

ODOT REGION 4, PARK & RIDE STAKEHOLDER INTERVIEW SUMMARIES

STAKEHOLDER INTERVIEW RESPONDENTS

Crook County

- Scott Edelman – City Planner, City of Prineville
- Penny Keller – Road Master, Crook County

Deschutes County

- Tyler Deke – Manager, Bend MPO
- Chris Doty – Road Department Public Works Director, Deschutes County
- Steven Hasson – City Manager, City of La Pine
- James Lewis – Senior Planner, City of Redmond
- Nate LiaBraaten – Business Development Manager, Economic Development for Central Oregon
- Eric Porter – Principal Planner, City of Sisters
- Rick Root – Transportation Planner, City of Bend
- Peter Russell – Senior Transportation Planner, Deschutes County
- Jon Stark – Manager, Redmond Economic Development, Inc

Jefferson County

- Gus Burrell – City Administrator, City of Madras
- Patrick Hanenkrat – City of Metolius
- Jeff Hurd – Public Works Director, City of Madras
- Joe Krenowicz – Executive Director, Madras Chamber of Commerce
- Mike McHaney – Public Works Director, Jefferson County
- EV Smith – City of Culver
- Nicholas Snead – Community Development Director, City of Madras

Regional Representative

- Jeff Monson – Executive Director, Commute Options

Klamath and Lake Counties:

- Sandra Fox - City of Klamath Falls
- Brent Frazier - Keno Community
- Susan Galloway - Collins Products
- Tom Hottman - Skylakes Medical
- Darwin Johnson - Lake County
- Beverly Leigh - Klamath County Health
- Ernie Palmer - Basin Transit

- Jennifer Palmer - Jeld-Wen
- Curtis Raines - Klamath Tribes
- Mike Stinson- ODOT Region 4 District 11
- Stan Strickland- Klamath County Public Works
- Matt Balkwill * - Oregon Vocational Rehabilitation Services
- Jerry Bowers * - Bowers Fencing
- Debra Caldwell * - Caldwell Catering
- Jan Goodyear * - Oregon Institute of Technology
- Amy Hathaway * - Business Efficiency Group
- Cheryl Hukill * - Klamath County Commissioner
- Larry Jones * - NEW Corp
- Pamela Redding * - Southern Oregon Goodwill
- Dan Shoun * - Lake County Commissioner
- Chris Stickles * - Klamath Community College

*Respondents from October 11, 2012 Regional Workforce Investment Board (RWIB)

Gilliam County

- Delene Durfey – Gilliam County
- Peter Mitchell – Port of Arlington

Sherman County

- Marnene Benson-Wood – Sherman County Community Transit
- Paula King – Sherman County Community Transit
- Jaclyn McCurdy – City of Rufus
- René Moore – City of Moro

Wasco County

- Dave Anderson – City of The Dalles
- Marsha Davis – Mid-Columbia Medical Center
- Brad DeHart – ODOT
- Kathy Fitzpatrick – City of Mosier
- Marty Matherly – Wasco County
- Mike Miles – City of Maupin
- Glenn Miller – City of Dufur
- Dan Schwanz – Mid-Columbia Council of Governments/The Link Transportation Network
- Dan Spatz – Columbia Gorge Community College

Wheeler County

- Candy Humphreys – Wheeler County Community Transportation

SUMMARY INFORMATION

In addition to the community specific findings in the following profiles, some respondents provided input that is potentially relevant to the entire region.

- As gas prices increase, so will demand for Park & Ride Lots
- Lack of traffic and ease of commuting between communities weakens demand for P&R
- Desire to be “green”/environmentally friendly/live a more sustainable lifestyle could increase demand for P&R
- Increase in seniors, veterans and handicapped persons may increase demand for Park & Ride
- Partnerships with businesses and sharing existing parking lots may be the most cost effective
- Using Park & Ride lots for business, shopping, and medical ties in with economic development
- Increased economic growth could increase demand for Park & Ride
- Need to overcome the challenge of convenience – it is less convenient to Park & Ride transit or carpool than to drive alone.
- Best locations are on the peripheries of communities with easy highway access
- Demand could increase with continued and enhanced transit services to the location
- Need to promote and market the location and purpose of P&R lots

STAKEHOLDER QUESTIONNAIRE

Introductions, state **purpose** of project:

“The goal of this project is to identify, prioritize and provide preliminary design & cost information for Park and Ride lots in areas of Region 4 where longer distance commuting is occurring. This will include an analysis of supplemental park & ride lots and enhancements to existing lots in the Central Oregon area, as well as potential lots in other areas of Region 4. Priority will be given to locations near existing or needed transit stops, thus helping with intermodal connectivity.”

You may want to **define** what a Park and Ride Lot is and what purpose it serves. Here’s one definition/overview:

“Park-and-ride lots can be classified as intermodal transfer facilities. They provide a staging location for travelers to transfer between the auto mode and transit or between the single occupant vehicle (SOV) and other higher occupancy vehicle (HOV or carpools) modes. With planning and forethought, park-and-ride lots can serve a much wider array of intermodal transfers, thereby increasing the activity at the park-and-ride facility, and better integrating it with the surrounding community. Other modes potentially supported by a park-and-ride facility include: pedestrian, bicycle, paratransit, carpool and vanpool, intercity bus transit, airport service, intercity rail, and other modes, based on the location and opportunities available.”

Questions

1. What do you think is the primary current and future **demand** for park and ride lot facilities in your (community, neighborhood, region, etc.?).
 - a. For instance, travel between what communities?
 - b. What modes would be used to meet this demand? Carpool, vanpool, and/or transit?
 - c. In your opinion, is it a high, medium, or low priority to serve this demand?
2. Are you aware of any **formal** (i.e. ODOT-signed) park and ride lots (in your community, near your business, in your region, etc....?).
 - a. Where are they (exact location)?
 - b. What condition are they in? Paved? How much capacity? Amenities, etc.?
 - c. Do you know how they are currently being used? For what purpose, where are people coming from/going to?; carpool/vanpool, transit, bike/ped, etc.?
 - d. In your opinion, are they sufficient for current demand? Future demand?
 - e. Do you know who owns/maintains them? Are there any agreements in place?
 - f. Should any of the informal P&R locations be designated as formal P&R Lots and receive improvements, etc.? If so, what improvements?”
3. Are you aware of any **informal** park and ride lots (in your community, near your business, in your region, etc....?).
 - a. Where are they (exact location)?

- b. What condition are they in? Paved? How much capacity? Amenities, etc.?
 - c. Should any of the informal P&R locations be designated as formal P&R Lots and receive improvements, etc.? If so, what improvements?”
- 4. Are you aware of locations where you or others think a new park and ride lot should be located?
 - a. Why should there be a park and ride lot in that location?
 - b. What purpose would it serve?
 - c. What capacity should it have? What amenities should be developed there?
 - d. What modes should be served at that location (e.g. carpool, transit, bike/ped, etc.)?
- 5. Would your organization (City, business, transit system, etc.) be interested in partnering to develop new park and ride lots or improve existing ones?
 - a. for maintenance,
 - b. in terms of securing rights to use the land,
 - c. to construct the lots,
 - d. to fund projects?
 - e. Are you aware of any organizations (e.g. businesses, local governments, state agencies, non-profits, etc.) that might be interested in partnering to either upgrade existing or develop new park & ride lot facilities?
- 6. In sum, what do you think are your community/region/area’s priority needs in terms of park and ride lot development?

CROOK COUNTY

- Scott Edelman – City Planner, City of Prineville
- Penny Keller – Road Master, Crook County

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- Current demand for Park & Ride lots in Crook County is medium to low.
- Commutes from Prineville to Redmond and Bend present the greatest opportunity to encourage P&R usage.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

Crook County has one formal Park & Ride Lot.

- Les Schwab Offices (305 NW Madras Hwy) - West end of Prineville. This lot has 12 spaces for P&R but has limited amenities. The gravel lot is not ADA accessible and the location is not easily/safely accessible.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

Crook County has several informal P&R locations, some of which have potential to become formal P&R Lots.

- Powell Butte Post Office (16052 Oregon 126, Powell Butte) – This gravel lot currently has space for 5-6 vehicles. The County is interested in purchasing the land but it needs intersection improvements for safety (Powell Butte Hwy and 126, ODOT). The location presents an opportunity for formal P&R.
- Powell Butte Church (13720 Oregon 126, Powell Butte) – The Church is a CET stop and an activity center for the area. Since the Church is privately owned and very busy already, the Post Office may present a better opportunity for the formal P&R Lot.
- Top of the Grade (OR 126, Prineville) – This location has P&R activity and is frequently used by truck drivers as a rest area. The large, ODOT owned, gravel area could accommodate over 50 spaces but would need lighting and more gravel base (to prevent mud in the winter).
- Prineville City Hall (387 Northeast 3rd Street, Prineville) – City Hall has P&R activity due to the CET stop and shelter on the property. However, it does not have slots available to dedicate to P&R activity or area to expand. The central location is great for P&R because it is bike and pedestrian accessible; however, the lot is just not large enough.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

There are other locations that do not have recognized P&R activity, but could be viable options in the future.

- Crook County Fairgrounds (1280 S. Main Street, Prineville) - The Crook County Fairgrounds parking lot on the south end of Prineville (not central) has a large capacity and is easily accessible to COCC.
- Davidson Field (251 SE Court Street, Prineville) – Currently a softball field, the site may be redeveloped into a recreation center with ample parking. It is located across the street from City Hall (about a block behind the courthouse) in downtown Prineville. This location is ideal for all transportation modes.
- Ochoco Lumber Site (200 SE Combs Rd, Prineville) – The lumber site may become a commercial/mixed-use development in the next 5-10 years and could offer lot space for P&R.
- North Main and Peters (Prineville) – The large 30-40 acre commercial site may have potential for P&R in the future.

Park & Ride lots should include the following amenities: 10-20 vehicle capacity, lighting, covered shelter, bike rack, at least partial paving, visible signage, and potentially a restroom.

PART 5: POTENTIAL PARTNERSHIPS

- Staff support from the
- City of Prineville – staff support, secure rights to use land
- City Street Department – maintenance
- School District – maintenance
- Crook County – maintenance
- Parks district – maintenance
- Ochoco Lumber – secure rights to use land
- Crook County Fairgrounds – secure rights to use land
- Project Pillar – construction partnership
- National Guard – does projects as training opportunities (grading, gravel, etc)

BEND

- Tyler Deke – Manager, Bend MPO
- Nate LiaBraaten – Business Development Manager, Economic Development for Central Oregon
- Rick Root – Transportation Planner, City of Bend

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- Current demand for Park & Ride lots in Bend is medium.
- Respondents emphasized Bend-La Pine and Bend-Redmond commutes as important for P&R.
- Other potential for P&R include Bend-Sisters and Bend-Madras travel.
- P&R lots should be accessible to transit, bikes and pedestrians in addition to providing space for carpoolers.
- Respondents encouraged the value of partnerships in developing new P&R locations, such as existing store parking lots.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

Bend has three formal Park & Ride Lots.

- Mount Bachelor Park and Ride (SW Simpson Ave. and SW Columbia)– The paved and striped Mt. Bachelor P&R has over 100 spaces available for commuters but is generally used as P&R for the shuttle to Mt. Bachelor Ski Resort.
- ODOT Park & Ride (20340 Empire Blvd #E6) – ODOT is relocating to a new building that will include 8 spaces for P&R, lighting, and bike racks designated for P&R users.
- Bend Park & Ride Powell Butte Highway (Powell Butte Hwy and Hwy 20) – This P&R is located on the far eastside of Bend next to the ODOT maintenance area. It has 10 spaces but does not have lighting and is unpaved. It is generally believed to have low demand and minimal use.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

Bend respondents described two informal P&R locations, both of which have potential to become formal P&R Lots.

- Wal-Mart/South Third (20120 Pinebrook Blvd) – Wal-Mart’s southern location has P&R potential for people traveling from Bend to La Pine. The large lot is paved, has lighting, and passive security (“eyes” on the parking). A designated P&R area should have 10 spots and a Bend-La Pine shuttle stop.
- Riverwoods Country Store (19745 Galen Baker Rd) – A P&R at this location could serve Bend-La Pine and South Bend-Bend commutes. The lot should have 10 spots for P&R, lighting, and at least partial paving for ADA (or heavily compacted gravel surface). An agreement with the Country Store could create a mutually beneficial relationship.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

These locations do not have recognized P&R activity, but could be viable options in the future.

- Cascade Village Shopping Center (63455 N Hwy 97, Bend) – This large shopping center has ample paved parking, lighting, and passive security. It is a stop on the Bend fixed-route CET service, and the P&R would serve Bend-RDM commutes. The services offered by the shopping center could provide incentive and convenience for P&R users.
- Westside Stores/Church (Near COCC) – The exact location is undetermined, but the idea for this P&R is to alleviate student traffic and insufficient parking at COCC. The ideal location would be close to campus and have shuttles taking students from the lot up to the campus.
- Les Schwab (61085 S Hwy 97) – ODOT property adjacent to Les Schwab on South Hwy 97 could serve commutes to South County. However, access to the location is not convenient.
- Colorado and U.S. 97 – Proposed lot at the intersection of Colorado Ave. and the Parkway
- Regal Cinemas (2717 U.S. 20) – Proposal to move the existing Powell Butte Hwy/Hwy 20 formal P&R Lot to the Cinema parking lot. This location is closer to Bend, and near the busy Hwy 20/27th St. interchange.

Park & Ride lots should include the following amenities: pavement, lighting, passive security (“eyes” on the parking), bike racks, shuttle/CET stops, and sidewalk connectivity

PART 5: POTENTIAL PARTNERSHIPS

- Bend MPO
- Commute Options
- Deschutes County - maintenance
- City of Bend - maintenance
- Bend Parks and Recreation - maintenance
- Adjacent landowners (i.e. Riverwoods store) – secure rights to land
- ODOT – secure rights to land
- Central Oregon Community College (COCC)
- OSU Cascades

REDMOND

- Chris Doty – Road Department Public Works Director, Deschutes County
- James Lewis – Senior Planner, City of Redmond
- Jon Stark – Manager, Redmond Economic Development, Inc

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- The current demand for Park & Ride lots in Redmond is medium.
- The Bend-RDM commute has the greatest potential for P&R use, followed by Prineville-RDM and Madras-RDM.
- The primary need for a P&R is the Downtown Redmond Transit Center (Redmond Public Library) which currently does not have any dedicated spaces for P&R.
- Carpool and transit would be the primary modes served by P&R, but they would ideally be accessible for bike/pedestrian as well. As Redmond and its industries continue to grow, more people will be commuting to Redmond for work and play.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

Redmond does not have any formal Park & Ride lots, but one in Terrebonne serves commutes to Redmond.

- Terrebonne Mini Market Park & Ride (8150 N Hwy 97) – 5 spaces (plus overflow of about 10 more). The market is also a stop on the CET Madras-Redmond Community Connector.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

Redmond has many informal Park & Ride lots.

- Downtown Redmond Transit Center/Redmond Public Library (827 SW Deschutes Ave) – The library is the CET transit hub in Redmond, but does not have any spaces designated for P&R activities. Currently, there is informal P&R in the library parking lot and surrounding streets.
- WorkSource Redmond (2158 SE College Loop) – The WorkSource office (SE side of RDM) is in a high activity area next to the COCC campus and across from the Redmond municipal airport. This area could have a Community Connector shuttle stop to connect it with downtown Redmond and for P&R going to Bend.
- Safeway (1705 U.S. 97) – The convenient location of Safeway (and other large stores) directly off of U.S. 97 presents an opportunity for formal P&R. The large parking lot has ample space at the periphery and a partnership with a store can provide a mutually beneficial relationship.

- Wal-Mart (300 NW Oak Tree Ln) – Wal-Mart, located at the north end of RDM, has a large parking lot that could have spaces dedicated to P&R. This location could serve carpool travel for employees at the Madras industrial park.¹

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

There are other locations that do not have recognized P&R activity, but could be viable options in the future.

- SW 25th and SW Yew – ODOT owned right-of-way in SW Redmond presents an opportunity to collect people who live in the area. It is a convenient location for Redmond-Bend commuters.
- Redmond COCC (2030 SE College) (Deschutes County Fairgrounds and/or Redmond Airport) – The Redmond COCC campus has the potential to become another transit hub in Redmond. There are many people traveling to/from the area, and it is conveniently located on the south end of town for those catching a shuttle to Bend. The location could have a fixed route service connecting it with the downtown hub.
- Fred Meyer (944 SE Veterans Way) – Fred Meyer does not have easy access off and on to 97, but does have an adjacent vacant dirt lot.

Park & Ride lots should include the following amenities: shelters, designated area, 30 spaces (with room to expand), sitting space, restrooms, marquee, payphone, bike racks. Wifi on wish list.

PART 5: POTENTIAL PARTNERSHIPS

- City of Redmond
- Deschutes County - Paving/striping/maintenance of transportation assets
- Redmond Airport (City)
- Deschutes County Fairgrounds (County)
- COCC
- REDI - Studies or planning to understand demand, provide forecasting based on employment
- School district
- Hospital
- Wal-Mart
- Consumer Cellular

¹ Suggested by Madras/Jefferson County respondents

SISTERS

- Tyler Deke – Manager, Bend MPO
- Eric Porter – Principal Planner, City of Sisters
- Rick Root – Transportation Planner, City of Bend

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- Current and projected future demand for Park & Ride lots in Sisters is unknown.
- Respondents emphasized commutes from Sisters to Bend and RDM as important for P&R.
- Respondents noted that many citizens are environmentally conscious and would choose P&R for transit use, but doubted interest in carpooling.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

Sisters has one formal Park & Ride Lot:

- Sisters Pumphouse Park & Ride (591 E Highway 20) – This 6 space P&R is behind the gas station on the east edge of town. The location facilitates commutes to Bend and Redmond, but lacks signage and/or promotion.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

The one informal P&R location in Sisters has potential to become a formal P&R Lot.

- Rays Food Place (635 N Arrowleaf Trail, Sisters) – Rays has a large parking lot and is located on the west side of town. Rays is known for community involvement and so may be willing to enter into a formal P&R partnership to serve those living west of town.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

There are other locations that do not have recognized P&R activity, but could be viable options in the future.

- McKenzie Meadow Village (adjacent to 1700 McKinney Butte Rd) – This thirty-acre parcel on the west end of town (in between the Sisters High School and Middle School) will be home to an assisted living facility and clinic. The volume of activity could support a viable transit stop and P&R location. This location would also serve those living west of town.

Park & Ride lots should include the following amenities: lighting, paving, shelter, bike facilities, served by buses that can take wheelchairs.

PART 5: POTENTIAL PARTNERSHIPS

- City of Sisters (per City Council decision)

- Sisters Trail Alliance
- Sisters Chamber of Commerce
- ENERGYneering (Sisters Airport)
- Ministerial Association
- Rays

SOUTH DESCHUTES COUNTY

- Chris Doty – Road Department Public Works Director, Deschutes County
- Steven Hasson – City Manager, City of La Pine
- Peter Russell – Senior Transportation Planner, Deschutes County

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- The current demand for Park & Ride lots in South County is medium-high.
- Carpool/transit options are important for La Pine-Bend travel because of long distance (30 miles) and treacherous road in the winter.
- The primary needs for P&R are at the north and south ends of La Pine to provide P&R options for people who live on both sides of town.
- The formal P&R at Wickiup Junction is threatened by a new U.S. 97 overpass.
- Carpool would be the primary mode served by the P&R with vanpool potential.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

South County has two formal Park & Ride Lots

- La Pine Park & Ride: Wickiup Junction (17000 Burgess Rd, La Pine) – This P&R is the most popular P&R in the tri-counties, especially for transit use. It has 25 spaces, is fenced and paved? It is threatened by an overpass planned for U.S. 97, and its future is unknown.
- Sunriver Marketplace Park & Ride (18160 Cottonwood Rd, Bend) – There are 6 spaces dedicated to P&R in the Sunriver Marketplace. Use of and demand for P&R in this location is unknown.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

South County has multiple informal Park & Ride lots.

- Commercial Store (53750 Hwy 97, Paulina Lake Rd. and U.S. 97) – This lot is currently used informally by people who live north of La Pine and travel to Bend. It is easily accessible for vehicles heading both north and south on U.S. 97. The store has existing amenities (indoor shelter from weather, coffee, etc).
- U.S. 97 and Vandevent Rd. – This intersection is located on the south end of Sunriver. People are parking on unpaved right of way, on a gravel shoulder, or in an open area in the woods. As many as 8 cars can be parked at this location. This area does not have any amenities and is not recommended as a formal P&R Lot.
- U.S. 97 and State Rec Road – This location is used in the same manner as the 97/Vandevent intersection. It is not recommended as a formal P&R Lot.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

There are other locations that do not have recognized P&R activity, but could be viable options in the future.

- La Pine City Hall (16345 Sixth St) – The new building has ample parking (30-40 spaces) and is available for people who live south of town to use as a P&R. The City is responsible for maintenance, including snow removal in the winter.

Park & Ride lots should include the following amenities: designated parking spaces (6+), lighting, use existing amenities (ex. Store has inside area, coffee, etc), sheltered bike parking.

PART 5: POTENTIAL PARTNERSHIPS

- City of La Pine
- Deschutes County – striping/paving/maintenance of transportation assets
- Local storeowners
- Grant funding – STIP
- ODOT or DLCD

MADRAS & JEFFERSON COUNTY

- Gus Burrell – City Administrator, City of Madras
- Patrick Hanenkrat – City of Metolius
- Jeff Hurd – Public Works Director, City of Madras
- Joe Krenowicz – Executive Director, Madras Chamber of Commerce
- Mike McHaney – Public Works Director, Jefferson County
- EV Smith – City of Culver
- Nicholas Snead – Community Development Director, City of Madras

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- The current demand for Park & Ride lots in Jefferson County is low-medium.
- The Madras-RDM/Bend commutes have the greatest potential for P&R use.
- The primary need for a P&R is in Redmond for employees who work in Madras.
- Carpool would be the primary mode served by the P&R for persons commuting into Madras. For those traveling from Madras to other communities, transit may better serve a P&R.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

Jefferson County does not have any formal Park & Ride lots.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

Jefferson County has many informal Park & Ride lots.

Culver

- City Hall (200 First Ave, Culver) – Extra parking on the south end of City Hall has been used informally (and inconsistently) as P&R for the CET shuttle to Madras. It is paved and a streetlamp provides lighting.

Madras

- Jefferson County Fairgrounds (430 SW Fairgrounds Rd) – The fairgrounds has a large capacity that is unused for most of the year. It could serve both carpool and transit. Amenities are unknown.
- Across from Madras Fire Department (4th and J) – This location is used frequently, has easy access to 97 and is located on the southern edge of town. The condition of the property is unknown.
- Safeway (80 NE Cedar St) – Safeway has a large paved parking lot with lighting and potential for a formal partnership with spaces dedicated to P&R. It is located at the north end of Madras.
- DMV/WorkSource (249 SW 3rd St) – DMV/WorkSource is the CET Community Connector shuttle stop in Madras. Some riders are informally parking and riding in the building parking lot and on

surrounding streets. The location is paved, has a covered shelter and its location in the center of town is very convenient for riders.

Metolius

- Metolius Market (3777 SW Culver Hwy) – The market parking lot is used inconsistently for P&R. It has lighting and potential for a P&R partnership with the storeowners.

Warm Springs

- Warm Springs Tribal Administration/Warm Springs Wellness Center (Scout Dr./1270 Kot-Num Rd.) – These locations are CET Community Connector shuttle stops and have reported informal P&R activity. Conditions are unknown.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

There are other locations that do not have recognized P&R activity, but could be viable options in the future.

Madras

- SW of Sonic at the North Y – A gravel lot on the north side of town provides easy access for all modes. The lot should be paved, have 20-30 spaces for P&R, a sheltered bus stop and lighting.
- Jefferson County Senior Center (860 SW Madison) – The senior center lot is frequently vacant. It has lighting, ample parking and an indoor waiting area (that could be supplemented with an outdoor shelter). It could be a stop for the Community Connector shuttle.

Metolius

- Metolius City Hall (636 Jefferson Ave) – City Hall is the CET Community Connector shuttle stop in Metolius. It has ample parking and has potential to be a formal P&R lot in Metolius.

Park & Ride lots should include the following amenities: paved, lighting, sheltered bus stop, signage.

PART 5: POTENTIAL PARTNERSHIPS

- City of Madras
- Jefferson County
- Madras Chamber of Commerce
- Madras Redevelopment Commission
- Bright Wood
- Keith Manufacturing
- School district
- Mountain View Hospital (now St. Charles)
- Deer Ridge Correctional Facility
- EARTH₂O – Culver
- Mid-Columbia Lumber – Culver

KLAMATH AND LAKE COUNTIES

- Ernie Palmer- Basin Transit
- Stan Strickland- Klamath County Public Works
- Mike Stinson- ODOT Region 4 District 11
- Susan Galloway - Collins Products
- Jennifer Palmer - Jeld-Wen
- Tom Hottman - Skylakes Medical
- Darwin Johnson - Lake County
- Sandra Fox - City of Klamath Falls
- Beverly Leigh - Klamath County Health
- Brent Frazier - Keno Community
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- Jerry Bowers * - Bowers Fencing
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- Pamela Redding * - Southern Oregon Goodwill
- Matt Balkwill * - Oregon Vocational Rehabilitation Services
- Chris Stickles * - Klamath Community College
- Jan Goodyear * - Oregon Institute of Technology
- Cheryl Hukill * - Klamath County Commissioner
- Dan Shoun * - Lake County Commissioner

*Respondents from October 11, 2012 Regional Workforce Investment Board (RWIB) meeting

Interviews were conducted during the weeks of October 1-12, 2012 by telephone or in person. The interviews were conducted by Bill Adams, Planning Director of Klamath County. The RWIB responses were facilitated by Beverly Leigh of Klamath County Public Health.

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- The current demand for Park & Ride lots in Klamath and Lake Counties is low to undefined.
- The primary long term need for a Park & Ride lot is in Chiloquin for commutes to Klamath Falls.
- Carpools, vanpools, and transit would be the primary modes served by a future Park & Ride lot.
- As Klamath Falls continues to grow, more people will be commuting to Klamath Falls for work, medical, shopping, and recreation.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

Klamath and Lake Counties do not have any formal Park & Ride lots.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

It is not apparent that Klamath and Lake Counties have any informal Park & Ride lots. However, there may be some informal Park & Rides activity in the following places:

- Adjacent to Klamath Community College and the OC&E Trail (7390 S 6th St. Klamath Falls)
- Sky Lakes Medical Center (2865 Daggett Ave. Klamath Falls)
- At one or more places in Chiloquin (e.g. casino, tribal headquarters etc.)
- At Crescent (for trips north and west)
- At Keno (for trips to Medford)
- Chevron station (3730 U.S. 97) – Located at the north end of Klamath Falls
- At some of the larger retail stores in Klamath Falls

It is not known what condition these lots are in, who maintains them, or whether they are maintained at all. Some of the paved private lots have excess capacity, and carpool parking is tolerated by the owners at this time.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

There are other locations that do not have recognized P&R activity, but could be viable options in the future, assuming demand increases:

- Lakeview for trips to Klamath Falls
- At or near the Klamath Falls airport (6775 Arnold St.)
- Bonanza, Bly, Malin, Merrill and other communities in east Klamath County
- ODOT stock site north of Melita's Restaurant in Chiloquin (39500 U.S. 97)
- At the old shop site in Keno on Keno Worden Road.

PART 5: POTENTIAL PARTNERSHIPS

- City of Klamath Falls
- Klamath Falls Airport
- Basin transit
- Klamath and Lake Counties
- KCC
- OIT
- Top ten employers
- Fairgrounds
- Hospitals
- Klamath Tribes
- Bicycle shops
- Chambers or Economic Development Agencies

- Various community organizations
- Vanpool, Shuttle, and parking lot owners

GILLIAM COUNTY

Delene Durfey – Gilliam County

Peter Mitchell – Port of Arlington

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- The highest demand for Park & Ride lots in Gilliam County is for travel to the Arlington area by employees of Waste Management and those commuting to the Shepherds Flat Wind Farm.
- Commuters also travel from Hood River County, Klickitat County, and Lexington, OR to work at Waste Management site south of Arlington.
- Carpooling, maybe vanpooling, and transit could serve demand. Additional modes to serve at P&R Lots include bike and pedestrians, especially to support bike tourism.
- P&R for Arlington County is a medium priority at the county level and a low priority at the local level in Arlington due to an abundance of available parking for the low population of the area.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

LJDACT area does not have any formal Park & Ride lots.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

While the respondents noted that most rideshare participants likely meet at each other's houses, Gilliam County does have multiple informal Park & Ride lots:

- Earl Snell Park, Arlington (along Beech Street): About 2/3 of the lot is paved. Located next to public park with restrooms, drinking water and lighting. The lot gets some carpool use for commuting and medical/shopping trips. Unused, unpaved space on the west side of the park could be developed as a primary P&R Lot. Improvements needed include signage to designate spaces and times (for new lot space), striping for 2-4 'carpooler' spaces, and bike racks. Possible connection to transit.
- Additional lots noted include the following:
 - Gravel pull-out (Clem-Mikkalo Road and Highway 19) – serves travel to The Dalles and to Arlington from Condon and remote Gilliam County. Lot is a large gravel pull-out without any amenities.
 - Bus Barn in Condon
 - St. Johns Catholic Church (412 W Walnut St, Condon) – Large paved lot with street lighting behind the church.

- United Church of Christ (114 S East St, Condon) – paved lot with street lighting.
- Bank of Eastern Oregon (325 on the Mall, Arlington) – Paved and lit lot that could fit 10 vehicles for carpooling. Improvements needed include access to restrooms, although Earl Snell Park is not far away.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

The respondents indicated that new lots were unnecessary beyond improving the existing informal lots mentioned above. Interviewees emphasized the west side of Earl Snell Park in Arlington as having the strongest potential to become a formal P&R.

Park & Ride lots should include the following amenities: designated area – signs, striping, access to restrooms, drinking water, and lighting. The lots would mostly serve carpooling/vanpooling, but could also serve transit, especially if lots are paved.

PART 5: POTENTIAL PARTNERSHIPS

- Gilliam County: Potential partner, especially if considering lots on county property.
- Port of Arlington could facilitate partnerships with the City of Arlington to develop the lot at Earl Snell Park.

SHERMAN COUNTY

- Marnene Benson-Wood – Sherman County Community Transit
- Paula King – Sherman County Community Transit
- René Moore – City of Moro
- Jaclyn McCurdy – City of Rufus

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- Park & Ride in Sherman County is a medium priority, respondents recognized the reluctance of local residents to change behavior but that increasing gas prices and the need for travel options may increase demand.
- Primary demand is for travel to The Dalles (commuters, appointments, services and shopping)
- Local transit serves Rufus-Dalles and Moro-Dalles travel
- Carpool/vanpool has potential to serve commuters

PART 2: EXISTING FORMAL PARK & RIDE LOTS

LIDACT area does not have any formal Park & Ride Lots.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

Sherman County has many informal Park & Ride Lots:

- Fulton Canyon and Hwy 30 Junction: Gravel pull-out frequently used by trucks and RVs, possibly some commuters, capacity for 20 vehicles, no lighting or other services currently available. Improvements include formal designation, spaces, pavement, possibly bike racks, lighting, drinking water, and restrooms – however there are several of these amenities at nearby Deschutes State Park. It was also noted that cyclists use the lot at Deschutes State Park as a meeting place to start long rides around the county.
- Biggs Junction: There are private lots that may be used for carpooling currently. There is an empty store lot at the busy intersection of Highway 97 and Highway 30 that is paved and in close proximity to convenience stores with restrooms and water. There is also a private lot used by trucks and RVs next to the church and across from the McDonald's that could be used in the event that there are no spaces available closer to the gas stations or convenience stores. Capacity depends on lot owners' willingness to dedicate limited parking to Park & Ride use. Recommend keeping use of these lots informal, especially at the Grand Central lot (next to Subway/Shell station).
- Wasco Triangle (across from Wasco City Hall, Junction Hwy 206 and old 97): Gravel lot used for carpooling with capacity for 5 or 6 vehicles max. Improvements needed include striping, signage for designated spaces, crosswalks to connect to city sidewalks, possibly pavement, drinking

water, and restrooms (if there are no public restrooms in the main street area of Wasco). Grade School lot is a few blocks to the northeast of the Triangle, but has additional capacity.

- Sherman County Senior Center/lot across from Senior Center (300 Dewey St.): Currently owned by Mid-Columbia Producers, gravel lot with capacity for about 40 spaces, plus paved lot used by Senior Center and City Park patrons which has 12-15 spaces, close to City Park which has public restrooms. Frequently used as a meeting place for carpoolers and transit passengers. Improvements include signage designating spaces for the Park & Ride Lot and signage letting travelers on Highway 97 know where to turn to find the lot.
- Moro City Hall/lot across 1st Street from City Hall (500 Court Street): Public parking lot, gravel, capacity for 8 to 10 vehicles, with one light, and good proximity to City Park restrooms. Improvements needed include additional lighting, signage designating spaces, and striping of spaces.
- Rufus Community Center (304 West 2nd, Rufus): Gravel lot, has some lighting (could use more or better lighting), capacity for 20 vehicles, benefits from periodic police patrol, and currently used by carpoolers and cyclists. City of Rufus currently working on a solar/electric vehicle charging station and canopy for 14 vehicles at the community center. Improvements include better lighting, striping, signage, and bike parking to serve recreation and windmill biking tours. Improve lot to serve RVs and a transit stop.
- Additional lots mentioned:
 - REA lot in Grass Valley (Wasco Electricians): Currently not in use
 - Wasco Grade School: gravel lot with lighting
 - Sherman County Courthouse: paved, lit, and currently used as a meeting place for transit pick-ups.
 - Grass Valley School: paved and lit lot with access to water if the school is open.
 - Grocery store lot in Grass Valley: gravel lot with lighting, and capacity for 10 vehicles.
 - Kent Post Office: gravel and lit lot with 12 spaces.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

The existing informal Park & Ride lots mentioned above are the priority new formal Park & Ride lots.

The lots to prioritize for improvements include the following:

- Moro Senior Center/City Hall Lots: Depending on negotiations with property owners, one or the other of these options will be more likely to formalize as a P&R Lot.
- Fulton Canyon and Hwy 30 Junction: It was noted that many residents of Moro travel to The Dalles via Fulton Canyon rather than going through Biggs Junction to access I-84. This could provide a convenient meeting place for remote residents of Sherman County.
- Biggs Junction: Actual lot location will depend on willingness of property owners to consider designating spaces or selling land for a P&R Lot.
- Wasco Triangle

Park & Ride lots should include the following amenities: shelters, designated area – signs, striping, restrooms, bike racks, drinking water, and lighting. The lots would mostly serve carpooling/vanpooling, but could also serve transit, especially if lots are paved.

PART 5: POTENTIAL PARTNERSHIPS

- City of Rufus: Potential partner for use of land, especially at Community Center, and some improvements and maintenance on such property. The city would need funding assistance for paving or grading the lot.
- City of Moro: Potential partner for use of land, if owned by the city, and some improvements and maintenance on such property.
- Sherman County
- School district
- Sherman County Community Transit currently partners with Gilliam and Wheeler counties for veterans transportation and could support P&R lot use by serving connections between communities in each county.

WASCO COUNTY

- Glenn Miller – City of Dufur
- Mike Miles – City of Maupin
- Dan Schwanz – Mid-Columbia Council of Governments/The Link Transportation Network
- Kathy Fitzpatrick – City of Mosier

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- Park & Ride in Wasco County is a medium to high priority due to increasing gas prices and the need for travel options.
- Primary demand is for travel to The Dalles and to Hood River (both serve commuters, appointments, services and shopping).
- There is existing perceived demand for ridesharing for trips to The Dalles.
- Carpooling, maybe vanpooling and transit (The Link) could serve demand. P&R could serve bike and pedestrians too.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

LJDACT area does not have any formal Park & Ride Lots.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

Wasco County has multiple informal Park & Ride Lots:

- Greenway Park, Maupin: Many carpoolers already use this lot, which is in the center of Maupin's main street district. The lot is privately owned, but could be owned by the city soon. It is paved on one side and will be paved on a second side once the city finishes its acquisition and improvements. It has lights, water, and restrooms. Capacity is currently 13 spaces in city-owned section and will have 19 spaces of angles parking once improvements are complete. Security features, such as wiring for surveillance cameras, are already in place. Improvements include signage, better drinking water fixture, grading, paving, and striping the proposed acquisition on the 6th Street side of the park.
- Dufur School (802 NE 5th St. Dufur): Some carpoolers already use this lot, which is lit, paved, has access to water, and has space for 20 vehicles in addition to the 30 spaces regularly used by the school. Improvements needed include signage to designate spaces and times, restrooms, striping, and bike racks.
- Keith Chamberlain Park, Mosier: ODOT right-of-way along Hwy 30, in between I-84 overpass and spur of Rock Creek Road. The lot is gravel, has limited lighting from adjacent properties, and is currently used by carpoolers and by Columbia Area Transit out of Hood River for a bus stop. Improvements would be to formally designate the lot with signage, better lighting, and

providing wayfinding for users to the main street of Mosier and its amenities. There will be a new restroom facility at a bike hub located two blocks away from the lot in the middle of downtown Mosier. Current capacity is 20 spaces. Recommendation to name the lot to make it known to residents and visitors.

- Additional lots include the following:
 - Center Street (next to 10 Speed Coffee, Mosier): street parking also used for carpooling hikers and recreation trips.
 - City Park lot across from restrooms, Maupin – dirt/gravel lot on the south side of the Deschutes River down a steep grade from main street area. Improvements needed include signage and lighting.
 - Mountain Fir Park, Maupin – Located a bit north of the main street area, this space is next to restrooms and a well developed sports complex for the Maupin area. Improvements needed include grading, designation of spaces, lighting and signage.
 - The Park at Hogan’s Alley, Dufur – has lighting, restrooms, pavement, a park manager, and capacity for 20-30 vehicles although it is not right in town.
 - Kramer’s Market, Dufur – gravel lot with lighting and room for 6 or 7 vehicles. Improvements needed include grading, designation of spaces, lighting and signage.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

The existing informal Park & Ride lots mentioned above are the priority formal Park & Ride lots. Emphasis was placed on improving the existing lot at Keith Chamberlain Park in Mosier.

Park & Ride lots should include the following amenities: shelters, designated area – signs, striping, restrooms, bike racks, drinking water, and lighting. The lots would mostly serve carpooling/vanpooling, but could also serve transit, especially if lots are paved.

PART 5: POTENTIAL PARTNERSHIPS

- City of Maupin: Potential partner for lot development, grading, striping, water features, lighting, and maintenance for lots on city property.
- City of Dufur: Potential partner for maintenance, striping, and facilitating partnerships.
- Lion’s Club, Dufur
- Dufur Chamber of Commerce
- Wasco School District
- City of Mosier
- ODOT

THE DALLES - WASCO COUNTY

- Marty Matherly – Wasco County
- Brad DeHart – ODOT
- Dan Schwanz – Mid-Columbia Council of Governments/The Link Transportation Network
- Dan Spatz – Columbia Gorge Community College
- Marsha Davis – Mid-Columbia Medical Center
- Dave Anderson – City of The Dalles

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- Park & Ride in The Dalles is a medium priority.
- Primary demand is for commuters traveling from The Dalles to Hood River to the west and Arlington/Roosevelt, and other wind farm locations to the east.
- Respondents indicated that the priority location for P&R was a lot at both the west end and the east end of The Dalles to serve commuters.
- Carpooling, maybe vanpooling and transit could serve demand. P&R could serve bike and pedestrians too.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

LIDACT area does not have any formal Park & Ride Lots.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

The Dalles has many informal Park & Ride lots:

- Junction between Highway 30 and 197: ODOT right-of-way at the base of a steep grade where Highway 197 meets Highway 30 at the east end of The Dalles. The lot is gravel, lacks lighting, and was described as essentially a wide shoulder. Several respondents noted that the current location of this lot is not the safest, especially in inclement weather due to the steep grade and curve in the highway, a lack of enforcement, and the potential for large trucks to lose control and damage vehicles parked in the lot. There is perhaps capacity for 30 to 40 vehicles. Recommended improvements include designation of the lot, signage, paving, lighting if possible, and moving the lot to the north to alleviate some of the safety issues. This lot is currently used by many carpoolers heading east for work and demand for ridesharing at this location is expected to increase in the future.
- Lot in front of Shilo Inn along Highway 197: This is a paved lot that is currently used by carpoolers, trucks and RVs. It has capacity for 12-15 vehicles but may lose right-of-way when a roundabout project goes in at this location or it may have an opportunity to be incorporated into the roundabout and the Riverfront Trail projects that will provide multi-modal connections

to downtown The Dalles. This lot would serve travel going north, east, and south from The Dalles. If formalized, this lot would need paving, striping, lighting, signage and access to water and restrooms. Increasing capacity to 20 spaces would be adequate for future demand.

- Downtown lot off of 1st Street and Federal: This is a paved, striped, lit lot primarily used for downtown patrons, but is also used by local and regional transit as a P&R lot for riders of route between The Dalles and Hood River, and The Dalles to Portland. Signs indicate parking is allowed for up to 48 hours. Potential improvements to consider include signs designating the P&R Lot and/or specific spaces.
- Roundabout lot at base of Brewery Grade in The Dalles: This is a relatively new lot at the east end of downtown The Dalles with space for 12 vehicles and may currently serve some carpoolers, but that is not confirmed by respondents.
- Additional lots noted as accommodating carpoolers with potential for designation include the following:
 - Private lots at big box stores in the west end of The Dalles along West 6th Street. Businesses to approach to establish agreements for use of the lots include Home Depot, Kmart, Coastal Farm and Ranch, and Cascade Square shopping center.
 - Another private lot being used for parking right now that is not directly affiliated with a business is near the Water's Edge at Lone Pine Village at the east end of The Dalles. The lot has capacity for 15-20 vehicles and is close to gas station and I-84 on/off ramps.
 - Discovery Center: this is a paved and lit lot just a couple miles west of The Dalles, has capacity for carpoolers, depending on the Discovery Center's schedule of events, but it is likely that 8 – 10 spaces would be available at almost any given time.
 - Wahtonka High School: gravel lot at old high school not currently in use in west end of The Dalles, Chenoweth neighborhood.

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

The following lots do not currently have recognized P&R activity, but were discussed as good locations for future P&R activity.

- The Dalles Transit Center: Mid-Columbia Council of Governments is gathering resources to develop a new transit center behind the Home Depot at the west end of The Dalles. This project will contain a Park and Ride Lot with 15 – 20 spaces, paved and striped improvements, lighting and access to restrooms, water, and transit connections. However, the site has access to utilities currently. The lot will serve commuters and passengers traveling west to Hood River, White Salmon, and Portland. Pedestrians, bicyclists, transit riders, carpoolers, and potentially vanpoolers would be served by this project.
- A new project is in the works for a parking garage in downtown The Dalles as part of a Granada Theater redevelopment project (E 1st and Washington Streets). Part of this lot could be designated for Park & Ride use. Improvements to include would be standard P&R Lot design and signage.
- Additional site owned by District 21 School District for North Wasco County at E 10 Street and Thompson (2 blocks east of site). Currently unused location that would need grading,

paving, lighting, striping and signage. Unclear how many spaces could be developed, but the lot could serve travel heading east or south of The Dalles.

Park & Ride lots should include the following amenities: designated area – signs, paved surface, and striping, access to restrooms, drinking water, and lighting. The lots would mostly serve carpooling/vanpooling, but could also serve transit, especially if lots are paved, biking and pedestrians.

PART 5: POTENTIAL PARTNERSHIPS

- City of The Dalles Public Works could provide maintenance for locations adjacent to an accepted city street, but not landscape maintenance.
- Chenoweth Water Service District – partner for Transit Center project.
- City of The Dalles General Fund could potentially provide for maintenance of restrooms.
- Private owners of lots adjacent to big box stores.
- Wasco County Public Works director can offer his time but not full department partnerships for maintenance.
- The Dalles Urban Renewal Program

WHEELER COUNTY

Candy Humphreys – Wheeler County Community Transportation

PART 1: OVERVIEW - DEMAND FOR PARK & RIDE LOTS

- The highest demand for Park & Ride lots in Wheeler County is for travel beyond the county for medical appointments and grocery and other shopping by seniors, individuals with disabilities, and low-income residents.
- Residents of Wheeler County regularly travel to Bend, The Dalles, Madras, and Redmond. It was estimated that 95% of trips starting within the county head to destinations outside the county.
- Transit was noted as the primary option to serve demand, although commuters heading to Arlington may benefit from carpooling.
- P&R is a high priority for Wheeler County Community Transportation to serve the need, especially for travel to medical appointments and grocery shopping for vulnerable populations.

PART 2: EXISTING FORMAL PARK & RIDE LOTS

LJDACT area does not have any formal Park & Ride lots.

PART 3: EXISTING INFORMAL PARK & RIDE LOTS

Wheeler County has multiple informal Park & Ride lots currently being used for carpooling and as transit stops in some cases:

- Canon Tires Pull-Out (west of Mitchell): At the junction of Highways 26 and 207, across from Lower Mitchell Cemetery, there is a dirt lot with no direct lighting that has space for 8-10 vehicles. There are restrooms at the privately owned tire company next to the lot. Improvements needed include formally designating the lot with signage, better lighting, and possibly paving. There is a public restroom at the public park in Mitchell not far away.
- Spray City Park (502 Willow Street, Spray): Paved lot with street lighting, no restrooms, and space for 20-30 vehicles. Improvements needed include signs, lighting where needed, restrooms, access to drinking water, and perhaps a spigot at Spray Park.
- Fossil Courthouse Lot (4th and Jefferson, Fossil): The lot at the courthouse (to the west of Jefferson Street) is gravel and has capacity for 12 vehicles. The courthouse has some lighting, but lot would likely need increased street lighting.
- Paleo Lands Institute (4th and Adams, Fossil): The lot at the Paleo Lands Institute is currently used by transit as a stop or meeting place for events, but does not have much capacity (2 or 3 spaces).

PART 4: NEW LOCATIONS FOR PARK & RIDE LOTS

The following locations are not recognized P&R lots, but could be viable options in the future.

- Wheeler County Fairgrounds (702 3rd St, Fossil): The space to the north of the grandstands is not paved, has some lighting, but would need some grading and signage to improve the space for

use by up to 20 vehicles. This lot would serve transit trips for shopping and medical and possibly carpoolers heading to Arlington.

Park & Ride lots should include the following amenities: designated area – signs, designate spaces, access to restrooms, drinking water, and lighting.

PART 5: POTENTIAL PARTNERSHIPS

- Wheeler County might be interested.
- Cities of Fossil, Spray, and Mitchell may also partner to develop lots.
- The Fossil Heritage Trail group, consisting of the school district, City of Fossil, and Wheeler County, may provide a good option for partnerships.