ODOT Region 4 Park and Ride Lot Plan
Draft Final Review Memo

Central Oregon Area Commission on Transportation
July 11, 2013

1. Background
COIC, in coordination with the Mid-Columbia Economic Development District and the Klamath County Planning Department, have produced a draft final Region 4 Park and Ride Lot Plan. The Plan will be reviewed at the July 11, 2013 COACT meeting and is proposed for “Acceptance” by COACT at the September 12, 2013 meeting. This Memo summarizes the Plan process and findings.

The full plan is posted at http://newcoic.files.wordpress.com/2012/08/parkride-plan_draft-final1.pdf

2. Project Purpose
The Plan identifies, prioritizes and provides preliminary design & cost information for Park and Ride lots in areas of Oregon Department of Transportation (ODOT) Region 4. The Plan includes an analysis of existing formal and informal Park and Ride lots as well as potential lots across Region 4, and prioritizes lot development and enhancements to existing lots.

3. Assumption/Methodology
   **Assumption: Long-Distance Commuting**
   Region 4 is primarily rural with low population density and traditionally heavy reliance on the personal vehicle. In most communities, there is insufficient congestion, high parking fees, or parking limitations to support the development of rim lots\(^1\). However, the rising cost of single-occupancy vehicle (SOV) trips is incentivizing a growing number of commute options as many live far away from major destinations and job centers. Park and Ride lots use will therefore be focused primarily on providing an efficient transition point from SOV travel (as well as biking and walking) to lower-cost carpool, vanpool, and transit trips for longer-distance commutes between cities.

   **Analysis Method**
   - **Stakeholder Interviews.** Conducted interviews with technical experts and stakeholders from each community in order to develop a list of existing formal, informal and potential Park and Ride lots in Region 4.
   - **Data Collection.** Collected additional data about zoning, utilization and access (bike, pedestrian, transit) for the identified sites.
   - **Commuter Statistics/Primary Markets.** Determined commuter demand between communities in Region 4. Developed demand estimates to prioritize commuting origin-destination “markets”.
   - **Prioritization.** Prioritized potential Park and Ride lots based on ability to serve identified demand and three other criteria – cost, access, and local area considerations.
   - **Site Identification.** Identified nine sites (7 in Central Oregon, 1 in Lower John Day Area, and 1 in Klamath and Lake Counties) that could serve primary commute market destinations/directions. Conducted preliminary due diligence on the sites’ feasibility as park and ride lot facilities.
   - **Cost estimates.** Investigated general cost estimates for the development of parking lots through interviews with local public works and ODOT project managers and private construction firms.

4. Priority Markets
Following are the identified “priority markets” for park and ride lot use in ODOT Region 4. These markets are ranked on a relative scale – that is, they are “high” or “medium” demand markets relative to the full list of 33 origin-destination markets that were analyzed.

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\(^1\) “Rim lots” are park and ride facilities that allow in-bound commuters to park at the edge of dense urban areas and take transit – often light rail or rapid transit – to city centers and other employment areas.
5. Priority Locations
After applying the criteria listed in Section 3 above, the following Priority Locations were identified:

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Market Served</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safeway parking lot</td>
<td>80 NE Cedar St.</td>
<td>Madras – N</td>
<td>15.3</td>
</tr>
<tr>
<td>Rite Aid/DMV parking lot&lt;sup&gt;2&lt;/sup&gt;</td>
<td>1651 SW Odem Medo Road</td>
<td>Redmond – S</td>
<td>15.3</td>
</tr>
<tr>
<td>Wal-Mart Area</td>
<td>20120 Pinebrook Rd.</td>
<td>Bend - S</td>
<td>14.0</td>
</tr>
<tr>
<td>Cascade Village Shopping Center Area</td>
<td>63455 N Hwy 97.</td>
<td>Bend - N</td>
<td>14.0</td>
</tr>
<tr>
<td>Erickson's Thriftway parking lot</td>
<td>315 NW 3rd St.</td>
<td>Prineville – W</td>
<td>14.0</td>
</tr>
<tr>
<td>COCC/WorkSource Redmond parking lot&lt;sup&gt;12&lt;/sup&gt;</td>
<td>2030 SE College Loop.</td>
<td>Redmond – S</td>
<td>14.0</td>
</tr>
<tr>
<td>La Pine Park and Ride/Wickiup Junction</td>
<td>17000 Burgess Rd.</td>
<td>La Pine - N</td>
<td>13.8</td>
</tr>
<tr>
<td>The Dalles Transit Center</td>
<td>3600 W 6th St.</td>
<td>The Dalles - W</td>
<td>13.35</td>
</tr>
<tr>
<td>Klamath Fire Department Dist. 4</td>
<td>4041 Balsam Dr.</td>
<td>Klamath Falls - W</td>
<td>13.0</td>
</tr>
</tbody>
</table>

The highest score that could be achieved was 15.3. Priority locations were those that received a score of 13.0 or higher, the 85<sup>th</sup> percentile score for all analyzed locations. These identified priority locations are profiled in the full Plan. Most are located at existing, paved private parking lots and require relatively low-cost amenity improvements (e.g. signage, transit shelters, ADA improvements, etc.). Note that not all high and medium demand markets had a location that met the threshold (mainly due to poor location relative to the market), and future identification of lots to serve these markets should be considered.

6. Next Steps
Priority locations will be considered for inclusion in the ODOT Region 4 Park and Ride Lot Enhance It project. Selected locations will then be analyzed in more detail for needs, design/engineering, and costing.

<sup>2</sup>The two Redmond sites are redundant. The Plan does not promote the development of both sites. Rather, the Rite Aid site, being located on Highway 97, is the preferred location. However, if it proves difficult to develop a use agreement, the COCC site has landowner support and would serve the need.