

Region 4 Park and Ride Lot Plan
Stakeholder Committee Meeting (Conference Call)
May 29, 2013
2-3:30pm

NOTES

1. Attendees

Lower John Day Area –Dave Anderson (City of The Dalles, Public Works), Dan Schwanz (Columbia Area Transit), Scott Turnoy (MCEDD)

Central Oregon – Scott Aycock (COIC), Tyler Deke (Bend MPO), Karen Friend (Cascades East Transit), Tami Geiger (COIC), Devin Hearing (ODOT), James Lewis (City of Redmond), Jeff Monson (Commute Options), Peter Russell (Deschutes County)

Klamath and Lake Counties –Bill Adams (Klamath County Planning Department), Lisa Anglin (Keno Community Action Group), Sandra Fox (City of Klamath Falls), Mark Gallagher (Klamath County Planning Department), Beverly Leigh (Klamath County Public Health)

2. Introduction

Scott explained the purpose of the call was to review and provide feedback about the draft list of priority Park & Ride lots for ODOT Region 4. He explained that the Project Management Team (PMT) considered all of the locations proposed in the stakeholder interviews (conducted Fall 2012) to develop a comprehensive list of the formal, informal and potential Park & Ride lots in the region. He added that Market Demand was the most important factor in the prioritization process and was determined using LEHD trip-pair data (U.S. Census). The sites that could potentially serve a high or medium commute were ranked based on additional criteria, including cost, access and local area considerations (such as perceived safety and willingness of surrounding area to support Park & Ride).

Lisa Anglin asked if smaller communities were considered in the prioritization process. Scott explained that they were considered but that their relatively small market demand took most out of priority consideration (a trip pair needed over 100 directional commutes to be considered medium market demand). She explained that they were attempting to bring some services to Keno, like Park & Ride lots, bus service, services for seniors, etc. She added that they had already done a lot of legwork to explore what places could serve Park & Ride functions. Scott suggested she and Beverly Leigh talk about the opportunities in Keno, and they agreed. Peter Russell asked how the PMT determined the safety ranking for each site. Scott explained that the rankings were subjective opinions of the PMT and Technical Committee input. He added that they were limited in highly detailed data collection by time and cost.

3. Review of Priority Sites

The PMT chose 13 as the cut off score for high priority sites. Thirteen was a natural break and included the highest 15% of the sites. He added that they had two sites in Prineville (previously had 3) and two in Redmond and were concerned that they would serve redundant needs. He also explained that the La

Pine Park & Ride lot was the only current formal lot that received over a 13 and the PMT wanted to be sure it was recognized in the Plan as a community asset that should not be lost.

Peter Russell agreed that it would make more sense to have one lot in Prineville and one in Redmond; however, he didn't have an opinion on the priority location in Prineville. He felt that the Redmond lot would depend on the demographics of who would use the lot. He felt that Safeway had more amenities; however, Scott interjected that COCC/WorkSource had a transit shelter and an agreement to use the bathroom. Unfortunately, the COCC/WorkSource location is far off of 97 and isn't visible from the highway. He added that the Safeway lot would require conversation with the owner and the City but was visible and easily accessible from 97.

The group discussed the two lots in Prineville. Scott recalled that the Erickson's lot may require some ADA upgrade to the sidewalks but added that Jeff had already had an initial conversation with the owner who was open to the idea. Scott explained that the Ochoco Lumber site was slated to be the future home of St. Charles and could capture commuters from Juniper Canyon before they added congestion on 3rd Street. Devin added that there are 3-4,000 people of modest resources living on the canyon who could use the lot. Also, that it is located in a natural and highly visible location. Scott asked about a site on the Canyon, like the rural fire district, since the Ochoco site would require most Prineville residents to backtrack. Devin replied that the centrally located Erickson's may serve all of the needs the best, even though a central Park & Ride lot is not typical. Scott added that everything would be done opportunistically and so the Park & Ride function may shift over time from one lot to the other.

The group discussed the different residential areas, like Juniper Canyon and Crooked River Ranch that may have high demand for a Park & Ride lot but are not captured by census data. The group suggested creating a placeholder section in the Plan that included a list of communities that could not be analyzed: Crooked River Ranch, Juniper Canyon, maybe Chiloquin (has a commuter bus that coordinates with Basin transit). They agreed that recognizing these areas may help garner some funds in the future.

Scott requested Karen Friend's opinion on the lots in both Prineville and Redmond in relation to transit service. Karen thought that Erickson's was the better location because it is more centrally located, has better exposure and utilization, and could be easier to serve with transit. Jeff added that its location is conducive to walking and/or biking. In Redmond, she noted that there were benefits to both locations in relation to transit. She added that it was more likely to get walkers and bikers at the Safeway location, and that it was a better site in relation to overall connectivity. She added that Safeway felt more in the heart of Redmond than the COCC/WorkSource site.

Bill Adams shared that he had spoken with the Fire Department about the proposed shared lot. He related that they were interested but not committing and had requested a formal proposal to the board for their consideration.

4. Review of Current Formal Sites

Jeff Monson suggested that the Central Oregon representatives talk about the current formal lots and how they would be described in the Plan. The group agreed and the representatives from the other areas signed off. The Central Oregon representatives decided:

- Mt. Bachelor Park & Ride- As far as the group knew, this lot is stable and there is no long term plan to move it. It has highly utilized by people riding the Mt. Bachelor shuttle. Jeff mentioned that it does not have a sign, but can be used by anyone for Park & Ride (not only for the shuttle).
- ODOT Park & Ride (Bend) – Low utilization because it is not visible or accessible directly from Hwy 20/3rd Street. Also, it's located pretty far north on 20 to serve commuters to Redmond (who are probably traveling on 97). The group agreed that they would not want to decommission it, but could potentially move it to 97 when ODOT does some realignment near Cascade Village Shopping Center.
- Bend Park & Ride: Powell Butte Hwy– Very low utilization. Should not have any future investment.
- La Pine Park & Ride – Very high utilization. Lighting is one potential improvement. Peter added that there was an issue with people parking north of Wickiup (at Vandever and 97) and it would be nice to include that a location farther north should be considered in the future.
- La Pine – Jeff mentioned that there is a Park & Ride Lot at the Sheriff's office. It is paved and used by the Forest Service for a vanpool that heads south to Chemult.
- Prineville Park & Ride– Location is unsafe and should be replaced by a different lot in Prineville.
- Sisters Pumphouse Park & Ride– Functioning well and space seems sufficient. Karen added that originally the City felt it should be more centrally located but its location next to a store on the edge of town helps it to catch trips. Also used by the Hoodoo shuttle.
- Sunriver Marketplace Park & Ride- Very low utilization. Should not have any future investment.
- Terrebonne Park & Ride – Well-utilized with additional overflow to Smith Rock Restaurant. They may need more designated spaces but the owner hasn't complained (has Jeff's number). It is difficult for the bus to take a left to head southbound and there could be significant congestion on that corridor in the future. Potential improvement is the addition of a transit shelter.

5. Next Steps

Scott explained that the next step is to contact the property owners and cities to discuss the priority site locations. He added that the PMT would go as far as reviewing with staff and landowners but that local entities would be responsible for pushing the sites forward for implementation. The Region 4 Park & Ride Lot application was submitted into Enhance It by ODOT and they would implement improvements to potential or existing formal lots. He added that the Plan will also include general cost estimates for additions – all the way to the “Cadillac” of Park & Ride Lots (security cameras, etc).