
3	Albany Transit Station	9/27/2018 12:52 PM
4	LBCC to Corvallis Loop bus	9/27/2018 12:37 PM
5	Pizza place in Corvallis	9/27/2018 11:28 AM
6	YMCA in Albany	9/24/2018 8:45 AM
7	Albany Train Station	9/24/2018 6:32 AM
8	Rickreall	9/21/2018 11:05 AM
9	unsure of address	9/21/2018 9:50 AM
10	Synantec	9/20/2018 9:12 PM
11	Newport City Hall to pick up shuttle to Corvallis	9/20/2018 1:56 PM
12	Highway 20 and Highway 223 (Wren)	9/20/2018 1:46 PM

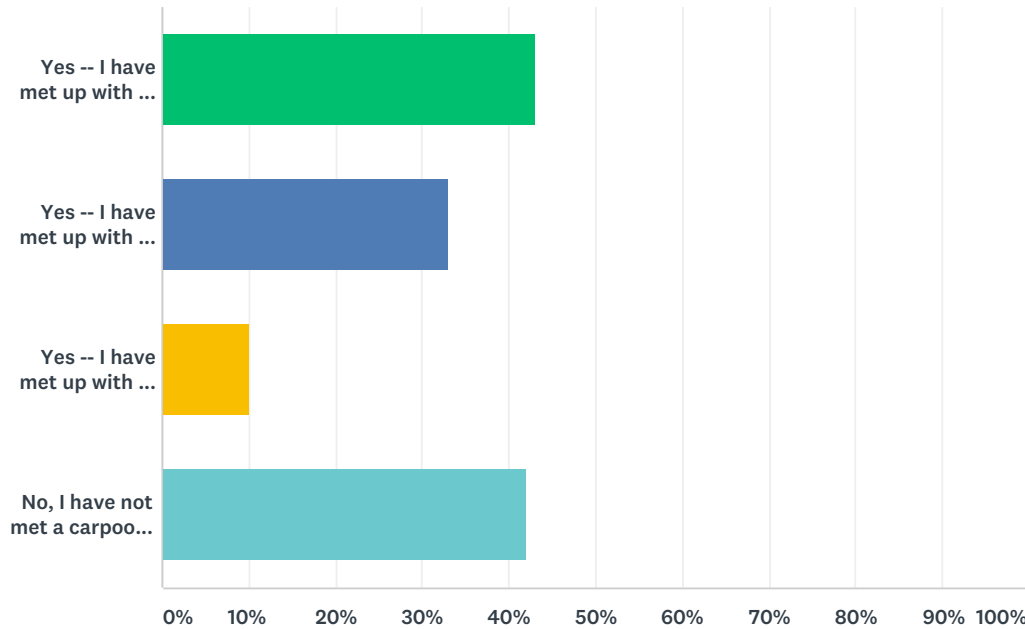
Q17 Do you have any suggested locations for future Park and Ride sites? Please be specific.

Answered: 30 Skipped: 538

#	RESPONSES	DATE
1	A separate site only for Park and Ride users at the I-5 exit would be great due to large trucks and other traffic frequently blocking parked cars in.	10/2/2018 7:47 AM
2	Somewhere in S. Corvallis	10/1/2018 8:20 AM
3	No.	9/27/2018 7:29 PM
4	south corvallis	9/27/2018 2:47 PM
5	I suggest expanding the park and ride at Hwy 34 & I-5, as it is often completely full and spilling over into areas that aren't in the parking lot.	9/27/2018 1:38 PM
6	Near LBCC. Knox Butte and Century Dr.	9/27/2018 12:53 PM
7	Hwy34-Interstate 5 site could use some surface and lighting improvements.	9/27/2018 11:41 AM
8	By the YMCA in Albany on Pacific Blvd	9/27/2018 11:33 AM
9	Gibson Hill park, next to Fire station 14	9/27/2018 11:32 AM
10	Roller Rink of the 99, just N or Lewisburg	9/27/2018 11:28 AM
11	not at this time	9/25/2018 12:49 PM
12	nope, don't use them enough.	9/25/2018 8:17 AM
13	Sorry I don't have a location to offer up for a park and ride.	9/24/2018 7:04 PM
14	Somewhere in the cities of Sweet Home and Lebanon	9/24/2018 9:00 AM
15	No	9/24/2018 8:07 AM
16	No	9/23/2018 1:55 PM
17	SW 53rd St. & Philomath Blvd.	9/23/2018 9:14 AM
18	Northwest Lebanon near Samaritan developments or Economy Supply area	9/22/2018 2:26 PM
19	Somewhere in Lebanon	9/21/2018 3:14 PM
20	Lebanon, especially going to HWY 34. Maybe at the Economy Supply Store or thereabouts. Lebanon HWY 20 route, maybe at the LBCC/DHS or Samaritan Lebanon Hospital	9/21/2018 1:17 PM
21	North end of Corvallis	9/21/2018 11:05 AM
22	no	9/21/2018 9:50 AM
23	peoria rd/ Hwy 34	9/20/2018 5:06 PM
24	Someplace that does not share a parking lot with the Adult Shop	9/20/2018 2:39 PM
25	LBCC area	9/20/2018 2:27 PM
26	no	9/20/2018 2:25 PM
27	I can't think of any places at the moment.	9/20/2018 2:12 PM
28	Newport to Albany train station	9/20/2018 1:56 PM
29	I-5 and Hwy 228	9/20/2018 1:28 PM
30	No	9/20/2018 1:17 PM

Q18 Have you ever used a Park and Ride facility to meet up with a carpool / vanpool? Choose all that apply.

Answered: 100 Skipped: 468

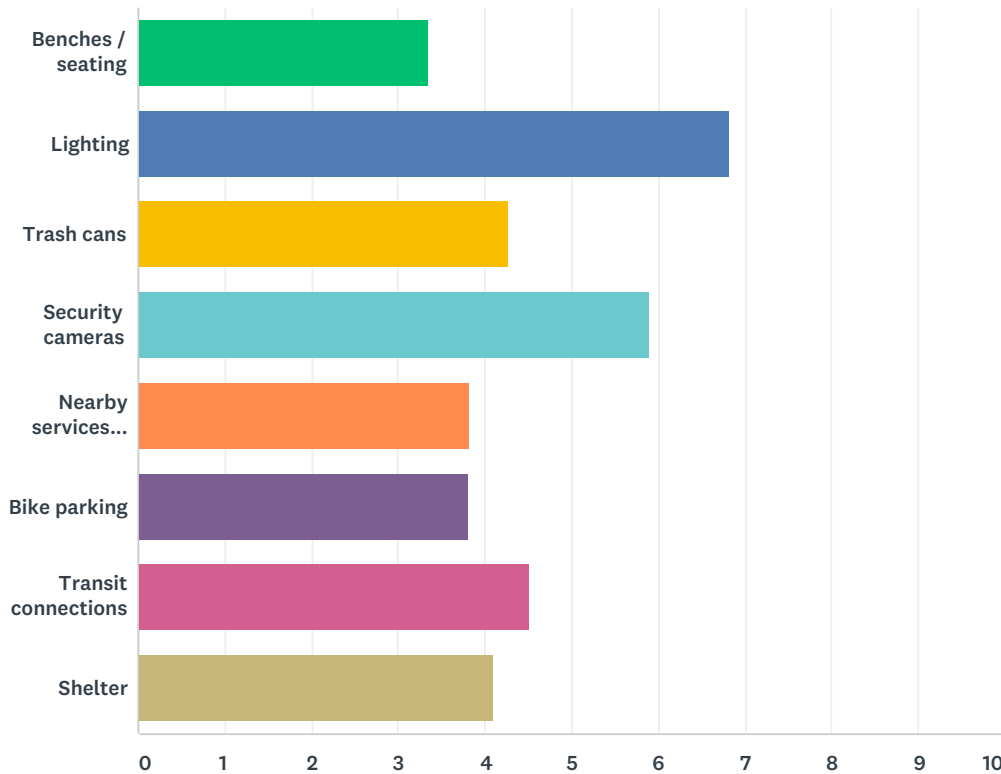


ANSWER CHOICES		RESPONSES	
Yes -- I have met up with a carpool as a PASSENGER		43.00%	43
Yes -- I have met up with a carpool as a DRIVER		33.00%	33
Yes -- I have met up with a vanpool		10.00%	10
No, I have not met a carpool / vanpool at a Park and Ride site		42.00%	42
Total Respondents: 100			

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q19 Amenities can enhance the Park and Ride experience. Please rank the following suggested amenities, with 1 being the MOST IMPORTANT and 8 being the LEAST IMPORTANT.

Answered: 94 Skipped: 474



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Benches / seating	6.25% 5	1.25% 1	5.00% 4	13.75% 11	16.25% 13	16.25% 13	21.25% 17	20.00% 16	80	3.34
Lighting	48.89% 44	25.56% 23	7.78% 7	5.56% 5	6.67% 6	1.11% 1	3.33% 3	1.11% 1	90	6.82
Trash cans	1.18% 1	10.59% 9	18.82% 16	16.47% 14	18.82% 16	14.12% 12	10.59% 9	9.41% 8	85	4.27
Security cameras	25.56% 23	28.89% 26	12.22% 11	11.11% 10	4.44% 4	7.78% 7	4.44% 4	5.56% 5	90	5.91
Nearby services (shopping, restaurants, restrooms)	9.52% 8	4.76% 4	13.10% 11	11.90% 10	14.29% 12	8.33% 7	15.48% 13	22.62% 19	84	3.83
Bike parking	1.16% 1	11.63% 10	12.79% 11	12.79% 11	11.63% 10	18.60% 16	15.12% 13	16.28% 14	86	3.80
Transit connections	6.10% 5	10.98% 9	20.73% 17	15.85% 13	10.98% 9	15.85% 13	12.20% 10	7.32% 6	82	4.52
Shelter	6.90% 6	8.05% 7	14.94% 13	13.79% 12	16.09% 14	12.64% 11	11.49% 10	16.09% 14	87	4.11

Q20 Do you have other suggested amenities? Please be specific.

Answered: 27 Skipped: 541

#	RESPONSES	DATE
1	More Park and Ride signage and some kind of contact info or where to go for more info	10/2/2018 7:47 AM
2	No.	9/27/2018 7:29 PM
3	More parking spots	9/27/2018 1:38 PM
4	WiFi	9/27/2018 12:53 PM
5	Plenty of parking.	9/27/2018 12:48 PM
6	Restrooms would be nice	9/27/2018 12:27 PM
7	I don't care that much for an occasional parking lot to meet up at and carpool from regardless of who is driving. Security of vehicle is the main concern.	9/27/2018 11:51 AM
8	Signs that identify the Hickory Street Park and Ride - I usually park and hope I'm in the right spot	9/27/2018 11:29 AM
9	Good local maps	9/27/2018 11:28 AM
10	not at this time	9/25/2018 12:49 PM
11	I don't have any more suggestions.	9/24/2018 7:04 PM
12	Security is main priority	9/24/2018 9:00 AM
13	No	9/24/2018 8:07 AM
14	No	9/23/2018 1:55 PM
15	covered bicycle parking bike share station	9/23/2018 9:14 AM
16	Sign with useful information about carpooling	9/22/2018 2:26 PM
17	Plenty of parking and easy access.	9/21/2018 3:14 PM
18	no	9/21/2018 9:50 AM
19	improve pavement at the highway 34/i5 park and ride. Last time I used it, it was full of big pot holes.	9/21/2018 8:46 AM
20	I think it's very important that they are IN TOWN, where there's plenty of activity. The rural ones are a magnet for break-ins. Even the one on Hickory often has broken glass (from windows). I carpool every day but park at the Albany train depot and NOT a park and ride, because they're not safe.	9/21/2018 6:45 AM
21	Emergency Call Box to 911	9/20/2018 5:06 PM
22	a restroom would be nice, shopping isn't needed An emergency phone would be nice	9/20/2018 2:27 PM
23	no	9/20/2018 2:25 PM
24	I don't have any suggestions at the moment.	9/20/2018 2:12 PM
25	Bike lockers that keep parked bike out of sight (e.g. OSU offers some). Would pay for the spot daily or monthly.	9/20/2018 1:56 PM
26	Any sort of security is helpful. Signs plus cameras.	9/20/2018 1:20 PM
27	sfsafdf sdfsdafasdf sdfdfs	9/19/2018 4:55 PM

Appendix C: Maps and Lot Profiles

- Park & Ride -**Applegate St & 11th Ave – Philomath**

Location: Applegate St & 11th Ave
1214 Corvallis-Newport Hwy (Hwy 20)

Lot Status: Official

Primary Commute Served:

- East – Hwy 20

Multimodal Access:

- Walk – Sidewalks
- Bike – Bike lanes
 - Bike Racks – 6 spaces
 - Bike Lockers – No
- Transit – Corvallis Transit System
Philomath Connector

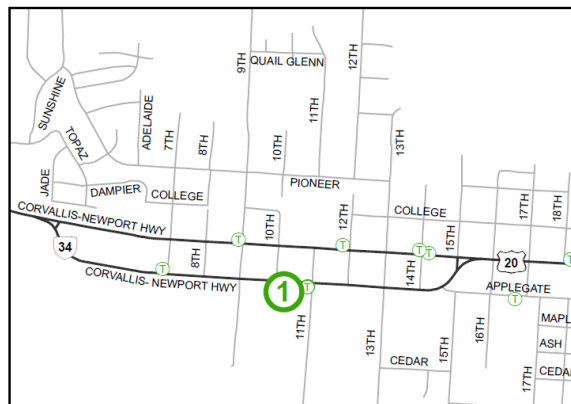


Image: ODOT 2017 Park & Ride Directory



Image: Google Maps

Table 1: Site Characteristics

Parking Spaces	20
Handicap Spaces	2
Bike Parking	Yes
Average Occupancy	Low
Lot Condition	Good
Lot Size	0.22 acres
Lighting	Yes
Seating	Yes
Shelter	Yes
EV Charging	No
Zoning	Public
Ownership	Public
Traffic Volume	Medium
Traffic Speed	25 MPH

Emergency Routes:

This lot accesses Hwy 20.

High Population and Employment Centers:

This lot is in a primarily commercial area of Philomath, but provides transit access to Corvallis, the region's main employment center.

- Park & Ride -

Hickory Street – Albany

Location: North Albany
635 NW Hickory Ave

Lot Status: Official

Primary Commute Served:

- West – Hwy20

Multimodal Access:

- Walk – sidewalks
- Bike – bike lanes
 - Bike Racks – 4
 - Bike Lockers - 4
- Transit – Linn-Benton Loop, Albany
Transit System Routes 1 & 3

Table 1: Site Characteristics

Parking Spaces	40
Handicap Spaces	2
Bike Parking	Yes
Average Occupancy	Low
Lot Condition	Good
Lot Size	0.6 acres
Lighting	Yes
Seating	Yes
Shelter	Yes
EV Charging	No
Zoning	Commercial
Ownership	Public
Traffic Volume	Low
Traffic Speed	25 mph

Emergency Routes:

This lot accesses Hwy 20

High Population & Employment Centers:

The Hickory Street Park and Ride serves commuters travelling from Albany to Corvallis via the Linn-Benton Loop. The neighborhood surrounding the lot has medium population and employment density.

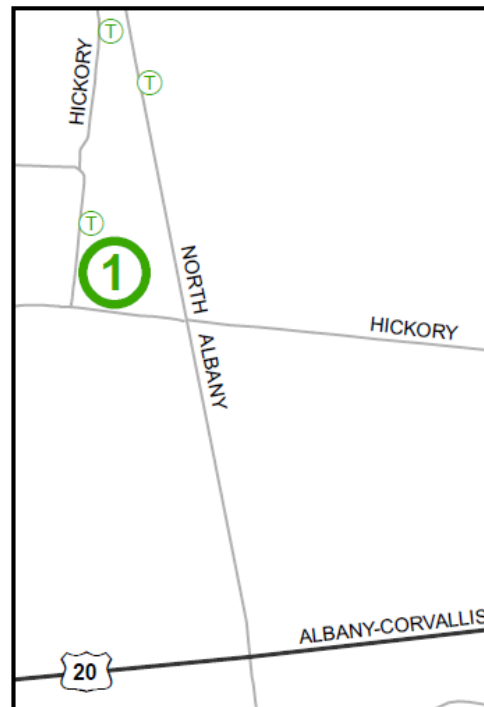


Image: ODOT 2017 Park & Ride Directory



Image: Google Maps

- Park & Ride -**Hwy 20 & Hwy 180 – Blodgett****Location:** Junction of Hwy 20 and Hwy 180**Lot Status:** Unofficial**Primary Commute Served:**

- East/West – Hwy 20

Multimodal Access:

- Walk – none
- Bike – none
- Transit – The Coast to Valley Express operates along Hwy 20 but does not stop at this location.

Table 1: Site Characteristics

Parking Spaces	30 (unmarked)
Handicap Spaces	none
Bike Parking	none
Average Occupancy	Low
Lot Condition	gravel
Lot Size	0.4 acres
Lighting	no
Seating	no
Shelter	no
EV Charging	no
Zoning	rural residential
Ownership	Private, Starker Forests
Traffic Volume	Low
Traffic Speed	55 mph

Emergency Routes:

This lot accesses Hwy 20.

High Population & Employment Centers:

This is a rural lot that can serve commuters going to Albany/Corvallis or cities on the coast.

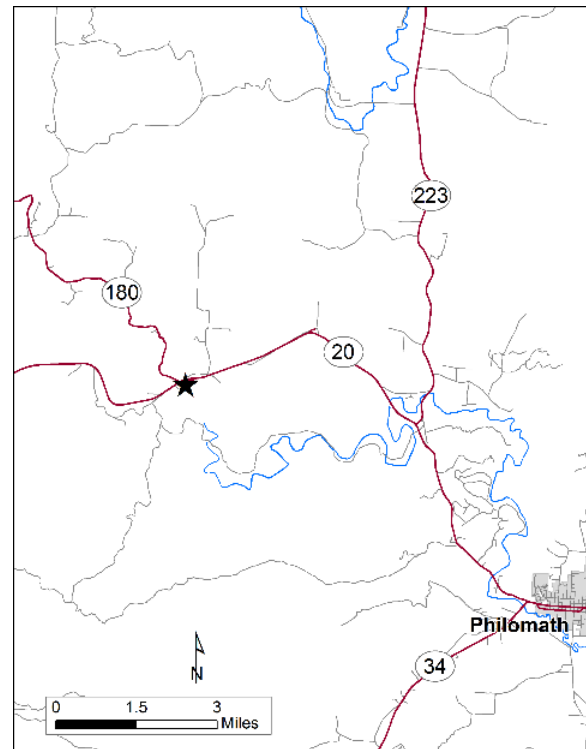


Image: Google Maps

- Park & Ride -**Hwy 20 & Hwy 223 – Wren****Location:** Junction of Hwy 20 and Hwy 223**Lot Status:** Unofficial**Primary Commute Served:**

- South/East – Hwy 20

Multimodal Access:

- Walk – none
- Bike – none
- Transit – The Coast to Valley Express operates along Hwy 20 but does not stop at this location.

Table 1: Site Characteristics

Parking Spaces	12 (unmarked)
Handicap Spaces	none
Bike Parking	none
Average Occupancy	Half
Lot Condition	gravel
Lot Size	0.2 acres
Lighting	no
Seating	no
Shelter	no
EV Charging	no
Zoning	Exclusive Farm Use
Ownership	Public, ODOT
Traffic Volume	Low
Traffic Speed	55 mph

Emergency Routes:

This lot accesses Hwy 20.

High Population & Employment Centers:

This is a rural lot that can serve commuters going to Albany/Corvallis or cities on the coast.

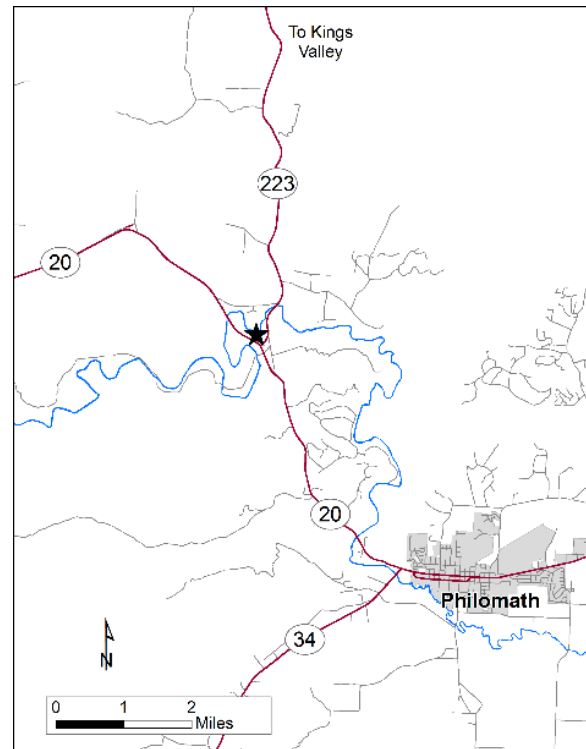


Image: Google Maps

- Park & Ride -**Hwy 20 & NW A Street – Toledo****Location:** Hwy 20 and NW A St in Toledo**Lot Status:** Official – Not on ODOT List**Primary Commute Served:**

- East/West – Hwy 20

Multimodal Access:

- Walk – Sidewalks
- Bike – none
- Transit – Coast to Valley Express

Table 1: Site Characteristics

Parking Spaces	18
Handicap Spaces	2
Bike Parking	No
Average Occupancy	Low
Lot Condition	Good
Lot Size	0.15 acres
Lighting	No
Seating	Yes
Shelter	Yes
EV Charging	No
Zoning	Public
Ownership	Public
Traffic Volume	Low
Traffic Speed	25 mph



Image: Google Maps

Emergency Routes:

This lot accesses Hwy 20.

High Population & Employment Centers:

Toledo has low population and employment density. This lot provides access to Newport, the main employment center in Lincoln County, via the Coast to Valley Express

- Park & Ride -**Hwy 99E & SW 12th Ave – Albany Train Station**

Location: Hwy 99E & SW 12th Ave in Albany (Albany Train Station)

Lot Status: Unofficial

Primary Commute Served:

- North/South – Amtrak
- Regional – Hwy 20, Hwy 99, Hwy 34, I-5

Multimodal Access:

- Walk – Sidewalks
- Bike – bike lanes
 - Bike Racks – 16
 - Bike Lockers – 12
- Transit – Coast to Valley Express, Linn-Benton Loop, Linn Shuttle, Albany Transit System (all routes), Amtrak



Image: Google Maps

Table 1: Site Characteristics

Parking Spaces	75
Handicap Spaces	3
Bike Parking	Yes
Average Occupancy	High
Lot Condition	Good
Lot Size	0.58 acres
Lighting	Yes
Seating	Yes
Shelter	Yes
EV Charging	No
Zoning	Public
Ownership	Public
Traffic Volume	Low
Traffic Speed	25 mph

Emergency Routes:

This lot accesses Hwy 99E.

High Population & Employment Centers:

This lot is near downtown Albany with medium-high population and employment.

- Park & Ride -**Hwy 99W & Arboretum Road**

Location: Intersection of Hwy 99W and Arboretum Road

Lot Status: Unofficial

Primary Commute Served:

- South – Hwy 99W

Multimodal Access:

- Walk – none
- Bike – none
- Transit – none

Table 1: Site Characteristics

Parking Spaces	6 (unmarked)
Handicap Spaces	none
Bike Parking	none
Average Occupancy	Low
Lot Condition	gravel
Lot Size	0.2 acres
Lighting	no
Seating	no
Shelter	no
EV Charging	no
Zoning	Rural Residential
Ownership	Public, ODOT
Traffic Volume	Medium
Traffic Speed	55 mph

Emergency Routes:

This lot accesses Hwy 99W.

High Population & Employment Centers:

This is a rural lot that can serve commuters going to Albany, Corvallis, or Salem.

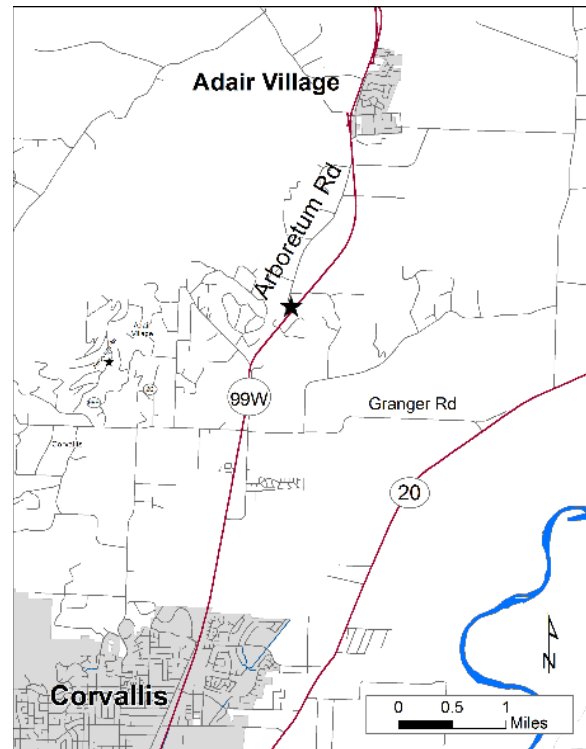


Image: Google Maps

- Park & Ride -

I-5 & Hwy 34 – Albany

Location: I-5 & Hwy 34
33133 Corvallis-Lebanon Hwy 210 (Hwy 34)

Lot Status: Official

Primary Commute Served:

- East/West – Hwy 34
- North/South – I-5

Multimodal Access:

- Walk – No amenities
- Bike – No amenities
 - Bike Racks – No
 - Bike Lockers - No
- Transit – No transit connections

Table 1: Site Characteristics

Parking Spaces	40
Handicap Spaces	1
Bike Parking	No
Average Occupancy	> 95%
Lot Condition	Good
Lot Size	0.6 acres
Lighting	No
Seating	No
Shelter	No
EV Charging	No
Zoning	EFU
Ownership	Public, ODOT
Traffic Volume	High
Traffic Speed	55 mph

Notes:

The official paved lot is too small for demand. Overflow parking uses a gravel lot across the access road that can fit about 25 vehicles.

Emergency Routes:

This lot accesses Hwy 34 and I-5.

High Population & Employment Centers:

This site is not within a city, but it is located at a main interchange between the cities of Corvallis, Albany, and Lebanon.

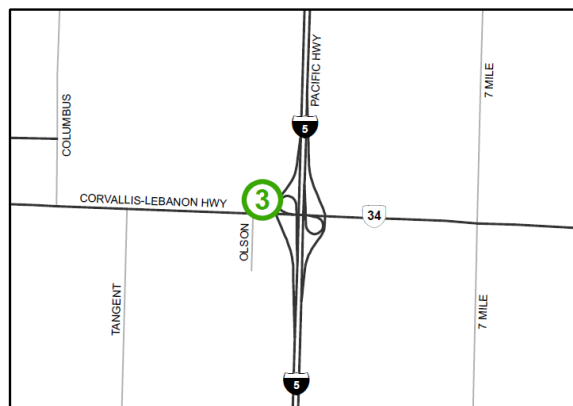


Image: ODOT 2017 Park & Ride Directory

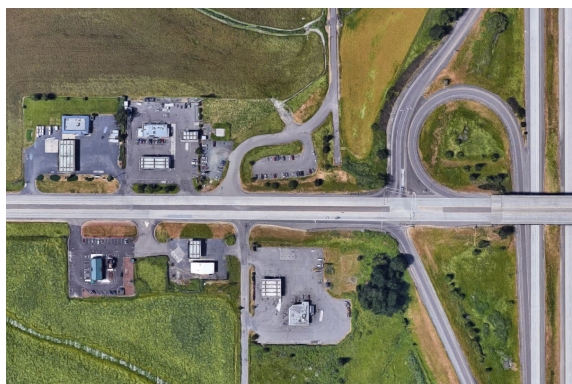


Image: Google Maps

- Park & Ride -**I-5 & Hwy 164****Location:** Hwy 164 near I-5 Exit 238**Lot Status:** Unofficial**Primary Commute Served:**

- North/South – I-5

Multimodal Access:

- Walk – none
- Bike – none
- Transit – none

Table 1: Site Characteristics

Parking Spaces	30 (unmarked)
Handicap Spaces	none
Bike Parking	none
Average Occupancy	Low
Lot Condition	gravel
Lot Size	0.27 acres
Lighting	no
Seating	no
Shelter	no
EV Charging	no
Zoning	Exclusive Farm Use
Ownership	Public, ODOT
Traffic Volume	Low
Traffic Speed	55 mph

Emergency Routes:

This lot accesses I-5.

High Population & Employment Centers:

This is a rural lot that can serve commuters going to Albany, Corvallis, or Salem.

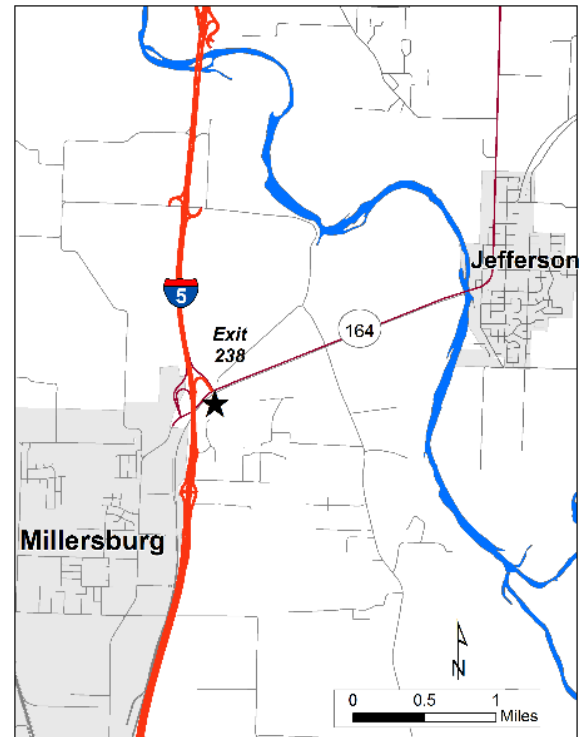


Image: Google Maps

- Park & Ride -

NW 1st St - Corvallis

Location: Downtown Corvallis
NW Tyler Ave & NW 1st St

Lot Status: Official

Primary Commute Served:

- East – Hwy 20 and Hwy 34
- North – Hwy 99W
- South – Hwy 99W

Multimodal Access:

- Walk – sidewalks, riverfront multi-use path
- Bike – bike lanes, riverfront multi-use path
 - Bike Racks – No
 - Bike Lockers - No
- Transit – Corvallis Transit Route 2, one block west on NW 2nd St

Table 1: Site Characteristics

Parking Spaces	50
Handicap Spaces	4
Bike Parking	No
Average Occupancy	Low
Lot Condition	Good
Lot Size	0.27 acres
Lighting	Yes
Seating	Yes
Shelter	No
EV Charging	No
Zoning	Public
Ownership	Public
Traffic Volume	Low
Traffic Speed	25 mph

Emergency Routes:

This lot is easily accessible by Hwy 20, Hwy 34, and Hwy 99W.

High Population & Employment Centers:

Downtown Corvallis and the surrounding neighborhoods contain areas of high population and employment density. The NW 1st St lot can serve commuters travelling both into and out of Corvallis. It currently hosts one vanpool travelling from Corvallis to Eugene.

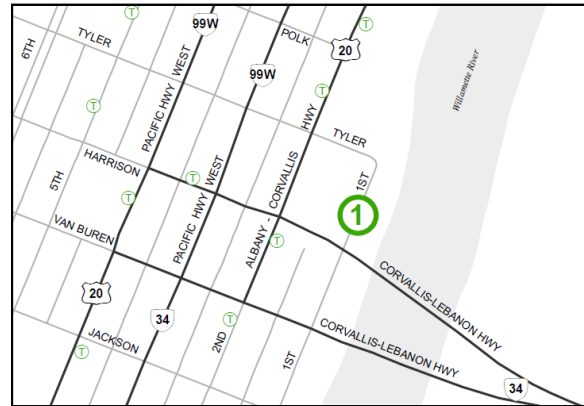


Image: ODOT 2017 Park & Ride Directory



Image: Google Maps

- Park & Ride -**Spicer Drive – Albany**

Location: I-5 & Hwy 20 (Santiam Hwy)
3400 Spicer Dr SE

Lot Status: Official

Primary Commute Served:

- North/South – I-5

Multimodal Access:

- Walk – Sidewalks
- Bike – No amenities
 - Bike Racks – No
 - Bike Lockers – No
- Transit – No nearby stops

Table 1: Site Characteristics

Parking Spaces	30
Handicap Spaces	2
Bike Parking	No
Average Occupancy	Half Full
Lot Condition	Good
Lot Size	0.3 acres
Lighting	Yes
Seating	No
Shelter	No
EV Charging	No
Zoning	Public
Ownership	Public, State of Oregon
Traffic Volume	Medium
Traffic Speed	45 mph

Emergency Routes:

This lot accesses Hwy 20 and I-5.

High Population & Employment Centers:

The Spicer Drive Park and Ride primarily serves Albany commuters travelling north or south along I-5. The area has medium-low population density and medium-high employment density.

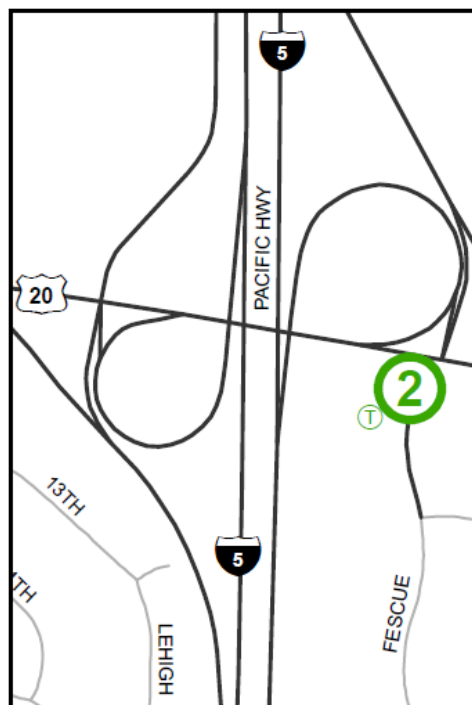


Image: ODOT 2017 Park & Ride Directory



Image: Google Maps

Appendix D: Example Shared Use Requests and Agreements

Examples documents were provided by Lane Transit District, which has had success creating shared use agreements with local businesses for both their transit system and the Valley Vanpool program.

June 7, 2017

Mary Jo, Co-Manager
Travis, Co-Manager
Eugene Walmart Supercenter
4550 W 11th Ave
Eugene, OR 97402



Dear Mary Jo and Travis,

I am writing to follow up on our request to utilize a portion of the West 11th Walmart Super Center parking lot for Park & Ride purposes. I had visited with Jesse and Charlie at that location in late April and they both thought it would be a perfect use of those underutilized parking spaces at the northwestern portion of the Walmart parking lot.

Lane Transit District is very interested in acquiring those 27 Park & Ride spaces at the Walmart Super Center along West 11th Ave. These spaces are ideally situated adjacent to the pedestrian activated signal and the EmX platform, and will be a great benefit to West Eugene commuters.

The advantage of this arrangement for an establishment such as yours is that the Park & Ride users represent potential customers for your business. Studies have shown that busy commuters prefer the convenience of patronizing the businesses where they are parked to driving to a separate shopping area.

I have attached an aerial map that identifies the portion of your lot that we propose for a Park & Ride. There are 27 spaces in the row nearest the street, and we would be grateful for the use of those spaces for Park & Ride.

Incidentally, it is quite likely that some “casual” Park & Ride usage by interested commuters will occur regardless of Park & Ride designation, however, by placing signage indicating the spaces for Park & Ride, we would be able to direct users to a more appropriate location, leaving the closer parking spaces for your customers. Lane Transit District would arrange to have all the necessary signs placed and promote the lot through our printed and online materials.

I look forward to discussing this further with you and the possibility of having the Walmart Supercenter as LTD’s newest Park & Ride facility.

Sincerely,

A handwritten signature in cursive script that reads 'Tracy'.

Tracy Ellis
Rideshare Program Specialist
Point2point at Lane Transit District
Tracy.ellis@ltd.org
541-682-6183

DRAFT

LANE TRANSIT DISTRICT PARKING FACILITY AGREEMENT

In consideration of the covenants set forth below, _____, hereinafter referred to as "Owner," and LANE TRANSIT DISTRICT, a Municipal Corporation of the State of Oregon, acting by and through its Board of Directors, hereinafter referred to as "LTD," mutually agree to the use of parking facilities at _____, as described on the attached sheet marked "Exhibit A." The terms and conditions of use are as follows:

1. **TERM.** The term of the lease shall be one (1) year beginning _____, and may be terminated by mutual agreement or by either party giving at least ninety (90) days advance notice (written) to the other party. Park & Ride usage may be evaluated at the end of one (1) year to determine usage and any impact on Owner. At that time, either party may request an adjustment to the number of Park & Ride spaces as usage dictates.
2. **USE.** Said property is to be used as a "Park & Ride" parking facility for the parking of passenger vehicles by LTD's bus passengers and rideshare participants. The majority of use is expected to occur between the hours of 6:00 a.m. and 6:00 p.m., Monday through Friday, although parking may occur at any time during scheduled bus operating hours.
3. **SECURITY.** Owner has no duty under this Agreement to provide security for the vehicles parked on the premises for "Park & Ride" purposes.
4. **SIGNAGE.** LTD shall be responsible for posting and maintaining all signs necessary to reserve the spaces specified and, if deemed necessary, signs prohibiting the parking of "for sale" vehicles.
5. **INDEMNIFICATION.** To the extent allowed by the Oregon Constitution and the Oregon Revised Statutes, LTD agrees to defend, indemnify, and save the Owner harmless from all liability on account of personal injury and property damage on or about said property directly caused by LTD's fault or neglect.
6. **STATUS.** In providing the services specified in this agreement (and any associated services) both parties are public bodies and maintain their public body status as specified in ORS 30.260. Both parties understand and acknowledge that each retains all immunities and privileges granted them by Oregon Law including the Oregon Tort Claims Act (ORS 30.260 through 30.295) and any and all other statutory rights granted as a result of their status as local public bodies.
7. **NOTICES.** Notice to either party shall be deemed effective when delivered and receipted for in person, or when mailed by registered or certified mail, return receipt requested, with postage fully prepaid, or delivered by express mail, addressed to the other party at the following address. Address changes may be designated by either party hereafter by written notice to the other party.

LTD:

Tracy Ellis
Rideshare Program Specialist
Lane Transit District
P.O. Box 7070
Springfield, OR 97475
Phone: 541-682-6100
Fax: 541-682-6111
E-mail: tracy.ellis@ltd.org

Owner:

8. **DEFAULT.** If either party shall be in default in the performance of any provision of this lease and shall fail to cure such default within thirty (30) days after default notice from the owners, in any such event the aggrieved party shall be entitled to terminate this lease and pursue such other remedies as may be available.

SIGNATURES:**LANE TRANSIT DISTRICT**

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____