

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 they would have to backtrack. 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 Cost¹

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 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, joint-use with a business 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 stormwater 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 become 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.

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

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 sighting 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/W/N/S | I | (2.5) 3.75 | (1.5) 1.95 | (1) 1.3 | (1.5) 1.5 | 8.5 | Location is not very safe, little connection to residential areas, would require paving/lighting improvements. However, it is owned by ODOT and currently used by several people/vehicles. |
| Front of Shilo Inn | | The Dalles | The Dalles – E/W/S/N While located on the east end of The Dalles, site could serve east The Dalles residents commuting east or west on I84. | I | (2.5) 3.75 | (2.5) 3.25 | (2) 2.6 | (2) 2.0 | 11.6 | ODOT ROW, limited ped/bike facilities currently, but planned connection to Riverfront Trail’s eastern terminus will improve bike/ped connectivity significantly, limited connection or proximity to residential areas, but good visibility from highways. |

| 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 |
| 1 st and Federal | 1 st Street between Federal and Washington. | The Dalles | The Dalles – Downtown | I | (1.5) 2.25 | (3) 3.9 | (1.5) 1.95 | (1) 1.0 | 9.1 | Serves Greyhound customers, commuters going east or west. Poor proximity to residential, but great proximity to downtown commercial. Downtown parking spaces generally prioritized for customers of downtown businesses. Unsure of ownership. HR-TD-HR bus stop at site currently. |
| Base of Brewery Grade | | The Dalles | The Dalles – E/W | I | (2) 3.0 | (3) 3.9 | (2) 2.6 | (1.0) 1.0 | 10.5 | Could serve commuters going east or west on 84. Good access to freeway, ped/bike connectivity, but less convenient entry/exit for cars and transit. Not far from residential areas, but main use is for customers of nearby businesses and the downtown area. |

| 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 |
| Big Box Stores | 3600 W 6 th St | The Dalles | The Dalles – W | I | (3) 4.5 | (2.5) 3.25 | (2) 2.6 | (1.75) 1.75 | 12.1 | 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) 3.0 | (3) 3.9 | (2) 2.6 | (1) 1.0 | 10.5 | Long way from residential areas and freeway access. |
| Lone Pine Village | 551 Lone Pine Blvd. | The Dalles | The Dalles – E/N/S | I | (2.5) 3.75 | (2.5) 3.25 | (1.5) 1.95 | (1) 1.0 | 9.95 | Ownership unknown. Connected to sidewalks, but limited connection to residential areas. Mid-to-low visibility from highway. |
| The Dalles Transit Center | 3600 W 6 th St. | The Dalles | The Dalles – W | P | (3) 4.5 | (2) 2.6 | (2.5) 3.25 | (3) 3.0 | 13.35 | Needs funding, but is scheduled to be built. |
| Granada Theater Parking Garage | E 1 st and Washington | The Dalles | The Dalles – Downtown | P | (1.5) 2.25 | (1) 1.3 | (1.5) 1.95 | (1) 1.0 | 6.5 | Proposed project, needs to consider ped/bike access, may be non-starter due to priority for customer parking in the downtown area. |
| School District Site | E 10 th 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 | In residential area, but low visibility or access to highways. Ownership and zoning may be an issue. |

| 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 |
| 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 may be willing to partner if improvements are made to parking area. |
| 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 access issue. Could be two phase project: preliminary agreement for joint use with landowner. Future road realignment identified area for a dedicated P&R facility on ODOT land. |
| Westside Stores/Church | Near COCC | Bend | Bend – None | P | (1) | (3) | (1) | (3) | 9.7 | Local lot to mitigate parking |

| 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 L COST | SITE ACCESS | LOCAL AREA CONSIDERATIONS | TOTAL | COMMENTS |
| | | | | | 1.5 | 3.9 | 1.3 | 3 | | 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. Check with local representatives if it needs improvements. |
| 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 rd St. | Madras | Madras – N | I | (2) 3 | (3) 3.9 | (2) 2.6 | (3) 3 | 12.5 | |

| 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 L COST | SITE ACCESS | LOCAL AREA CONSIDERATIONS | TOTAL | COMMENTS |
| 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 th 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 | (2) 2.6 | (1) 1.3 | (1) 1 | 9.4 | Unsafe and inconvenient access. Needs to be paved. |
| City Hall | 387 NE 3 rd 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 rd St. | Prineville | Prineville – W | I | (3) 4.5 | (3) 3.9 | (2) 2.6 | (3) 3 | 14 | Satellite parking lot, sidewalks may need ADA improvements. |
| 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 – W | P | (2.5) 3.75 | (3) 3.9 | (2) 2.6 | (3) 3 | 13.25 | Future home of St. Charles, Current RTMP has local and Community Connector route |

| 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 |
| | | | | | | | | | | stops at this location. Serves Juniper Canyon residents heading west. |
| Top of the Grade/Tom McCall Rd. | Hwy 126/Tom McCall Rd. | Prineville | Prineville – W | I | (2) 3 | (2) 2.6 | (3) 3.9 | (2) 2.6 | 12.1 | Access for new data centers, may become a roundabout. Location may be too far west to serve market demand well. May become a C.C. shuttle stop in the future, |
| 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 | |
| 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 th and SW Yew | Redmond | Redmond – S | P | (3) 4.5 | (1) 1.3 | (1) 1.3 | (1) 1 | 8.1 | Ramp and local roads are compromised. Site will not be available for Park & Ride. |

| WEIGHTING | | | | | 1.5 | 1.3 | 1.3 | 1x | | |
|----------------------------------|----------------------------|------------------------|------------------------------|--|----------------------------|----------------|-------------|---------------------------|-------|--|
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| 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 | |
| KLAMATH AND LAKE COUNTIES | | | | | | | | | | |
| Klamath Community College | 7390 S 6 th St. | Klamath Falls | KF - W | I | (1) 1.5 | (3) 3.9 | (2) 2.6 | (2) 2 | 10 | Poor location relative to demand. |
| Klamath Fire Department Dist. 4 | 4041 Balsam Dr. | Klamath Falls | KF-W | P | (3) 4.5 | (3) 3.9 | (2) 2.6 | (2) 2 | 13 | Would require signage to direct traffic. Access to US 66 may be cut off in the future per Interchange Area Management Plan but access points nearby will remain. Limited pedestrian and bike access. |
| Sky Lakes Medical Center | 2865 Daggett Ave | Klamath | KF – S | I | (1) | (3) | (2) | (2) | 10 | Poor location relative to |

| 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 L COST | SITE ACCESS | LOCAL AREA CONSIDERATIONS | TOTAL | COMMENTS |
| | | Falls | | | 1.5 | 3.9 | 2.6 | 2 | | demand. |
| North Chevron | 3730 U.S. 97 | Klamath Falls | KF - S | I | (1) 1.5 | (3) 3.9 | (1) 1.3 | (2) 2 | 8.7 | Safety concerns. 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 | Could serve as a rim lot. |
| 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 | Could serve as a rim lot. |

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. Priority sites are:

| Location | Address | Market Served | Score |
|----------------------------------|----------------------------|-------------------|-------|
| LOWER JOHN DAY AREA | | | |
| The Dalles Transit Center | 3600 W 6 th St. | The Dalles - W | 13.35 |
| CENTRAL OREGON | | | |
| 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 |
| Erickson’s Thriftway | 315 NW 3 rd St. | Prineville – W | 14 |
| Ochoco Lumber Co. | 200 SE Combs Rd. | Prineville – W | 13.25 |
| COCC/WorkSource Redmond | 2030 SE College Loop. | Redmond – S | 15.3 |
| Safeway | 1705 US 97. | Redmond – S | 15.3 |
| KLAMATH AND LAKE COUNTIES | | | |
| Klamath Fire Department Dist. 4 | 4041 Balsam Dr. | Klamath Falls - W | 13 |

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