

# Mount Hood Multimodal Transportation Plan

## APPENDIX D

### Park-and-Ride Analysis



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**Document:** Final Preliminary Park-and-Ride Analysis (Project Pub T-4: Park-and-Ride Analysis)

**Date of Delivery:** December 5, 2013

#### **Description**

This memorandum summarizes an analysis of potential opportunities to improve park-and-ride and carpool access in the Mt. Hood corridor in the very near term (0–6 months), as part of the Mt. Hood Multimodal Transportation Plan (MHMTP), by expanding existing park-and-ride facilities or adding new facilities.

#### **Status Update**

The analysis was conducted in November–December 2013. Of the potential sites reviewed, no sites were recommended for developing as park-and-rides in the very near term (the first six months of 2014). The analysis strongly recommends revisiting the sites as longer-term opportunities. The information on the potential park-and-ride sites provided was current as of December 2013, and can be used as a starting point for future analysis.





DAVID EVANS  
AND ASSOCIATES INC.

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## MEMORANDUM

**DATE:** December 5, 2013  
**TO:** Project Management Team  
**FROM:** Adam Argo, AICP  
**SUBJECT:** FINAL Preliminary Park-and-Ride Analysis (Project Pub T-4: Park-and-Ride Analysis)  
**PROJECT:** Mount Hood Multimodal Transportation Plan  
**COPIES:** file

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The Mount Hood Multimodal Plan (MHMTP) Project Leadership Group required more information regarding park-and-ride opportunities in the Mount Hood Corridor to prioritize the timing of park-and-ride improvements. This memorandum summarizes a review of potential opportunities to improve park-and-ride and carpool access in the corridor in the very near term (0-6 months) as part of the MHMTP.

This analysis was intended to determine if there were short-term park-and-ride projects that should be included in the MHMTP Implementation Plan. (A more in-depth park-and-ride analysis is included in the MHMTP as a future project.) The analysis focused on two types of park-and-rides that would use existing parking facilities and can be put in place quickly:

1. Locations identified by partners and stakeholders that could serve the Mount Hood Express riders at existing privately-owned establishments or county-owned locations
2. Locations that could be potential carpool lots along OR 35, owned by public or private entities

Of the potential locations reviewed, no sites are recommended for pursuit to develop as park-and-rides in the near-term (0-6 months). There is a recommendation for revisiting sites as longer-term opportunities discussed in the final section of this memorandum.

### Identification of Opportunity Sites

The Consultant Team contacted individuals who have been involved in the Mount Hood Multimodal Transportation Plan (MHMTP) project and have local area knowledge about potential sites. These locations were then reviewed for their ability to service Mount Hood Express riders in the US 26 corridor or carpoolers in the OR 35 corridor in the very near future with minimal investment. Each contact was asked to provide the following information on the potential locations:

- 1) Site description
- 2) Ownership status (private or public) and owner/contact name
- 3) Background regarding previous conversations and incentives discussed with private property owners to allow park-and-ride use on the site

4) Description of how the site would serve existing transit service and/or carpoolers to the mountain

Appendix 1 is a summary providing information on the location, ownership, characteristics and considerations of each site identified. The table also includes recommendations for each site reviewed.

The following individuals were contacted and provided information (this list includes name, affiliation, and date of conversation):

- Teresa Christopherson, Clackamas County Social Services/Mt. Hood Express transit, 10/29/2013 and 11/13/2013
- Julie Stephens, City of Sandy (SAM) Transit, 11/4/2013
- Dave Queener, Clackamas County Development Agency, 11/6/2013
- Bob Reeves, Villages at Mt. Hood, 10/30/2013
- Don Wiley, Hood River County, 11/1/2013
- Dan Schwanz, Columbia Area Transit, 11/1/2013
- Woody Hoye, Mt. Hood Meadows, 11/6/2013 and 11/13/2013

Sites analyzed were located along US 26 on the west side of Mt. Hood or along OR 35 in the communities north of Mt. Hood. They are discussed by location below.

#### **Potential Park-and-Ride Sites along US 26 and the west side of Mt. Hood**

The Consultant Team interviewed service providers and members of the community to identify potential locations where a park-and-ride could be added with minimal investment in a short period of time. They identified six potential locations for new or expanded park-and-rides, on or near US 26 on the west side of Mt. Hood.

Teresa Christopherson did not identify locations for a new park-and-ride, but she did discuss three locations now serving as bus stops and park-and-rides for the Mt. Hood Express's newly expanded bus service between Rhododendron and the ski areas. Two of those three locations, the Hoodland Senior Center in Welches and the site of the now-closed Dorman Center near Rhododendron, are owned by Clackamas County (Tourism Department).

The Dorman Center site at Salmon River Road currently has 35-40 available parking spaces. Both Teresa and Bob Reeves noted that the building at the site has been condemned. Teresa indicated that at this time, ridership demand is small and more park-and-ride spaces are not needed. There are plans to demolish the existing condemned building on this site and build a new community center. Teresa said that the desire is for Mt. Hood Express to continue utilizing the Dorman Center/Salmon River Road site as a bus stop and park-and-ride after the new community center is built.

The Hoodland Senior Center site has 60 parking spaces. The Center currently shares this space with Mt. Hood Village RV Resort. Teresa said that the available spaces meet the current demand for Mt. Hood Express riders.

The Welches/US 26 site is owned by The Resort at the Mountain. The Resort at the Mountain is currently developing the site and considerable improvements have already been made to the parking facility. Teresa said that parking demand is currently being met at this site for Mt. Hood Express riders.

Julie Stephens and Woody Hoye both named the parking lot behind Otto's Cross Country Ski Shop in Sandy as a potential park-and-ride location. The parking lot is owned by the City of Sandy, and is currently underutilized (according to both Julie and Woody). The Sandy Transit Center, where both Mt. Hood Express and SAM Transit stop, is located six blocks (approximately one-third of a mile) to the east of the parking lot. The Consultant Team discussed this site with Teresa to determine if Mt. Hood Express would be interested in adding a stop closer to the parking lot. Teresa said she did not believe a new stop is currently warranted, but that available spaces at the site could be considered if the parking demand for Mt. Hood Express customers begins to exceed parking availability at the Sandy Transit Center.

Woody Hoye named two potential locations for park-and-rides and/or carpool lots in the Rhododendron area. They are both privately-owned. One site is on property east of the empty Subway lot at Salmon River Road and US 26. The other site is an existing parking lot east of the Thriftway in Welches. Woody said that Mt. Hood Meadows sees these locations as good opportunities to use as park-and-rides for Meadows visitors to catch transit to the mountain. According to Teresa, Mt. Hood Express doesn't see the need for these locations as future park-and-rides because of the close proximity of current park-and-rides in operation. She further stated that future plans to develop a community center at the site of the Salmon River Rd/Dorman Center park-and-ride makes it a more ideal location from Mt. Hood Express's perspective. However, Teresa said the empty Subway lot suggested by Woody could be an important location for temporary parking for Mt. Hood Express riders during development and construction of the new community center.

### **Potential Park-and-Ride Sites along OR 35 and the north side of Mt. Hood**

Service providers and local stakeholders interviewed identified four potential locations for new or expanded park-and-rides, and/or carpool lots, on or near OR 35 on the north side of Mt. Hood. There is currently no public transit service along the OR 35 corridor, so lots would be considered for either carpool locations or to serve the Mt Hood Meadows employee shuttle.

Don Wiley and Woody Hoye both mentioned augmenting the parking area at the southeast corner of OR35/US 30 (aka "Button Junction") which is under ODOT's jurisdiction, by adding a park-and-ride function at the Panda Bear Restaurant across the street. The Button Junction site has approximately 30 spaces and is the primary location where the Mt. Hood Meadows shuttle picks up employees in the Hood River area. Both Don and Woody said there may be potential to use parking spaces across the street at the Panda Bear Restaurant for Mt Hood Meadows employees. The Panda Bear restaurant appears to have 50-60 spaces based on aerial imagery.

Don listed the ODOT maintenance station on Hwy 35 just south of Smullin Road as a potential carpool area. Aerial imagery indicates that the area is currently used for sand storage, which may conflict with private automobile parking.

Don also suggested consideration of a large paved lot a few miles north of Parkdale. This location is about 800 feet north of the southern intersection of Hwy 35 and Neal Creek Road (south of the Sawtooth Roadhouse on the east side of Hwy 35). He said that a few years ago ODOT was looking at vacating the property and that it may be available. Don Schwanz said that Columbia Area Transit looked at the site, but decided there wasn't enough demand for service to the area. Review of the area using Hood River County's WebMap indicates this site is within ODOT right-of-way. While this site could be used as a carpool lot for Parkdale, they would need to travel a few miles out-of-direction when traveling to the mountain. In addition, there is no current transit service in the corridor other than the Meadows employee shuttle.

Woody suggested that there are opportunities for future development of park-and-ride lots at the Mt. Hood Junction (Hwy 35/Hwy 281). This includes the (now-closed) Mt. Hood Country Store across the street from the Mt. Hood Town Hall at the SW portion of the intersection. He also noted a field for sale west of the Mt. Hood Junction (Hwy 35/Hwy 281) which could be a development opportunity.

### **Recommended Actions**

Of the potential locations discussed, no sites are recommended for pursuit to develop as park-and-rides in the near-term (0-6 months). However, many of the sites should be considered in a future park-and-ride analysis for the area as discussed below and in the attached summary table.

One site on the north side of the mountain, the Panda Bear Restaurant across from the Button Junction parking area, is recommended for further exploration in the wider park-and-ride study. The goal of further study would be to see if the owners of the Panda Bear Restaurant want to utilize their parking spaces to serve the Mt. Hood Meadows employee shuttle or any future public transit to the mountain.

One site on the west side of the mountain, the City of Sandy-owned parking lot behind Otto's Cross Country Ski Shop, is recommended to be considered for a future park-and-ride to access Mt. Hood Express if the Sandy Transit Center parking becomes inadequate for parking demand.

Two existing park-and-ride locations serving Mt. Hood Express, the Hoodland Senior Center and Welches/US 26 stops, are recommended to be monitored periodically to determine if there are issues concerning capacity.

Three sites are recommended for consideration in the long-term (more than one year) as potential park-and-ride locations to serve Mt. Hood Meadows employees and customers:

- The privately-owned empty paved lot adjacent to Subway at US26/Salmon River Road
- The privately-owned parking lot near Thriftway in Welches
- Multiple privately-owned locations at the Mt. Hood Junction (Hwy 35/Hwy 281 interchange area in Parkdale)

The empty lot adjacent to Subway at US26/Salmon River Road could be an important location for temporary parking during development and construction of the new community center. The Consultant Team recommends

discussing use of this site as a park-and-ride with property owner for the Mt. Hood Meadows employee shuttle and for use as a temporary stop/park-and-ride for Mt. Hood Express at the time of development and construction.

The Hwy 35/Neal Creek Road just south of the Sawtooth Restaurant is recommended for consideration in a future park-and-ride analysis if public transit service is added to the corridor.

The ODOT maintenance station at Hwy 35 south of Smullin Road is recommended for consideration in a future park-and-ride analysis if transit service is added to the corridor and the site becomes available.

Finally, the existing Salmon River Road/Dorman Center park-and-ride location serving Mt. Hood Express appears to be meeting the needs of Mt Hood Express Line riders and no new actions are needed there.

Attachments/Enclosures: Potential Park-and-Ride Site Location Information

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File Name: \\Pdxfs1\PROJECT\O\ODOT00000782\0600INFO\0670Reports\Immediate Study Projects\Pub T-4 Park and Ride Analysis\  
Pub T-4 Final Park and Ride Analysis Memo 12-05-13.docx

**Pub T-4: Park-and-Ride Analysis**  
**Table 1. Park-and-Ride Site Characteristics and Recommendations**

ID #	Location Description	Identified By	Ownership (Public/Private)	Owner/Contact Name	Comments	Existing Transit	Recommended Action
1	Parking lot behind Otto's Cross Country Ski Shop - 38716 Pioneer Blvd, Sandy	Woody Hoyer, Julie Stephens	Public	City of Sandy - Dave Snider, City of Sandy Economic Development Dept.	Lot is underutilized, could be promoted for users of Mt. Hood Express	Sandy Transit Center is located approximately 6 blocks (1/3rd of a mile) to the east (serves SAM and Mt. Hood Express)	Consider utilizing spaces for park-and-ride to access Mt. Hood Express in the future if Sandy Transit Center parking demand is being exceeded.
2	Rhododendron - Salmon River Rd/US26 - empty lot	Woody Hoyer	Private	Lowell Smith	Empty paved lot, adjacent to Subway at US26/Salmon River Rd. Mt. Hood Express doesn't see the need for this as a future park-and-ride because of the proximity of the Salmon River Rd/Dorman Center park-and-ride and the future plans to develop a community center there, making it a more ideal location from Mt. Hood Express's perspective. Mt. Hood Meadows sees this location as a good opportunity to use as a park-and-ride for Meadows customers.	Mt. Hood Express uses Salmon River Rd/Dorman Center nearby as bus stop and park-and-ride	This could be an important location for temporary parking during development and construction of the new community center. Recommend discussing use of site as park-and-ride with property owner for Mt. Hood Meadows shuttle and for use as temporary stop/park-and-ride for Mt. Hood Express.
3	Rhododendron - parking lot near Thriftway in Welches	Woody Hoyer	Private	Bob and Margaret Thurman	Existing parking lot with potential for shared use of spaces. Woody cites this location as good opportunity for a park-and-ride or carpool site. Teresa Christopherson did not believe this site was of interest to Mt. Hood Express.	Mt. Hood Express has stop and park-and-ride nearby at Welches/US26.	Future discussion of the use of site as park-and-ride for Mt. Hood Meadows with property owner.
4	Hoodland Senior Center	Teresa Christopherson	Public	Clackamas County	This site is now a functional stop and park-and-ride for the Mt. Hood Express as of 10/28/2013. There are 60 available spaces. Hoodland Senior Center shares this space w/Mt. Hood Village RV Resort.	Stop and park-and-ride serving Mt. Hood Express	Periodically monitor Mt. Hood Express use of this site to determine if there are any capacity issues.
5	Welches/US26	Teresa Christopherson, Bob Reeves	Private	Resort at the Mountain	This site is now a functional stop and park-and-ride for the Mt. Hood Express as of 10/28/2013. Resort at the Mountain has made considerable improvements to the site.	Stop and park-and-ride serving Mt. Hood Express	Periodically monitor Mt. Hood Express use of this site to determine if there are any capacity issues.
6	Salmon River Rd/Dorman Center	Teresa Christopherson, Bob Reeves	Private	Clackamas County	This site is now a functional stop and park-and-ride for the Mt. Hood Express as of 10/28/2013. There are 35-40 available spaces. There are plans to demolish the existing condemned building on this site and build a new community center.	Stop and park-and-ride serving Mt. Hood Express	Mt. Hood Express desires this location for present service and desires to utilize it after the new community center is built. No action needed.

US26 - West Side of Mountain

**Pub T-4: Park-and-Ride Analysis**

**Table 1. Park-and-Ride Site Characteristics and Recommendations**

ID #	Location Description	Identified By	Ownership (Public/Private)	Owner/Contact Name	Comments	Existing Transit	Recommended Action
7	Panda Bear Restaurant across the street from Button Junction (OR35/US30) parking area	Dan Schwantz, Don Wiley, Woody Hoye	Public	ODOT	The Panda Bear Restaurant is across the street from the Button Junction parking area owned by ODOT, where Mt. Hood Meadows currently picks up employees in Hood River. There are approximately 30 spaces at the Button Junction site. There may be potential to use parking spaces across the street at the Panda Bear Restaurant (viewing the site using Google Maps, there appear to be 50-60 spaces).	Mt. Hood Meadows shuttle picks up employees at Button Junction site across the street.	Future park-and-ride analysis should explore opportunities to work with owners at Panda Bear Restaurant to see if there is interest in providing Mt. Hood Meadows employee parking.
8	ODOT maintenance station - Hwy 35 south of Smullin Rd	Don Wiley	Public	ODOT	The site appears to get crowded with sand storage, though Don Wiley noted it would be worth checking with ODOT if they have any extra room.	None	Consider in future park-and-ride analysis if transit service is added to the corridor and site becomes available.
9	OR35/Neal Creek Road (Near Parkdale)	Don Wiley	Public	ODOT	Don Wiley suggested this site. It is about 800 feet north of the south intersection of Hwy 35 and Neal Creek Road there is a wide area in the ODOT right-of-way. It's just south of the Sawtooth Roadhouse on the east side of Hwy 35. A few years ago ODOT was looking at vacating the property. CAT looked at the site, but decided there wasn't enough demand for service to the area. Review of area using Hood River County's WebMap indicates this site is within ODOT right-of-way. The downside of this site is for Parkdale residents, accessing the site takes them a few miles out-of-direction for traveling to the mountain.	None	Consider in future park-and-ride analysis if transit service is added to the corridor.
10	Mt. Hood Junction - Parkdale (OR35/OR281)	Woody Hoye	Private	Multiple Private Property Owners	Woody suggested that there are opportunities at this intersection to develop park-and-ride lots. This includes the (now-closed) Mt. Hood Country Store across the street from the Mt. Hood Town Hall at the SW portion of the intersection. He also noted a field for sale west of the Mt. Hood Junction (Hwy 35/Hwy 281) which could be a development opportunity.	Mt. Hood Meadows shuttle picks up employees at the Mt. Hood Town Hall. Parking spaces are limited.	Consider as long-term opportunity for park-and-ride development to serve Meadows employee shuttle or future public transit service.

OR35 - North Side of Mountain



