

**Hannah Elliott**



**From:** Denis Sieben <denismsieben@gmail.com>  
**Sent:** Monday, May 20, 2024 6:55 PM  
**To:** Plan  
**Subject:** Dollar General - Opposition to CUP

**CROOK COUNTY**  
**MAY 21 2024**  
**PLANNING DEPT**

To Planning Commission:

I wanted to provide additional evidence to show you that the proposed Dollar General does not meet the criteria(s) required to be allowed under a conditional use permit.

Our Model.

Dollar General stands for convenience, quality brands and low prices. Dollar General's stores aim to make shopping a hassle-free experience. We design small, neighborhood stores with carefully -edited merchandise assortments to make shopping simpler.

It is very evident that this does not meet the criteria of CCC 18.040.020 (6) "commercial activity directly related to recreational." I have included several other exhibits, including their financial reports on who they target and how they make their money. None of such is directly related to recreational.

Prineville/Crook County Comprehensive Plan states, and the applicant states:

Economics:

1. General Description of the Economy: Reflecting the economy of all the eastern portion of the state, the county's economic base is almost totally dependent on its natural resources, with agriculture, forestry and recreation being the primary enterprises.

The above-referenced forest lands, together with the two major reservoirs in the county (Ochoco and Prineville), are the primary basis for an emerging prominent recreation sector of the economy. The county and its recreation resources have become a prime attraction for both out-of-state visitors and Oregonians from all over the state.

#### ECONOMIC POLICIES

4. To require that development plans are based on the best economic information available and to take into account areas suitable for economic development, the effects on the existing economy, available resources, labor market factors, transportation and livability.

An EXEMPTION will have to be made to the policy above.

This will greatly impact businesses in town and those that already exist in Juniper Canyon, mainly Richie's, Juniper Pantry, Ericssons, Bi-Mart, Riteaid are at risk... The existing economy, the jobs provided by those employers/business must be considered. Exhibits have been provided to show you the outcome of allowing a chain dollar store in our economy. Recreation is an important resource for Crook County but it is stated last for a reason because our economy relies on those listed first and at best fluctuates depending on our water resources for the given year.

## RECREATION

It is the goal of Crook County to satisfy the recreational needs of the citizens of Crook County and visitors by providing for human development and enrichment with recreation areas, facilities, and opportunities. These include, but are not limited to, open space and scenic landscapes; recreational lands; historical, archeology and natural science resources; scenic roads and travelways; sports and cultural events; camping, picnicking and recreational lodging; tourist facilities and accommodations; trails; waterway use facilities; hunting; angling; winter sports; mineral resources; active and passive games and activities.

"Recreation needs" refers to existing and future needs by citizens and visitors for recreation areas, facilities and opportunities.

## RECREATION POLICIES

1. Energy consequences shall be considered by all recreation plans to the extent that non-motorized types of recreational activities shall be preferred over motorized activities. Facilities directly serving the recreational needs of Prineville shall be built as close to the population center as possible in order to conserve energy of transportation to the site.
2. Planning for recreation facilities and opportunities shall also give priority to meeting the needs of the Prineville metro area and all Crook County citizens, persons of limited mobility, and handicapped individuals.

An EXEMPTION will have to be made to the policy above.

1.) This proposal claiming to directly serve the recreational needs is not "as close to the population center as possible in order to conserve energy of transportation to the site." This proposed site will NOT need the needs of the Prineville Metro area and all of Crook County citizens as mentioned in the policy above. This proposed location is located on Juniper Canyon Rd. which only has one entry/exit point and will cause a significant increase in energy consumption for Crook County residents, as well as their delivery trucks coming from San Francisco, California Area.

Approach and intersection spacing standard; CCC 18.176.010(4)(b)

CCC 18.176.010(4)(b) Approach and Intersection spacing standards will NOT be met, this is yet another EXEMPTION that have to be made for this development. It is abundantly clear that SAFETY is the number one priority to Juniper Canyon Residents, please see the Juniper Canyon Access Survey for the main concerns with over 938 responses.

In addition to this, 9924 Se Ridgeview Rd. & 9471 Se Ridgeview Rd. were both DENIED road approaches from this section of the road. Absolutely no EXEMPTION should be made for a proposed commercial use in this residential zone. The road master should deny any request from the applicant, if it's not safe or allowed for RESIDENTIAL use, it's not safe for commercial use. Juniper Canyon has more than DOUBLE the state average for crash rates. According to the Crook County Transportation Plan, NONE of the safety recommendations have been implemented.

Please find attachment(s) supporting the facts that this CUP should be denied for several reasons listed above and several mentioned before this.

You have overwhelming evidence that this is not allowed, not wanted and not "essential" to serve the needs of Juniper Canyon or its recreational users.

Thank you.

# DOLLAR GENERAL

Save time. Save money. Every day.®

sale prices effective 5/19-5/25

**4 for \$16**  
SALE



Pepsi - Mt Dew - Crazy  
800k - Mug - Slurpy  
Bottle - 12 pk. 12 oz. ea.  
Reg. \$1.95 ea.  
\*12 oz. or 16 oz. bottle when applicable

Only at DG

**3 for \$14**  
SALE  
\$2 DG DIGITAL COUPONS  
WHEN YOU BUY 3

Dr Pepper - Canada Dry -  
7UP - SunKist - RC - Cola  
12 pk. 12 oz. bottled varieties  
Reg. \$4.99 ea.  
\*12 oz. or 16 oz. bottle when applicable

**3 for \$12**  
FINAL PRICE WITH COUPON



**\$1.95**  
WHEN YOU BUY 4

**SALE**

Lay's® 4.25-oz. Cheddar  
11.5 oz. 12" Resealable  
Variety



**BUY 2, GET 1 FREE**  
WHEN YOU BUY 3  
DG DIGITAL COUPONS

Celcius® Sparkling Water  
12 oz. 12 pk.  
Reg. \$2.99 ea. EVERYDAY  
\*12 oz. or 16 oz. bottle when applicable



# DG DEAL DAYS | MAY 23-25

**3 for \$15**  
SALE  
\$3 DG DIGITAL COUPONS  
WHEN YOU BUY 3

**3 for \$12**  
FINAL PRICE WITH COUPON

Coca-Cola® or Sprite®  
12 pk. 12 oz. bottled varieties  
Reg. \$4.99 ea.  
\*12 oz. or 16 oz. bottle when applicable



**3 for \$4**  
SALE  
\$1 DG DIGITAL COUPONS  
WHEN YOU BUY 3

**3 for \$3**  
FINAL PRICE WITH COUPON

Dr Pepper - Canada Dry - SunKist -  
RC - Cola 7UP - A&W®  
12 oz. 12 pk. bottled varieties



**2 for \$4**  
SALE

Bakene-Its® 4.25-oz.  
or SunTitas® 5-oz.  
Multi-Pack 2 ea. get  
Discount price



**SAVE \$1**  
WHEN YOU BUY 3  
DG DIGITAL COUPONS

Pringles®  
Santitas®  
12 oz. 12 pk.  
Reg. \$2.99 ea.  
\*12 oz. or 16 oz. bottle when applicable

**2 for \$10**  
EVERY DAY

Red Baron®  
12 oz. 12 pk.  
Reg. \$1.99 ea.  
\*12 oz. or 16 oz. bottle when applicable

**2 for \$8**  
EVERY DAY

Galbadoro®  
12 oz. 12 pk.  
Reg. \$1.99 ea.  
\*12 oz. or 16 oz. bottle when applicable



**2 for \$6**  
SALE

Takis® 5.5-oz. Resealable Variety  
Multi-Pack 2 ea. get  
Discount price

**2 for \$2**  
SALE

Heinz®  
12 oz. 12 pk.  
Reg. \$1.99 ea.  
\*12 oz. or 16 oz. bottle when applicable



**SAVE \$1**  
WHEN YOU BUY 2  
DG DIGITAL COUPONS

Neutrogena®  
12 oz. 12 pk.  
Reg. \$1.99 ea.  
\*12 oz. or 16 oz. bottle when applicable

**2 for \$7**  
SALE  
\$1 DG DIGITAL COUPONS  
WHEN YOU BUY 2

Edy's®  
12 oz. 12 pk.  
Reg. \$1.99 ea.  
\*12 oz. or 16 oz. bottle when applicable



**25% OFF**

HOOGA®  
12 oz. 12 pk.  
Reg. \$1.99 ea.  
\*12 oz. or 16 oz. bottle when applicable



**\$3.25**  
SALE

Glad®  
12 oz. 12 pk.  
Reg. \$1.99 ea.  
\*12 oz. or 16 oz. bottle when applicable



Does their weekly AD look like a business that meets the criteria "commercial activity directly related to recreation?"

## The Rise of Dollar Stores: How the Proliferation of Discount Stores May Limit Healthy Food Access

Dollar stores are rapidly multiplying, especially in low-income and rural areas, where larger, national grocers are less prevalent. Dollar stores' shelves are stocked with fewer options than traditional grocery stores, with a predominance of nutrition-poor items like candy, chips, and soda. Healthy food options are limited. To improve access to nutritious foods and beverages, dollar stores should stock more fresh, healthy options.

*Dollar stores are becoming an increasingly prevalent source of food and beverages.<sup>1</sup>*

- Two companies dominate the dollar store market: Dollar General and Dollar Tree, which owns Family Dollar. Dollar General and Dollar Tree operate over 30,000 stores<sup>2</sup>—more stores than the top ten grocers combined.<sup>3</sup> More than half of the U.S. population lives within a five-minute drive of a Dollar General.<sup>4</sup>
- Dollar General's approach to growth is rapid saturation. For example, in Tulsa, OK there are 68 dollar stores; in Dekalb County, GA there are 68.<sup>5</sup>
- When dollar stores saturate a community's grocery market, full-service food stores are deterred from opening, and existing grocers are pushed out. Sales in local grocery stores are known to drop by 30% following the opening of a nearby dollar store.<sup>6</sup>
- In 2018, food, beverages, and other household consumable goods made up 78% of Dollar General's sales.<sup>7</sup>

*Dollar stores target communities with limited grocery options—typically low-income neighborhoods, rural areas, and communities of color.*

- Low-income neighborhoods and communities of color are saturated with small retail food outlets.<sup>8</sup> In low food access communities, two out of every three new stores are dollar stores.<sup>9</sup>

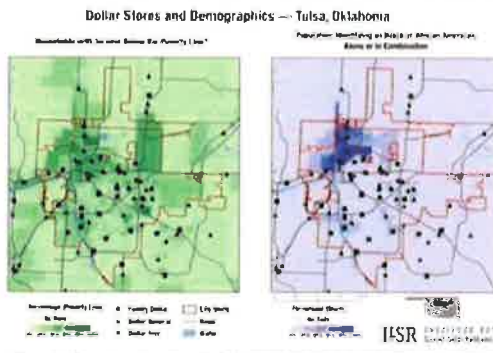
- Dollar stores target communities of color, where grocery store chains underinvest.<sup>10</sup> Predominately white communities have two to four times more large grocery stores than do communities of color.<sup>11</sup>

- Three-quarters of Dollar General stores are located in communities of 20,000 or fewer people.<sup>12</sup> These locations are often 15 to 20 miles away from a full-service grocery store.<sup>13</sup>

- Since the 2008 recession, Supplemental Nutrition Assistance Program (SNAP) sales have been a core component of dollar stores' expansion strategy. Between 2007 and 2017, the total

number of SNAP-authorized stores increased from 162,000 to 250,000; the U.S. Government Accountability Office attributes much of the increase to limited service retailers such as dollar stores.<sup>14</sup>

- Most of Dollar General's customers live in households that earn less than \$49,900.<sup>15</sup> When describing Dollar General's core customer base to investors, an executive explained that households making under \$35,000 and reliant on government assistance are the store's "Best Friends Forever."<sup>16</sup>

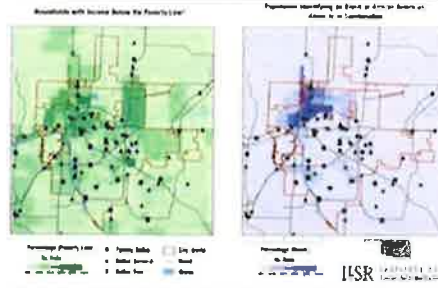


*Dollar stores are likely to exacerbate existing diet-related health disparities.*

- Individuals who have better access to supermarkets and less exposure to limited service stores tend to have healthier diets and lower levels of obesity.<sup>17</sup>
- Small food retailers are less likely than supermarkets to sell healthy staple foods, including fresh fruits and vegetables, whole grain-rich foods, and low-fat dairy products.<sup>18,19,20,21,22</sup> A diet of ultra-processed foods leads to greater calorie intake and weight gain than a diet of fresh fruits, vegetables, and other minimally processed foods.<sup>23</sup>
- Dollar stores are filled with processed and nonperishable food, not fresh produce. The fresh and frozen offerings at most dollar stores are limited to processed meats, dairy products, and frozen meals.<sup>24</sup> Only 3% of

communities have two to four times more large grocery stores than do communities of color.<sup>14</sup>

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- Since the 2008 recession, Supplemental Nutrition Assistance Program (SNAP) sales have been a core component of dollar stores' expansion strategy. Between 2007 and 2017, the total number of SNAP-authorized stores increased from 162,000 to 258,000, the U.S. Government Accountability Office attributes much of the increase to limited service retailers such as dollar stores.<sup>17</sup>
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**Dollar stores are likely to exacerbate existing diet-related health disparities.**

- Individuals who have better access to supermarkets and less exposure to limited service stores tend to have healthier diets and lower levels of obesity.<sup>20</sup>
- Small food retailers are less likely than supermarkets to sell healthy staple foods, including fresh fruits and vegetables, whole grain-rich foods, and low-fat dairy products.<sup>21,22,23,24</sup> A diet of ultra-processed foods leads to greater calorie intake and weight gain than a diet of fresh fruits, vegetables, and other minimally processed foods.<sup>25</sup>
- Dollar stores are filled with processed and nonperishable food, not fresh produce. The fresh and frozen offerings at most dollar stores are limited to processed meats, dairy products, and frozen meals.<sup>26</sup> Only 3% of Dollar General's more than 16,000 stores currently offer fresh produce.<sup>27,28</sup>
- Pressure from community and public health advocates may be turning the tide. Dollar General recently launched DG Fresh, an initiative to provide more fresh produce, and is investing in cold storage and distribution for perishables.<sup>29</sup>

**Communities can take action to secure fresh, healthier food and beverage options.**

- Dollar stores should commit to stock a wider variety of healthy, fresh options. For example, Dollar General should expand its DG Fresh initiative to bring fresh produce to all its large stores.
- Cities and counties can adopt healthy retail policies to ensure that stores support, rather than undermine, customers' health. Policy options include replacing soda and candy with healthier alternatives in checkout aisles; removing unhealthy food and beverages from end of aisle or other displays; limiting the sale of sugar sweetened beverages to the soda aisle, or restricting where new dollar stores can be built. Tulsa, OK passed a policy curbing dollar store expansion and easing zoning requirements for full-service grocery stores.<sup>30</sup>
- Researchers can evaluate dollar store distribution, as well as in-store marketing practices like placement, promotion, and pricing, to identify interventions that support healthy food purchases.
- Customers can partner with local advocacy groups working to improve the healthfulness of food retail store options and support policies that ensure dollar stores stock healthier food and beverages.

For more information, please contact the Center for Science in the Public Interest at [policy@csipoint.org](mailto:policy@csipoint.org).

<sup>1</sup> Walle P. Missing Billions of the Dollar Store. *Forbes*. May 22, 2019. <https://www.forbes.com/sites/wallep/2019/05/22/missing-billions-of-the-dollar-store/>

<sup>2</sup> Zivanich M, Mitchell S. Dollar Stores Are Targeting Struggling Urban Neighborhoods and Small Towns. One Community is Showing How to Fight Back. Institute for Local Self-Reliance. December 18, 2018. <https://www.localselfreliance.org/dollar-stores-target-struggling-urban-neighborhoods>

<sup>3</sup> The Top 50 Grocery Stores in the U.S. *Progressive Grocer*. May 13, 2019. <https://www.progressivegrocer.com/news/50-grocery-stores-2019-ranked/>

<sup>4</sup> Walle, 2019.

<sup>5</sup> Aiken A. Dollar Stores and Food Deserts. *CSO News*. December 9, 2019. <https://www.csobooks.com/news/dollar-stores-and-how-they-are-changing-the-landscape-between-food-deserts-and-food-access/>

<sup>6</sup> *Forbes*. 2019.

<sup>7</sup> Day M. Meet America's Fastest Growing Food Retailer. *Wired*. June 3, 2019. <https://www.wired.com/story/meet-america-s-fastest-growing-food-retailer/>

<sup>8</sup> Carlucci CC, Tappin R, Miller A, Bishness A, Kappan A, Gard K. Urban Food Environments and Residents' Shopping Behaviors. *Am J Prev Med*. 2013;45(3):406-414.

<sup>9</sup> Big Grocery Chains Leave U.S. 'Food Deserts' Filled. *CSO News*. December 7, 2015. <https://www.csobooks.com/news/big-grocery-chains-leave-u-s-food-deserts-watched/>

<sup>10</sup> *Forbes*. 2018.

<sup>11</sup> Marder K, Wong S, Day R, Ross A, Patel C. Neighborhood Characteristics Associated with the Location of Food Stores and Food Service Places. *Am J Prev Med*. 2002;20(1):25-29.

<sup>12</sup> Myerovich N. Dollar Stores Are Everywhere. That's a Problem for Poor Americans. *CSO Business*. July 18, 2019. <https://www.csobooks.com/news/dollar-stores-are-everywhere-heres-what-it-means-for-poor-americans/>

<sup>13</sup> Myerovich N. Dollar General Will Open 925 Stores This Year. *CSO Business*. March 14, 2019. <https://www.csobooks.com/news/dollar-general-will-open-925-stores-this-year/>

<sup>14</sup> U.S. Government Accountability Office. Supplemental Nutrition Assistance Program: Actions Needed to Better Monitor and Address Poverty Population. December 2015. <https://www.gao.gov/assets/330/336432.pdf>

<sup>15</sup> Walle, 2019.

<sup>16</sup> Frazer M. Dollar General Hits a Gold Mine in Rural America. *Recording Businessweek*. October 11, 2017. <https://www.recordingbusinessweek.com/news/dollar-general-2017-10-11-dollar-general-hits-a-gold-mine-in-rural-america/>

<sup>17</sup> *Forbes*. 2019.

<sup>18</sup> Larson N, Story MT, Sorensen M. Neighborhood Environments, Disparities in Access to Healthy Foods in the U.S. *Am J Prev Med*. 2009;35(1):54-61.

<sup>19</sup> Carlucci CC, Tappin R, Miller A, Bishness A, Kappan A, Gard K. Urban Food Environments and Residents' Shopping Behaviors. *Am J Prev Med*. 2013;45(3):406-414.

<sup>20</sup> Local 50. Kappan A, Sherman S. Strong Entry Correlates and Chronic Disease Risk. *Track Food Trade & Nutrition Council and Manufacturers in Philadelphia Corner Stores*. *J Urban Health*. 2013;91(3):394-400.

<sup>21</sup> Laska MN, Drapeau KL, Tseloni L, Cohen DJ, Sidelinger J. Healthy Food Availability in Small Urban Food Stores: A Comparison of Four US Cities. *Pub Health Rep*. 2010;125(1):10-17.

<sup>22</sup> Laska MN, Craig EB, Peltzer JE, Kretzer R, Hargrett-Neale N. Lack of Healthy Food in Small Size to Mid-Size Retailers Participating in the Supplemental Nutrition Assistance Program. *Minnesota St. Paul Minnesota*. 2016. <http://www.stpaul.gov>

<sup>23</sup> Craig EB, Peltzer JE, Hargrett N, Finkbein D, Laska MN. Differences in Healthy Food Supply and Stocking Practices Between Retail Grocery Stores, Gas Markets, Pharmacies and Dollar Stores. *Pub Health Rep*. 2016;131(1):60-64.

<sup>24</sup> Hargrett N et al. Ultra-Processed Diet Causes Excess Calorie Intake and Weight Gain: An Inpatient Randomized Controlled Trial of Ad Libitum Food Intake. *Cell Metabolism*. May 16, 2019. <https://www.cell.com/cell-metabolism>

<sup>25</sup> Dollar General. *Fresh Fresh*. <https://www.dollargeneral.com/freshfresh/>. Accessed July 2, 2019.

<sup>26</sup> Rappin R. Dollar General is Bringing in Distribution of Fresh and Frozen Supermarket Items. March 15, 2019. <https://www.dollargeneral.com/news/dollar-general-is-bringing-in-distribution-of-fresh-and-frozen-items/>

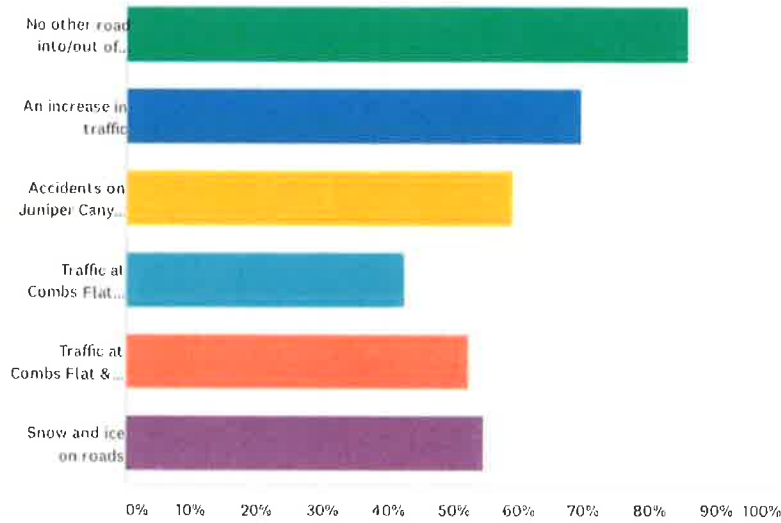
<sup>27</sup> Dollar General. *Grand Opening of 16,000+ Store in Panama City, Florida*. Dollar General Corporation. September 26, 2019. <https://www.dollargeneral.com/news/dollar-general-is-grand-opening-16000-stores-in-panama-city-florida/>

<sup>28</sup> *Forbes*. 2019.

<sup>29</sup> Corbett K. City Council Approves Restrictions on Dollar Stores in North Tulsa. *Tulsa World*. April 12, 2018. <https://www.tulsaworld.com/news/local-news/city-council-approves-restrictions-on-dollar-stores-in-north-tulsa/article12946922-2609-53bb-b411-6219f5a94c3c.html>

Q1 The following issues are a concern for me:

Answered: 829 Skipped: 109



ANSWER CHOICES	RESPONSES	
No other road into/out of Juniper Canyon	86.01%	713
An increase in traffic	69.96%	580
Accidents on Juniper Canyon Road	59.23%	491
Traffic at Combs Flat Road	42.58%	353
Traffic at Combs Flat & Lynn Blvd	52.59%	436
Snow and ice on roads	54.76%	454
Total Respondents: 829		

Q2 Other traffic or safety issues you're aware of and want to share:

Answered: 434 Skipped: 504



Crook County Road Department does not have the funds to do this project. Alternative funding will need to be acquired do any of the alternatives.

Options are available for this project. The downside is waiting to be picked for one of the available grants.

Crooked River Ranch (CRR) funded an alternative access from CRR to Lower Bridge Road with help from low interest State loans. This would require local groups to organize and participate.

If the County does the Hwy 27 alternative from Lower Davis Loop. The land will be donated from the project. If not the location is chosen.

## Community Survey Results

• Responses: 938

### • Top issues:

- No other road into/out of Juniper Canyon (86%)
- An increase in traffic (70%)
- Accidents on Juniper Canyon Rd (59%)

### • Top options/solutions:

- Put a bond on the ballot to raise funds (68%)
- Seek low interest loans to be paid back (44%)
- Form a local group to raise funds (37%)

### • Suggestions from the survey:

## JUNIPER CANYON ALTERNATE ACCESS

### • Next Steps

Crook County Road Department has proposed budget changes to include the Environmental and Design studies for the future.

Crook County will continue to pursue grant



- 70% increase in traffic (70%)
- 59% accidents on Juniper Canyon Rd (59%)

Top options/solutions:

- Put a bond on the ballot to raise funds (68%)
- Seek low interest loans to be paid back (44%)
- Form a local group to raise funds (37%)

- Suggestions from the survey:

**JUNIPER CANYON ALTERNATE ACCESS**



**STEPS**

Crook County Road Department has proposed budget changes to include the Environmental and Design studies for the future.

Crook County will continue to pursue grant opportunities to fund this improvement.

If the decision is that we need to have this project built sooner than later, funding strategies need to be explored i.e.. private funding via maintenance fees, bonding, State Infrastructure Loans

***Thank you!***

Commissioner Jerry Brummer

Road Master, Bob O'Neal

Community Development Director, Will Van Vector

Questions ?

- Please Email- [jcanyongroup@co.crook.or.us](mailto:jcanyongroup@co.crook.or.us)



Seasonal products include holiday items, toys, batteries, small electronics, greeting cards, stationery, prepaid phones and accessories, gardening supplies, hardware, automotive and home office supplies.

Home products include kitchen supplies, cookware, small appliances, light bulbs, storage containers, frames, candles, craft supplies and kitchen, bed and bath soft goods.

Apparel includes casual everyday apparel for infants, toddlers, girls, boys, women and men, as well as socks, underwear, disposable diapers, shoes and accessories.

The percentage of net sales of each of our four categories of merchandise for the fiscal years indicated below was as follows:

	2022	2021	2020
Consumables . . . . .	79.7 %	76.7 %	76.8 %
Seasonal . . . . .	11.0 %	12.2 %	12.1 %
Home products . . . . .	6.2 %	6.8 %	6.5 %
Apparel . . . . .	3.1 %	4.3 %	4.6 %

Our seasonal and home products categories typically account for the highest gross profit margins, and the consumables category typically accounts for the lowest gross profit margin.

### The Dollar General Store

The typical Dollar General store is operated by a store manager, one or more assistant store managers, and three or more sales associates. Our stores generally feature a low-cost, no frills building with limited capital requirements, low operating costs, and a focused merchandise offering within a broad range of categories, allowing us to deliver low retail prices while generating strong cash flows and capital investment returns. Our stores currently average approximately 7,500 square feet of selling space, and over 80% of our stores are located in towns of 20,000 or fewer people. Our primary new store format currently averages approximately 8,500 square feet of selling space. We generally have had good success in locating suitable store sites in the past, and we believe that there is ample opportunity for new store growth in existing and new markets. In addition, we believe we have significant opportunities available for our relocation and remodel programs.

Our store growth over the past three years is summarized in the following table:

Year	Stores at Beginning of Year	Stores Opened	Stores Closed	Net Store Increase	Stores at End of Year
2020 . . . . .	16,278	1,000	101	899	17,177
2021 . . . . .	17,177	1,050	97	953	18,130
2022 . . . . .	18,130	1,039	65	974	19,104

### Our Customers

Our customers seek value and convenience. Depending on their financial situation and geographic proximity, customers' reliance on Dollar General varies from fill-in shopping, to making periodic trips to stock up on household items, to making weekly or more frequent trips to meet most essential needs. We generally locate our stores and plan our merchandise selections to best serve the needs of our core customers, the low and fixed income households often underserved by other retailers (including grocers), and we are focused on helping them make the most of their spending dollars. At the same time, however, Dollar General shoppers from a wide range of income brackets and life stages appreciate our quality merchandise as well as our attractive value and convenience proposition.

Those cells highlighted in gray indicate that the crash rate exceeds the state average for similar roadways. These locations are discussed in further detail below.

- Gerke Road had two crashes reported within the study segment, but the segment has a low ADT and short segment length, contributing to the high crash rate. Both crashes resulted in an injury. One crash was a turning-movement crash, and the other crash was a rear-end crash.
- Ochoco Creek Road also experienced two crashes within the study segment and has a low ADT that may contribute to the high crash rate. One crash resulted in an injury.
- McKay Road experienced seven crashes along the segment. Over half the crashes (4 out of 7) resulted in an injury. The crash types included fixed object (3 crashes), angle or turning movement (2 crashes), animal (1 crash), and non-collision crashes (1 crash).
- US 26 has four crashes along the segment. All four crashes were property damage only crashes. Two crashes were angle/turning movement crashes, one crash was a rear-end crash, and one crash involved an animal. The short segment (0.3 miles) likely contributed to the high crash rate.
- Four intersection angle or turning movement crashes at Lamonta Road and Grimes Road are associated with both Lamonta Road segments (segments 14 and 15). These are the only crashes associated with Segment 14, while Segment 15 includes nine additional crashes. The intersection related crashes were all classified as turning movement or angle crashes. The majority of the segment crashes were fixed object crashes. Approximately half of the crashes on Lamonta Road resulted in an injury.
- Reif Road had two crashes associated with the study segment but has a low ADT that may contribute to the high crash rate. One crash resulted in an injury. One crash was reported as a fixed object crash, and one was reported as a non-collision crash.
- Both segments of Juniper Canyon Road have crash rates more than double the state average. Both segments have a high percentage of injury crashes, and Segment 18b (between the north and south intersections with Davis Loop Road) includes one fatality. Both segments have high numbers of fixed object and non-collision crashes.
- Shumway Road has 14 crashes associated with the study segment. These include mostly angle or turning movement crashes and fixed object crashes. Six of the crashes resulted in injuries.

#### *Statewide Priority Index System (SPIS)*

ODOT developed the Safety Priority Index System (SPIS) to identify and prioritize sites where countermeasures could be implemented to potentially reduce the number of crashes. No segments or intersections within unincorporated Crook County were identified in the top five percent of the 2015 SPIS list.

#### *ODOT All Roads Traffic Safety (ARTS) Program*

ODOT developed a Roadway Departure Safety Implementation Plan that identifies systemic treatments to address roadway departure crashes on roads of all jurisdictions throughout Oregon. Several roadways in Crook County are identified for systemic treatments in Crook County. These include the following treatments:

Table 14: Reported Crashes on Study Segments

ID	Road Name	Segment Boundaries	Length (miles)	ADT	Crash Rate (2010 – 2014 average)	State Average	Crash Type							Severity		
							Rear-end	Side-swipe	Angle/Turning Movement	Non-collision	Head-On	Road-Object	Other	PDO	Injury	Fatality
1	Powell Butte Highway	Riggs Road to OR 126	1.04	4853	0.33	1.18	0	0	0	2	1	0	0	1	2	0
2	Lone Pine Road	OR 370 to Smith Rock Way	4.98	949	0.35	1.38	0	1	1	0	0	1	0	1	2	0
3	Millican Road	Reservoir Road to South Prineville City Limits	14.17	638	0.67	1.38	0	1	0	4	0	4	2 (animal)	5	6	0
4	Millican Road	Reservoir Road to South County Limits	7.31	485	0.15	1.16	0	0	0	1	0	0	0	0	1	0
5	Millican Road	South Prineville City Limits to OR 126	1.48	1523	1.22	1.51	1	0	1	2	0	1	0	2	3	0
6	Gerke Road	US 26 to Lamontia Road	2.96	254	1.46	1.38	1	0	1	0	0	0	0	0	2	0
7	Ochocho Creek Road	US 26 to Canyon Creek Road	8.48	99	1.31	0.77	0	0	0	0	1	1	0	1	1	0
8	Powell Butte Highway	West County Limit to Riggs Road	1.65	4247	0.70	1.18	1	0	1	0	2	5	0	1	8	0
9	McKay Road	Gerke Road to Barnes Butte Road	2.30	1034	1.61	1.38	0	0	2	1	0	3	1 (animal)	3	4	0
10	Barnes Road	US 26 to Wainwright Road	1.12	1169	0.00	1.38	0	0	0	0	0	0	0	0	0	0
11	US 26	Bus Evans Road to Gumpert Road	0.30	2989	2.44	1.18	1	0	2	0	0	0	1 (animal)	4	0	0
12	Bus Evans Road	US 26 to Elliott Lane	0.44	257	0.00	1.38	0	0	0	0	0	0	0	0	0	0
13	Crooked River Highway	South Prineville City Limits to Reservoir Road	21.48	249	1.13	1.38	0	0	0	3	1	6	1 (animal)	4	7	0
14	Lamontia Road	Gerke Road to Grimes Road	1.00	766	2.86	1.38	0	0	4	0	0	0	0	0	4	0
15	Lamontia Road	Grimes Road to Gumpert Road	2.37	797	3.77	1.38	1	0	5	1	0	5	1 (animal)	7	6	0
16	Reif Road	OR 126 to Twin Lakes Ranch Road	2.54	335	1.29	1.16	0	0	0	1	0	1	0	1	1	0
17	Reif Road	Riggs Road to OR 126	1.00	566	0.00	1.16	0	0	0	0	0	0	0	0	0	0
18a	Juniper Canyon Road	OR 380 to South Davis Loop (North)	1.68	2702	3.42	1.38	4	2	4	5	3	11	5	17	17	0
18b	Juniper Canyon Road	South Davis Loop (North) to South Davis Loop (South)	6.01	886	3.77	1.38	2	2	4	9	1	21	5	19	24	1
19	Beaver Creek Road	Paulina Suplee Road to Puett Road	2.28	93	0.00	1.38	0	0	0	0	0	0	0	0	0	0
20	Shumway Road	Powell Butte Highway to Alfalfa Road	3.96	1139	1.70	1.38	0	0	5	1	1	5	2 (animal)	8	6	0
21	Alfalfa Road	Powell Butte Highway to Brasada Ranch Road	2.32	848	1.11	1.38	0	0	0	1	0	3	1 (animal)	4	0	0



CROOK COUNTY TRANSPORTATION SYSTEM PLAN

Table 5-2 Safety Plan Elements

Project ID	Project Name	Project Description	Identified through ODOT screening project?	Cost Estimate	Expected County Contribution	Funding Partners				Priority
						Balance of Local (Transportation Trust Fund)	ODOT	County	City of Enterprise	
S-1	Juniper Canyon Road vehicle speed limit	Implement variable speed limit based on weather conditions.	N/A	\$75,000	\$75,000			X		High
S-2	Juniper Canyon Road alignment delineation	Add raised pavement markers to delineate alignment of the roadway for night driving on Juniper Canyon Road. Add edge line rumble strips to Juniper Canyon Road to reduce roadway departure crashes.	ARTS Roadway Departure Project	\$84,000	\$42,000		X		X	High
S-3	Davis Road alignment delineation and edge line striping	Add raised pavement markers and edge line striping to delineate alignment of the roadway for night driving on Davis Road. This project was completed in summer 2017 and therefore removed from the cost estimate.	ARTS Roadway Departure Project	Completed in 2017	Completed in 2017		X		X	High
S-4	Juniper Canyon Road horizontal curve signage and markings	Add or enhance curve warning signs and pavement markings per recommendation of ODOT's Roadway Departure Plan.	ARTS Roadway Departure Project	\$2,000	\$1,000		X		X	Medium
S-5	Davis Loop Road horizontal curve pavement markings	Add or enhance curve warning signs and pavement markings per recommendation of ODOT's Roadway Departure Plan for horizontal curves at SE Manning Road and SE Olsen Lane. This project was completed in summer 2017 and therefore removed from the cost estimate.	ARTS Roadway Departure Project	Completed in 2017	Completed in 2017		X		X	Medium
S-6	Power Butte Road horizontal curve pavement markings	Add or enhance curve warning signs and pavement markings per recommendation of ODOT's Roadway Departure Plan.	ARTS Roadway Departure Project	\$2,000	\$1,000		X		X	Medium
S-7	Davis Loop Road tree removal	Remove trees within the clear zone on Davis Loop Road as appropriate to reduce fixed object crashes with trees.	ARTS Roadway Departure Project	\$600,000	\$300,000		X		X	Low
S-8	Power Butte IOR 126 traffic calming/speed reduction	Install/maintain speed feedback signs and narrow lane striping to 11 ft lanes to reduce vehicle travel speeds on OR 126.	N/A	\$34,000	\$-		X			Medium
S-9	Crooked River Highway speed feedback signs	Install a speed feedback sign on Crooked River Highway through River Canyon Recreational Area to deter speeding.	N/A	\$15,000	\$-		X			Low
S-10	US 26 systemic safety treatment	Add a baseline rumble strip to reduce roadway departure crashes.	N/A	\$25,000	\$-		X			Medium
S-11	Lamonia Road horizontal curve signage, speed feedback sign, and delineation	Install overhead advanced fluorescent yellow curve warning signs with advisory speed plates beneath the advanced warning sign on Lamonia Road near NW Rye Lane, at the curve in the road.	N/A	\$33,000	\$33,000				X	Medium
S-12	Shumway Road intersection signage	Add intersection ahead signage on Shumway Road on the approach to the intersection with Powell Butte Highway and Bussett Road (junction on each of the four legs).	ODOT Intersection Safety Implementation Plan	\$3,000	\$3,000				X	Low
S-13	OR 126 systemic safety treatment	Install edge line and centerline rumble strips on OR 126. As vehicle fleet technology changes in the future to provide warnings when drivers cross center and edge lines, the use of these treatments may begin to decrease. However, it will take many years for the vehicle fleet turnover to be complete, therefore rumble strips continue to serve as effective safety treatments.	N/A	\$90,000	\$-		X			Medium



CROOK COUNTY TRANSPORTATION SYSTEM PLAN

Project ID	Project Name	Project Description	Identified through ODOT screening project?	Cost Estimate	Expected County Contribution	Funding Partners				Priority
						Balance of Local (Transportation Trust Fund)	ODOT	County	City of Enterprise	
S-14	Systemic safety intersection treatment on OR 126	Upgrade unsignalized intersections at intersections of OR 126 and Reif Road as well as OR 126 and Conroy Road with enhanced signage and pavement markings to increase intersection visibility and awareness.	ODOT Intersection Safety Implementation Plan	\$3,000	\$1,500		X		X	Medium
S-15	McKay Road and Geste Road paved shoulders	Widen McKay Road from 32 ft to 34 ft to bring up to future bicycle route standards (if it should). Coordinate with projects B-11 and B-12 for efficiency. McKay Road provides connectivity to the City of Enterprise, specifically to Main Street, which currently has bicycle lanes. Serves residential areas just north of the city limits. This is redundant with project B-13 and will also serve benefits and pedestrians on McKay Road and Geste Road.	N/A	N/A - Vision Project	N/A - Vision Project				X	Vision
S-16	Emergency access to Juniper Canyon	Improve existing fire access road from OR 180 to the Juniper Canyon area. Widen sections of the road to create pull out areas to allow vehicles to pass at strategic locations, widen the corners of the roadway, and add gravel to improve conditions. The road is envisioned to remain gravel in the future.	N/A	N/A - Vision Project	N/A - Vision Project	X			X	Vision



5. SAFETY PLAN

The Safety Plan presents the elements that were identified to address existing or future safety needs. These were identified by reviewing crash data and by consulting advisory committee members and the public regarding perceived safety needs.

SAFETY NEEDS

Safety needs were determined through an analysis of reported crashes within Crook County between 2010 and 2014, previously identified safety needs from various planning efforts, and input from the public, advisory committees, and Crook County staff. Previous safety analysis efforts that were considered include: ODOT At-Risk Transportation Safety (ARTS) program projects, the ODOT Roadway Departure Implementation Plan, the ODOT Intersection Safety Implementation Plan and the ODOT Pedestrian and Bicycle Safety Implementation Plan. The ODOT ARTS program produced no report or pedestrian and bicycle projects unincorporated Crook County, but roadway departure and intersection projects were identified and incorporated into the elements list.

The majority of reported crashes within the study period in Crook County were roadway departure crashes and overturned vehicle crashes. Low cost systemic treatments including alignment delineation, edge-line and centerline rumble strips, edge-line striping, speed feedback signs, curve pavement markings, and curve warning signs are included in the proposed plan elements to address these crash types throughout the County.

Additional safety needs identified through crash analysis include:

- **Juniper Canyon Road** - Juniper Canyon Road has a high crash rate with a high frequency of head-on crashes. Advisory committee members expressed concern about safety on the road in locations with steep grades during times of snow and ice.
- **Traffic Calming/Speed Reduction** - The advisory committee expressed concern about traffic speed at several locations throughout the County. High priority locations for considering traffic calming and speed enforcement include locations with high frequency of run-off-the-road crashes, roadway that serve rural communities, locations with frequent driveway and intersections, and locations that carry higher volumes of pedestrians and bicyclists.
- **Blind Hills** - Several County roads were identified with blind hills that may be unsafe if drivers choose to pass.
- **Turning Lanes** - As traffic increases on County roads, some higher volume intersections may need turning lanes to reduce the risk of rear-end crashes.



As shown in Figure 16, the highest crash frequency occurred during winter months, from November through January. Winter months in Crook County can include inclement weather conditions creating wet, icy, and/or snowy conditions. Further review of crashes in November, December, and January (192 crashes) indicate that 61.5 percent (118 crashes) occurred on roadway surfaces that were wet, icy, or snow-covered. Forty-seven percent (90 crashes) occurred in dark, dawn, or dusk lighting conditions, as shown in Figure 17.

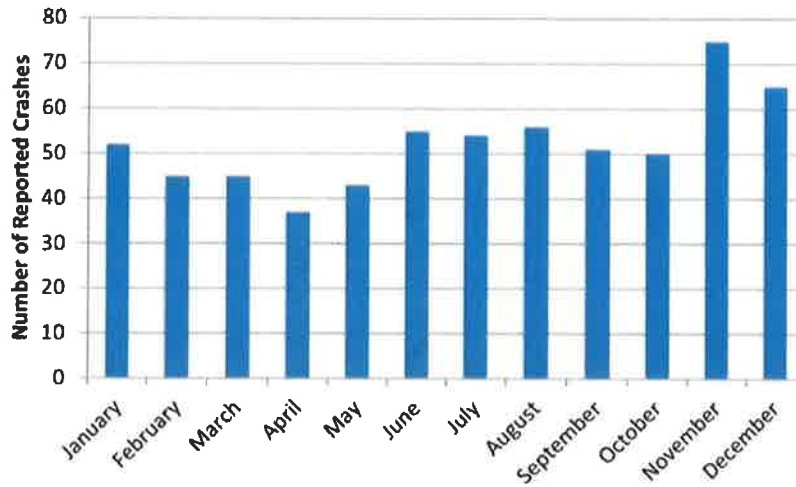


Figure 16: Crash Frequency by Month

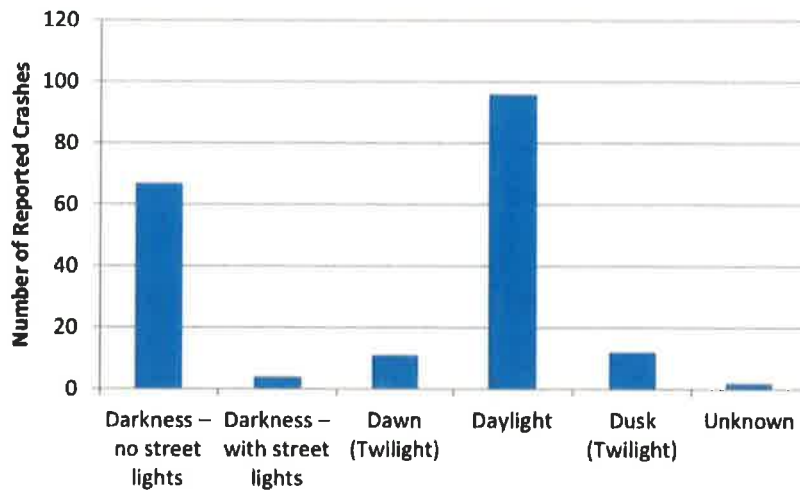


Figure 17: Crash Frequency By Month

Over the study period, fixed-object crashes were the most prevalent and contributed to 40 percent (249 crashes) of all crashes, as shown in Figure 18. There were also a high number of non-collision, rear-end, and turning movement crashes. Additionally, there was one crash involving a pedestrian

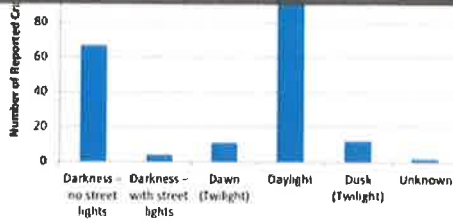


Figure 17: Crash Frequency By Month

Over the study period, fixed-object crashes were the most prevalent and contributed to 40 percent (249 crashes) of all crashes, as shown in Figure 18. There were also a high number of non-collision, rear-end, and turning movement crashes. Additionally, there was one crash involving a pedestrian

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and two crashes involving bicyclists in unincorporated Crook County during the study period. The pedestrian crash was categorized as an Injury B (moderate injury) crash and occurred when a vehicle was turning into a driveway or alley. One of the crashes involving a bicyclist was categorized as an intersection crash and was an Injury B crash, while the other crash was categorized as an Injury A crash and occurred when a motorist sideswiped the bicyclist. All three bicyclist and pedestrian crashes occurred during the day.

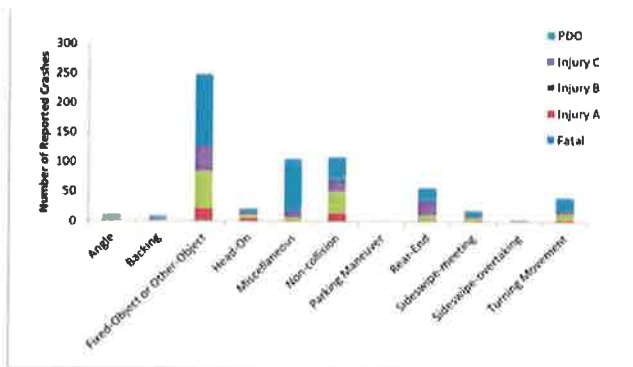


Figure 18. Collision Types

Of the 45 reported severe injury crashes, several trends were noted:

- Excessive speed was reported in 26 reported crashes (58%). Fixed-object and non-collision crashes accounted for 73% of all severe injury crashes, as 20 crashes (44%) were fixed object and 13 crashes (29%) were non-collision, as shown in Figure 19.
- Alcohol was indicated as a factor in ten reported crashes, and drugs were indicated as a factor in two reported crashes.
- At least 34 crashes (76%) occurred on roadways with a speed limit of 55 mph.
- Thirty-two (71%) crashes occurred during daylight conditions.
- Thirty-eight (84%) crashes were reported on dry roadway conditions.

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Crash rates are double the state average on Juniper Canyon Rd & the safety recommendations from the CCTSP have still NOT been implemented to prevent further fatalities and crashes.

I appreciate your time and careful consideration in this matter.

Denis Sieben

Licensed Oregon Broker

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Special Road District

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