

Region 4 Park and Ride Lot Plan
Technical Committee Meeting 3 (Conference Call)
May 13, 2013
3-4:30pm

NOTES

1. Attendees

Material

Lower John Day Area – Brad DeHart (ODOT), Marty Matherly (Wasco County Public Works), Dan Schwanz (Columbia Area Transit), Scott Turnoy (MCEDD)

Central Oregon – Scott Aycock (COIC), Joni Bramlett (ODOT, Public Transit Liaison), Tyler Deke (Bend MPO), Tami Geiger (COIC), Devin Hearing (ODOT), Jeff Monson (Commute Options)

Klamath and Lake Counties –Sandra Fox (City of Klamath Falls)

2. Progress to Date

Scott A. explained the general assumptions guiding the Park & Ride Lot prioritization process: Park & Ride lots will primarily serve long-distance commutes (except for limited opportunities for “rim lots” to serve downtown Bend and COCC), and P&R Lot development will be opportunistic. The priority sites identified by the Plan should not be seen as the only sites available and should not stop a different site from being analyzed and designated in the future (especially to serve the priority demand areas). He explained that the PMT determined commuter demand using LEHD data that shows where people live and where they work (Cities and CDP’s). Unfortunately, this method does not capture those living and/or working in most unincorporated areas. He explained that at the last Technical Committee meeting they reviewed the Demand Rankings which used Market Demand (the trip pairs from LEHD), Poverty and Alternative Commuting (carpool/transit) to rank directional commutes as Low, Medium or High. He explained that sites located on the origin side of directional commutes that were ranked High or Medium were considered in the prioritization process.

3. Prioritization Review

**P&R Lot Priority Site Selection Scoring Criteria
Klamath Falls Map**

Scott A. reviewed the criteria for determining the priority lots. He explained that there were four criteria (each weighted differently): Market Demand and Location, Potential Cost, Site Access, and Local Area Considerations. Joni Bramlett asked why the Local Area Considerations suggested proximity to high residential density and publicly owned property as preferable when it is unlikely that these land uses would be next to each other. Scott explained that they don’t have to be right next to each other just in a general proximity (many existing lots are joint use with supermarkets that are nearby residential areas and provide easy access for those residents). Also, the lot does not need to be on publicly owned property to receive a high score, as many lots are designated through public-private partnerships.

The TAC continued by reviewing the scores received by the different locations. They began with the Lower John Day Area. Scott Turnoy explained that generally his scoring was based on the Market Demand showing the west-end and central The Dalles as the highest priority. The Technical Committee made the following recommendations in the Lower John Day Area:

- **Front of Shilo Inn** – Brad DeHart expressed his concern that the low ranking of this lot may negatively impact requests for funding to improve the lot and connect it to the a bike path. He agreed the lot would primarily serve commutes heading East and South from The Dalles but added that the Access and Local Area Considerations scores should be higher.
- **1st and Federal** – Dan Schwanz explained that there is not any long-term viability for this lot because the City is planning to remove downtown parking and would not be supportive of Park & Ride (parking is for people to shop/support the downtown area).
- **Base of Brewery Grade** – Dan explained that this location is very unsafe. Marty agreed that longevity of this location is questionable.
- **Granada Theater Parking Garage** – Brad explained that the 2-3 story garage would be intended to replace the parking that is removed from the downtown streets and would be meant for employees and people supporting businesses. Dan and Brad agreed that the City would likely be opposed to Park & Ride in this location. They suggested that the Location and the Local Area Considerations scores go down and that the PMT have a conversation with the City about the long-term viability of downtown parking.
- **The Dalles Transit Center** – The Technical Committee discussed why this location received a high score on Potential Cost when it is an expensive project. Scott T. and Dan explained that the Park & Ride lot is considered an integral part of the Transit Center project and will be built. They have a strong chance of being funded through the Enhance It process. Scott A. agreed but was still unclear about scoring the Cost of the lot since it is an expensive project. He added that the issue is scoring the potential Cost under the view of “broader feasibility” that it is going to be built and has support and momentum. However, that doesn’t change the high cost. The PMT agreed to think about it and re-convene to discuss.

Joni asked why an already designated formal lot (La Pine Park & Ride) is included in the priorities list. Scott explained that the list is preliminary and required more leg work. He explained that the Plan is not going to get any sites development ready but will identify priority sites, general locations, and potential upgrades for existing lots (like for La Pine). He continued that if there aren’t any improvements identified for the lot then it will be removed from the list. He explained that the PMT will call the landowners of the priority sites to see if they are open to or interested in Park & Ride.

The Technical Committee reviewed the Central Oregon priorities and expressed the following concerns:

- **Riverwoods Country Store** – Devin asked why it was considered if there was owner opposition. Tami explained that she did not remove any lots from the list, just tried to score them appropriately (Local Area Considerations received a 1). Scott added that the owner of the Store recently expressed interest if there was investment (paving, striping, etc) in the parking area.

- **Ochoco Lumber** – Devin suggested that this location receive a better score for Access, Cost and Local Area Consideration because it was recently announced to be the future hospital site and could serve Juniper Canyon residents. Scott T. asked about the difference between this and The Dalles Transit Center. Scott A. explained that the hospital would be built without public money and the only cost would be for designation (a few signs, maybe a bus shelter).
- **ODOT Right of Way** – Devin urged the Technical Committee to remove this site from consideration and bump down its Access and Local Area Considerations scores (should both be 1). He explained that there are conflicts with the ramps and the local road is compromised.
- **Prineville Park & Ride** – The Technical Committee suggested bumping its scores down as well. The lot needs to be paved (Cost should be a 2) and the Local Area Considerations should be a 1.

The Technical Committee reviewed the Klamath and Lake County priority zones. Scott explained that none of the sites proposed by the stakeholders would serve the priority commutes and so did not receive high enough scores to be priorities. In response, Bill created a map that demonstrates the priority areas for Park & Ride and the PMT agreed that these would be included as priorities in the final plan. The Technical Committee reviewed the potential sites and areas.

- **North Chevron** – Sandra Fox explained that this site is right off of 97 and she believes ODOT would not encourage people to use it due to safety concerns. She suggested a 1 for Site Access.
- **Confluence of Highways 66/140/97 Area** – Sandra explained that this is a good area because of the highways but access and finding an appropriate location could be difficult. Brad suggested getting in touch with Mike Stenson or Butch Hansen at ODOT to discuss access issues and their knowledge of potential sites.
- **Alameda Ave and Foothills Blvd. Area** – Sandra explained that this is a high density area that also has the highest crime rate.

The Technical Committee discussed including the Large Retail Stores and Klamath Falls Airport sites on the list of potential rim lots that could collect people for travel into town.

4. Cost Estimates

Construction Cost Estimates

The Technical Committee did not review the Cost estimates due to time constraints.

5. Next Steps

Scott and Tami agreed to send out the meeting notes including the proposed revisions. Scott explained that the next steps are to do some more leg work on the priority locations and create a draft Final Plan. He added that they could hold another Technical Committee conference call or review the Plan via email. He group agreed to determine the need for another meeting based on their comments on the Final Plan.

Adjourn