

## Park & Ride Lot Priority Site Selection Scoring Criteria

The following criteria were used to analyze the potential Park & Ride lot sites and select the priority sites for Region 4.

### **Market Demand and Location**

The Market Demand and Location score is based on commuter demand for the corridor (U.S. Census 2010, LEHD OnTheMap data) and location of the lot within the community. Prospective sites that would serve low demand markets (0-100 commutes/day) were not included in this prioritization process. General Scoring Criteria:

3 = High market demand (450+ commutes/day) and located where it would serve the maximum number of commuters with minimal out of direction travel.

2 = Medium market demand (100-449 commutes/day) and located where it would serve the maximum number of commuters with minimal out of direction travel or sites that are more centrally located but would serve High market demand (450+ commutes/day). Also, may include a potential site that is the only option for a community and would likely serve the High or Medium demand market despite its inconvenient location.

1 = Inconvenient site location where the majority of commuters would be deterred from using the site because of out of direction travel. As a result, location would not serve High or Medium market demand.

Origin	Direction	Commuter Demand
The Dalles	West	High
Redmond	North	Medium
Redmond	South	High
Redmond	East	Medium
Bend	North	High
Bend	East	Medium
Bend	South	High
Bend	West	High
Prineville	West	High
Madras	North	High
La Pine	North	Medium
Sunriver	North	Medium
Klamath Falls	West	High
Klamath Falls	South	Medium

### **Potential Cost<sup>1</sup>**

The score for Potential Cost considers a variety of factors including: the presence of existing amenities (pavement and lighting), even slope (to minimize grading cost), an existing

<sup>1</sup> Adapted from: RVTD Park-and-Ride Feasibility/Location Study. January 2001

relationship with a landowner (public-private partnership opportunity) and knowledge of any environmental concerns in the proposed area. General scoring criteria:

3 = The site is paved, striped and has adequate lighting. There is potential for a public-private partnership with a landowner or the land is publicly owned. There are not any known environmental concerns.

2 = The site is not paved but could easily be improved (minimal grading, access to electricity for lighting, no or minimal storm water management concerns etc.). There is potential for a public-private partnership with a landowner or the land is publicly owned. There are not any known environmental concerns.

1 = The site would require extensive work to be suitable as a Park & Ride lot. There is not an identified public-private partnership and the land is not publicly owned. There is a known environmental concern.

### ***Access***

Convenient arterial access and a long-distance transit route stop (e.g. a commuter service that could serve the market demand) are the primary criteria for the Access score. Also considered are bike/pedestrian access, local transit access, and visibility of the lot from a highway or principal arterial. General scoring criteria:

3 = The lot is visible and can easily be entered and exited from a major highway or arterial for private automobiles. Lot is located on an existing commuter transit route (or may easily be accessed with limited diversion). The lot is connected with sidewalks and bike lanes to local streets.

2 = Lot may not be visible but can easily be entered and exited from a major highway or arterial for private automobiles. Lot is located on an existing local transit route (or may easily be accessed with limited diversion). The lot may or may not be connected with sidewalks and/or bike lanes to local streets.

1 = Lot location would require a major diversion of transit service. It is not visible and has poor accessibility for private vehicles (difficult or unsafe entry or exit). The lot is not connected by sidewalks and/or bike lanes to local streets.

### ***Local Area Considerations***

Local Area Considerations are factors such as: land use plans and local government policies, existing zoning, residential proximity and neighborhood impact (would the neighborhood oppose the siting of the lot), and perceived safety/security. General scoring criteria:

3 = The lot is properly zoned and under jurisdiction of a local government plan that supports Park & Ride lots. The lot is located in an area with high residential density, it is perceived as safe and the lot would serve the community, rather than generate opposition.

2 = The lot may require a zoning change but is under jurisdiction of a local government that supports Park & Ride Lots. The area is perceived as safe but residential density and/or neighborhood impact is unknown.

1 = The lot is in an area that will be difficult to develop due to zoning and local government opposition. The area is not perceived as safe and has low residential density. The neighborhood impact is unknown or perceived as negative.

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Park & Ride Lot: Site Selection Criteria

WEIGHTING					1.5	1.3	1.3	1x		
SITE	ADDRESS	CITY	PRIMARY DEMAND MARKET SERVED	FORMAL (F), EXISTING INFORMAL (I) OR POTENTIAL (P)	MARKET DEMAND AND LOCATION	POTENTIAL COST	SITE ACCESS	LOCAL AREA CONSIDERATIONS	TOTAL	COMMENTS
LOWER JOHN DAY										
Junction of Hwy 30 and Hwy 197		The Dalles	The Dalles – E/N/S	I	(1) 1.5	(2) 2.6	(1) 1.3	(1.5) 1.5	6.9	Location is not very safe, little connection to residential areas, but owned by ODOT and currently used by several people/vehicles.
Front of Shilo Inn		The Dalles	The Dalles – E/N	I	(1) 1.5	(2) 2.6	(1) 1.3	(1.5) 1.5	6.9	ODOT ROW, limited ped/bike facilities currently, no connection or proximity to residential areas, but good visibility.
1 <sup>st</sup> and Federal	1 <sup>st</sup> Street between Federal and Washington.	The Dalles	The Dalles – Downtown	I	(2) 3	(3) 3.9	(3) 3.9	(2.5) 2.5	13.3	Serves Greyhound customers, commuters going east or west. Poor proximity to residential, but great proximity to downtown commercial. Unsure of ownership. Has HR-TD-HR bus stop at site.

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Base of Brewery Grade		The Dalles	The Dalles – E/W	I	(2) 3	(3) 3.9	(2) 2.6	(2.5) 2.5	12	Could serve commuters going east or west on 84. Good access to freeway, ped/bike connectivity, but less convenient entry/exit for cars. Decent proximity to residential areas. Not sure of ownership.
Big Box Stores	3600 W 6 <sup>th</sup> St	The Dalles	The Dalles – W	I	(3) 4.5	(2) 2.6	(2) 2.6	(1.5) 1.5	11.2	Ownership and need for partnership is main issue. Also need improved bike/ped connectivity.
Discovery Center	5000 Discovery Dr.	The Dalles	The Dalles – W	I	(2) 3	(3) 3.9	(2) 2.6	(1.5) 1.5	11	Main issue is distance from residential areas and freeway entrance.
Lone Pine Village	551 Lone Pine Blvd.	The Dalles	The Dalles – E/N/S	I	(1) 1.5	(2) 2.6	(2) 2.6	(1.5) 1.5	8.2	Ownership unknown.
The Dalles Transit Center	3600 W 6 <sup>th</sup> St.	The Dalles	The Dalles – W	P	(3) 4.5	(3) 3.9	(2) 2.6	(3) 3	14	Needs funding, but is scheduled to be built.
Granada Theater Parking Garage	E 1 <sup>st</sup> and Washington	The Dalles	The Dalles – Downtown	P	(2) 3	(1) 1.3	(3) 3.9	(2.5) 2.5	10.7	Proposed downtown project, needs to consider ped/bike connectivity.

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School District Site	E 10 <sup>th</sup> St and Thompson	The Dalles	The Dalles – E/N/S	P	(1) 1.5	(1) 1.3	(1) 1.3	(1.5) 1.5	5.6	Good Residential Proximity, but not great visibility or access to highways. Ownership and zoning may be an issue.
CENTRAL OREGON										
Mount Bachelor Park & Ride	SW Simpson and Columbia	Bend	Bend - None	F	(1) 1.5	(3) 3.9	(2) 2.6	(3) 3	11	Primarily serves Mt. Bachelor. Not positioned to serve other commutes.
ODOT Park & Ride	20340 Empire Blvd.	Bend	Bend – N	F	(2) 3	(3) 3.9	(2) 2.6	(3) 3	12.5	Recently upgraded.
Bend Park & Ride: Powell Butte Hwy	Powell Butte Hwy and E Hwy 20	Bend	Bend – E	F	(2) 3	(2) 2.6	(2) 2.6	(1) 1	9.2	Low utilization.
Wal-Mart	20120 Pinebrook Rd	Bend	Bend -S	I	(3) 4.5	(3) 3.9	(2) 2.6	(3) 3	14	
Riverwoods Country Store	19745 Galen Baker Rd.	Bend	Bend – S	I	(3) 4.5	(2) 2.6	(3) 3.9	(1) 1	12	Owner opposition.
Cascade Village Shopping Center	63455 N Hwy 97	Bend	Bend – N	P	(3) 4.5	(3) 3.9	(2) 2.6	(3) 3	14	Northbound transit access issue.

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Westside Stores/Church	Near COCC	Bend	Bend – None	P	(1) 1.5	(3) 3.9	(1) 1.3	(3) 3	9.7	Local lot to mitigate parking cost and shortage at COCC. Not in this scope of region connecting P&R lots, but could be considered locally.
ODOT property adjacent to Les Schwab	61085 S Hwy 97	Bend	Bend – S	P	(3) 4.5	(1) 1.3	(1) 1.3	(3) 3	10.1	Inconvenient access.
Colorado and U.S. 97		Bend	Bend – N or S	P	(2) 3	(1) 1.3	(3) 3.9	(2) 2	10.2	
Regal Cinemas	2717 U.S. 20	Bend	Bend – E	P	(2) 3	(3) 3.9	(2) 2.6	(3) 3	12.5	
La Pine Park & Ride	17000 Burgess Rd	La Pine	La Pine – N	F	(2) 3	(3) 3.9	(3) 3.9	(3) 3	13.8	Future road construction may impact access.
La Pine City Hall	16345 Sixth St.	La Pine	La Pine – N	P	(1) 1.5	(3) 3.9	(2) 2.6	(3) 3	11	
Commercial Store	53750 Hwy 97	La Pine	La Pine – N	I	(2) 3	(2) 2.6	(2) 2.6	(2) 2	10.2	
Safeway	80 NE Cedar St.	Madras	Madras – N	I	(3) 4.5	(3) 3.9	(3) 3.9	(3) 3	15.3	Access assumes Madras-Warm Springs shuttle.
DMV/WorkSource	249 SW 3 <sup>rd</sup> St.	Madras	Madras – N	I	(2) 3	(3) 3.9	(2) 2.6	(3) 3	12.5	

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SW of Sonic	North Y	Madras	Madras – N	P	(3) 4.5	(1) 1.3	(2) 2.6	(2) 2	10.4	
Jefferson County Fairgrounds	430 SW Fairgrounds Rd.	Madras	Madras - S	I	(1) 1.5	(2) 2.6	(2) 2.6	(2) 2	8.7	
Jefferson County Senior Center	860 SW Madison	Madras	Madras –S	P	(1) 1.5	(3) 3.9	(2) 2.6	(2) 2	10	
Across from Madras Fire Department	4 <sup>th</sup> and J St.	Madras	Madras – S	I	(1) 1.5	(1) 1.3	(2) 2.6	(2) 2	7.4	
Prineville Park & Ride	305 NW Madras Hwy	Prineville	Prineville – W	F	(3) 4.5	(3) 3.9	(1) 1.3	(2) 2	11.7	Unsafe and inconvenient access.
City Hall	387 NE 3 <sup>rd</sup> St.	Prineville	Prineville – W	I	(2) 3	(1) 1.3	(2) 2.6	(1) 1	7.9	Limited parking, can't expand lot.
Erickson's Thriftway	315 NW 3 <sup>rd</sup> St.	Prineville	Prineville – W	I	(3) 4.5	(3) 3.9	(2) 2.6	(3) 3	14	
Crook County Fairgrounds	1280 S. Main Street	Prineville	Prineville – None	P	(1) 1.5	(3) 3.9	(1) 1.3	(2) 2	8.7	
Davidson Field	251 SE Court St.	Prineville	Prineville – W	P	(2) 3	(1) 1.3	(2) 2.6	(3) 3	9.9	Limited parking.
Ochoco Lumber Co	200 SE Combs Rd	Prineville	Prineville – None	P	(1) 1.5	(1) 1.3	(1) 1.3	(1) 1	5.1	
30-40 Acre Commercial Site	N Main and Peters Rd	Prineville	Prineville – None	P	(1) 1.5	(1) 1.3	(1) 1.3	(2) 2	6.1	



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Downtown Redmond Transit Center	827 SW Deschutes Ave	Redmond	Redmond – All	I	(3) 4.5	(1) 1.3	(3) 3.9	(3) 3	12.7	Limited availability to expand.
COCC/WorkSource Redmond	2030 SE College Loop	Redmond	Redmond - S	I	(3) 4.5	(3) 3.9	(3) 3.9	(3) 3	15.3	
Safeway	1705 US 97	Redmond	Redmond – S	I	(3) 4.5	(3) 3.9	(3) 3.9	(3) 3	15.3	
Wal-Mart	300 NW Oak Tree Ln	Redmond	Redmond – N	I	(2) 3	(3) 3.9	(2) 2.6	(3) 3	12.5	
ODOT Right-of-Way	SW 25 <sup>th</sup> and SW Yew	Redmond	Redmond – S	P	(3) 4.5	(1) 1.3	(3) 3.9	(2) 2	11.7	Unknown if property is available for development.
Fred Meyer	944 SE Veterans Way	Redmond	Redmond – All	P	(2) 3	(3) 3.9	(2) 2.6	(2) 2	11.5	
U.S. 97 and Vandevent Rd	U.S. 97 and Vandevent Rd	South Deschutes County	La Pine-N	I	(2) 3	(1) 1.3	(2) 2.6	(1) 1	7.9	Unsafe and no opportunity for improvement
U.S. 97 and Vandevent Rd	U.S. 97 and Vandevent Rd	South Deschutes County	La Pine-N	I	(2) 3	(1) 1.3	(2) 2.6	(1) 1	7.9	Unsafe and no opportunity for improvement
Sunriver Marketplace Park	18160 Cottonwood Rd.	Sunriver	Sunriver – N	F	(2) 3	(3) 3.9	(1) 1.3	(2) 2	10.2	

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KLAMATH AND LAKE COUNTIES										
Klamath Community College	7390 S 6 <sup>th</sup> St.	Klamath Falls	KF - W	I	(1) 1.5	(3) 3.9	(2) 2.6	(2) 2	10	Poor location relative to demand.
Sky Lakes Medical Center	2865 Daggett Ave	Klamath Falls	KF - S	I	(1) 1.5	(3) 3.9	(2) 2.6	(2) 2	10	Poor location relative to demand
North Chevron	3730 U.S. 97	Klamath Falls	KF - S	I	(1) 1.5	(3) 3.9	(2) 2.6	(2) 2	10	Good access, but not connected to residential
Large Retail Stores	3600 Washburn Way	Klamath Falls	KF - S	I	(1) 1.5	(3) 3.9	(2) 2.6	(2) 2	10	
Klamath Falls Airport	6775 Arnold St.	Klamath Falls	KF - W	P	(1.5) 2.25	(3) 3.9	(2) 2.6	(2) 2	10.75	

### Priority Sites

Based on the scoring distribution, the Project Management Team proposes to prioritize lots with scores of 13 and above (85%≤ of a perfect score). These lots and the areas they serve will be profiled in greater detail in the final Region 4 Park & Ride Lot Plan. While there was not a site identified that could serve the priority commute for Klamath Falls (headed west), the priority location area has been identified and will be profiled. Priority sites are:

Location	Address	Market Served	Score
<b>LOWER JOHN DAY AREA</b>			
1 <sup>st</sup> and Federal	1 <sup>st</sup> Street between Federal and Washington.	The Dalles – Central	13.3
The Dalles Transit Center	3600 W 6 <sup>th</sup> St.	The Dalles - W	14
<b>CENTRAL OREGON</b>			
Wal-Mart	20120 Pinebrook Rd.	Bend - S	14
Cascade Village Shopping Center	63455 N Hwy 97.	Bend - N	14
La Pine Park & Ride	17000 Burgess Rd.	La Pine - N	13.8
Safeway	80 NE Cedar St.	Madras – N	15.3
COCC/WorkSource Redmond	2030 SE College Loop.	Redmond – S	15.3
Safeway	1705 US 97.	Redmond – S	15.3
<b>KLAMATH AND LAKE COUNTIES</b>			
See Klamath Falls map	To be identified	Klamath Falls - W	NA