

**Lane Transit District**

P.O. Box 7070  
Eugene, Oregon 97401-0470

(541) 741-6100  
Fax (541) 741-6111

October 14, 1996

MEMORANDUM

TO: LTD BOARD OF DIRECTORS  
FROM: MICKI KAPLAN, TRANSIT PLANNER  
RE: TOUR OF POTENTIAL PARK & RIDE SITES

The tour schedule will be:

1. Meet in LTD Board Room/Briefing
2. Drive to W. 11th/Tour Sites
3. Return to LTD

Time will be available to debrief the tour at the Wednesday, October 16, Park and Ride work session. Attached is information to assist you in reviewing the sites. Some important factors to consider when viewing potential park and ride sites include:

- **Visibility and distance from West 11th;**
- **Existing Use;**
- **Development Cost and Cost to purchase property;**
- **Bus and Auto Access;**
- **Type of businesses nearby (linked trip potential);**
- **Distance from Bus Route;**
- **Orientation of Site;**
- **Potential Ridership.**







## SITE COMPARISON

SITE	ACRE	VALUE	SPACES	ADVANTAGES	DISADVANTAGES
A	1.81	552000	100	GOOD BUS ACCESS & CIRCULATION GOOD AUTO ACCESS GOOD VISIBILITY NEXT TO WAREMART HIGH POTENTIAL RIDERSHIP EXPANSION POTENTIAL	INSTALLATION OF TRAFFIC SIGNAL DISLOCATION OF EXISTING BUSINESS
B	1.4	400000	60	GOOD PEDESTRIAN ACCESS NEXT TO EXISTING BUS ROUTE HIGH POTENTIAL RIDERSHIP	SMALL SITE LIMITED PARKING AND CIRCULATION NO PRATICAL EXPANSION POSSIBLE LOSS OF PARK. FOR BUSINESSES LIMITED RETAIL SHOPPING NEARBY BUSINESS DISLOCATION
C	1.48	600000	85	RETAIL SHOPPING NEARBY EXCELLENT VISIBILITY POTENTIAL GOOD ACCESS, ALL MODES EXPANSION POTENTIAL (SEE C-1) HIGH POTENTIAL RIDERSHIP EXISTING SIGNAL, EACH END OF SITE	DISLOCATION OF EXISTING BUSINESS HIGH COST
D *	2.24	591000	120	GOOD PEDESTRIAN ACCESSIBILITY GOOD VISIBILITY POTENTIAL GOOD ACCESS, ALL MODES RETAIL SHOPPING NEARBY	INSTALLATION OF TRAFFIC SIGNAL DISLOCATION OF EXISTING BUSINESS NEW DEVELOPEMENT TO DATE PARCEL SHAPE LIMITS LAYOUT SETBACK RESTRICTS PORTION OF SITE EXPANSION POTENTIAL
E	0.56	160000	50	CLOSE TO RETAIL SHOPPING ESTABLISHED BUSINESS LOCATION PARCEL VACANT, NO BUSINESS DISLOCATION	SMALL PARCEL SIZE NO PRACTICAL EXPANSION POTENTIAL INSUFFICIENT NUMBER OF SPACES POOR VISIBILITY FROM W. 11TH
F	2.54	250000	190	LOW COST EXPANSION POTENTIAL (SEE F-1) JOINT PARKING POTENTIAL	POOR PEDESTRIAN ACCESS POOR VISIBILITY FROM W. 11TH BUS ROUTE TIME LOSSES
G	2.87	310000	220	LOW COST EXPANSION POTENTIAL PARCEL IS VACANT, NO BUSINESS DISLOCATION	INSTALLATION OF TRAFFIC SIGNAL REQUIRED DIFFICULT PEDESTRIAN ACCESS LOW RIDERSHIP NO ACCESS TO RETAIL SHOPPING
H	2.63	287000	170	PARCEL IS VACANT, NO BUSINESS DISLOCATION	POOR VISIBILITY FROM W. 11TH ON NONE OF EXISTING BUS ROUTES DIFFICULT PEDESTRIAN ACCESS
I	2.5	400000	200	EXPANSION POTENTIAL	DISLOCATION OF EXISTING BUSINESS LOW RIDERSHIP HIGH COST DIFFICULT PEDESTRIAN ACCESS FAR FROM RETAIL SHOPPING
J	2.82	308000	235	EXPANSION POTENTIAL PARCEL VACANT, NO BUSINESS DISLOCATION	LOW RIDERSHIP FAR FROM RETAIL SHOPPING DIFFICULT PEDESTRIAN ACCESS
K	2.4	170000	130	LOW COST PARCEL IS VACANT,  NO BUSINESS DISLOCATION	POOR VISIBILITY FROM W. 11TH POOR ACCESS FOR BUS AND AUTO ON NONE OF EXISTING BUS ROUTES DIFFICULT PEDESTRIAN ACCESS
L	2.78	610000	200	GOOD VISIBILITY	INSTALLATION OF TRAFFIC SIGNAL REQ DISLOCATION OF EXISTING BUSINESS HIGH COST
M	2.54	600000	125	GOOD VISIBILITY RETAIL SHOPPING NEARBY GOOD ACCESS FOR BUS, AUTO, PED	DISLOCATION OF EXISTING BUSINESS NO PRACTICAL EXPANSION POTENTIAL HIGH COST
N	2.25	250000	135	LOW COST EXPANSION POTENTIAL PARCEL VACANT, NO BUSINESS DISLOCATION	POOR VISIBILITY FROM W.11 TH ON NONE OF EXISTING BUS ROUTES BUS ROUTE TIME LOSSES

\* Since the time of the draft report, new construction is underway on this site.



## FACTORS/CRITERIA USED TO ESTABLISH RATING FOR SITE

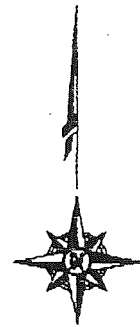
The following factors and criteria were used to compare the 15 sites. Equal weight was given to each element, with one exception. The number of owners and parcels was weighted x(0.5). The resulting matrix chart is illustrated on page 13.

- (1) EXISTING USE
  - (a) Vacant
  - (b) Existing buildings, good conditions
  - (c) Existing buildings, poor conditions
  - (d) Other
  
- (2) SIZE/SHAPE/ORIENTATION OF SITE
  - (a) Smaller/narrow sites restrict circulation
  - (b) Smaller sites restrict future expansion
  - (c) Larger sites allow more flexibility.
  - (d) Compare size and cost
  
- (3) BUS ACCESS
  - (a) Located at a controlled intersection
  - (b) Has adequate size and number of gaps in traffic flow on major street
  - (c) Circuitous or direct access
  - (d) Potential for separation from auto traffic
  
- (4) AUTO ACCESS
  - (a) Potential for separation from bus and pedestrian.
  - (b) Ease of access and departure between park and ride lot and the adjacent street system
  
- (5) PEDESTRIAN ACCESS
  - (a) Source/direction
  - (b) Safety to and from loading area/street crossings
  - (c) Covered areas available enroute
  - (d) Distance from residential areas
  - (e) Distance from sources of employment
  
- (6) DISTANCE TO BUSINESS ACTIVITIES
  - (a) Distance to businesses
  - (b) Type of businesses nearby
  
- (7) LAND COST
  - (a) Assessed valuation or asking price
  - (b) Condemnation likely or not

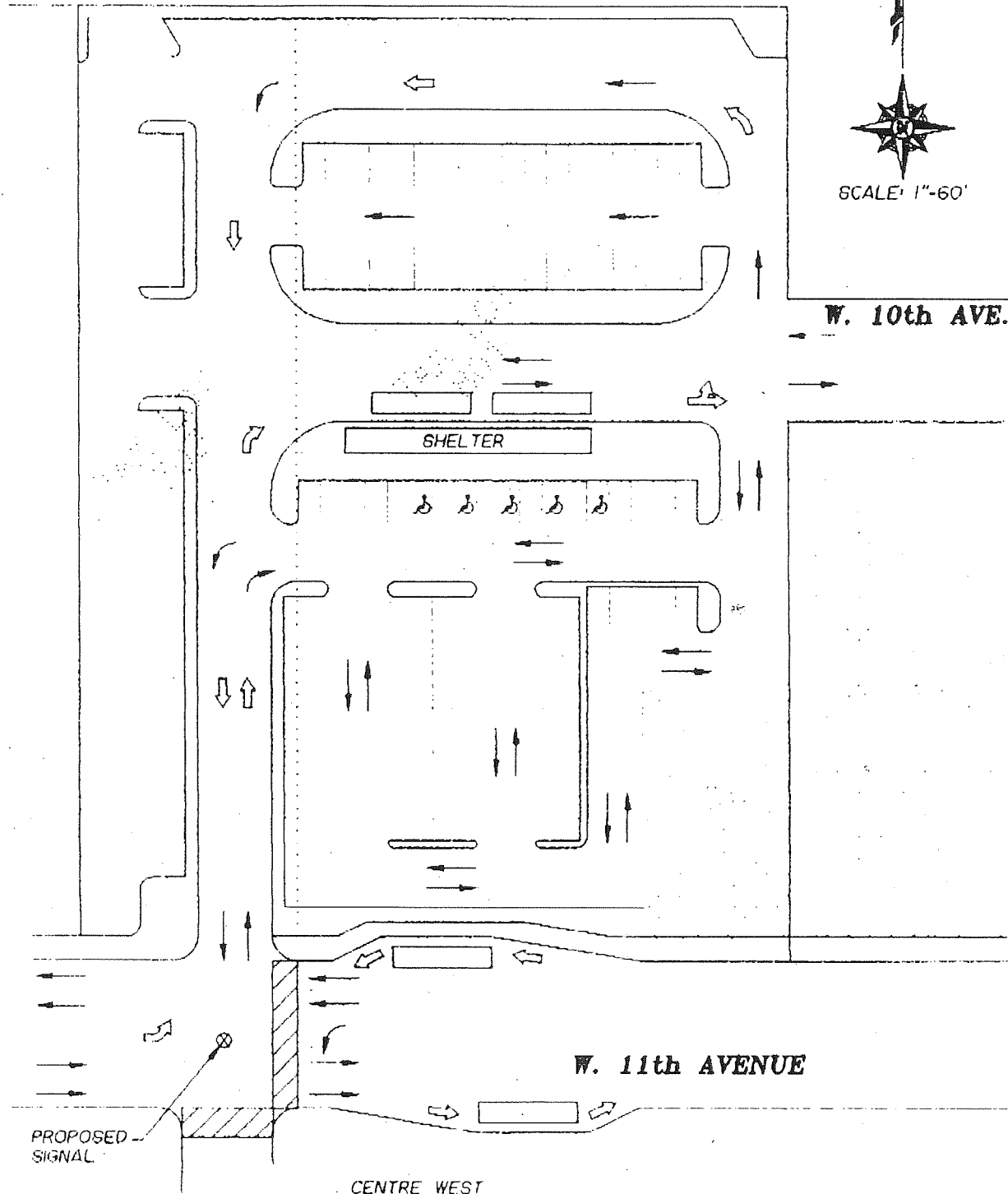
- (8) SITE DEVELOPMENT COST
  - (a) Streets/parking lot
  - (b) Drainage
  - (c) Sanitary sewer
  - (d) Water
  - (e) Electric and other utilities
  - (f) Demolition
  - (g) Lighting
  
- (9) VISIBILITY
  - (a) Good visibility near high volume street
  - (b) Poor visibility near low volume street
  
- (10) JOINT USE OPPORTUNITIES
  - (a) Access joint driveways
  - (b) Potential for shared parking
  - (c) Connections to neighboring retail
  
- (11) POTENTIAL ENVIRONMENTAL CONCERNS
  - (a) Noise
  - (b) Air pollution
  - (c) Traffic
  - (d) Natural vegetation, wetlands, habitat, etc.
  - (e) Visual impact
  
- (12) POTENTIAL RIDERSHIP
  - (a) Easterly location on West 11th Avenue assumed higher than westerly locations
  - (b) Proximity to residential areas or major retail establishments
  
- (13) DISTANCE FROM BUS ROUTE
  - (a) Potential bus trip time loss
  - (b) Does site location cause out-of-direction bus travel
  
- (14) DISTANCE FROM West 11TH AVENUE
  
- (15) NUMBER OF PARCELS/OWNERS
  - (a) Number of parcels per site
  - (b) Number of owners per site
  - (c) Can purchase occur in phases



**SITE "A"**  
(REVISED 10/10/96)  
1.81 ACRES  
100+ PARKING SPACES



SCALE: 1"=60'



W. 10th AVE.

W. 11th AVENUE

PROPOSED SIGNAL

CENTRE WEST SHOPPING CENTER

Figure 2

# SITE "B"

1.40 ACRES  
60± PARKING SPACES

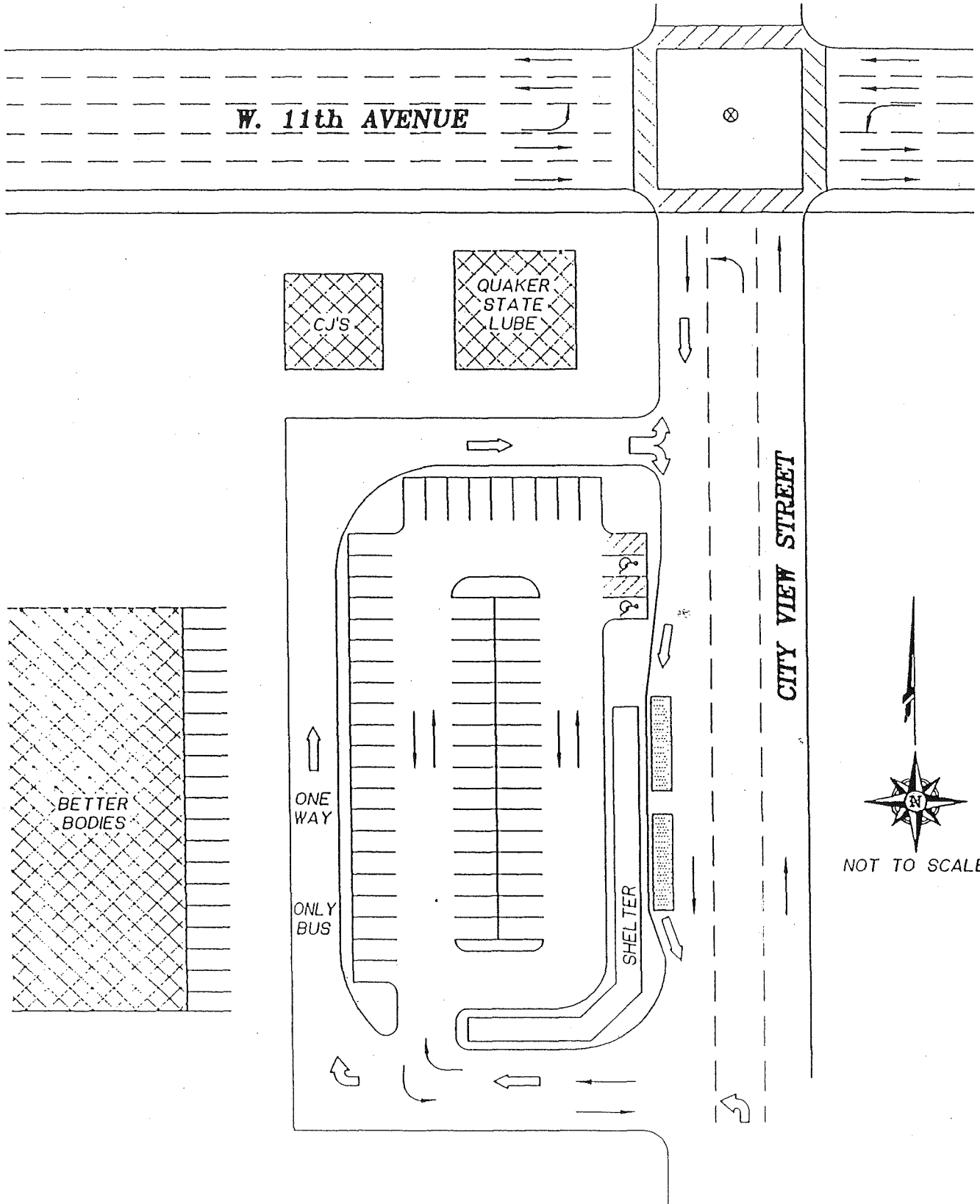
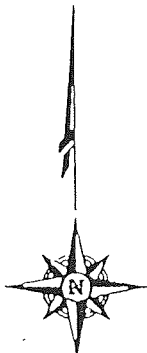
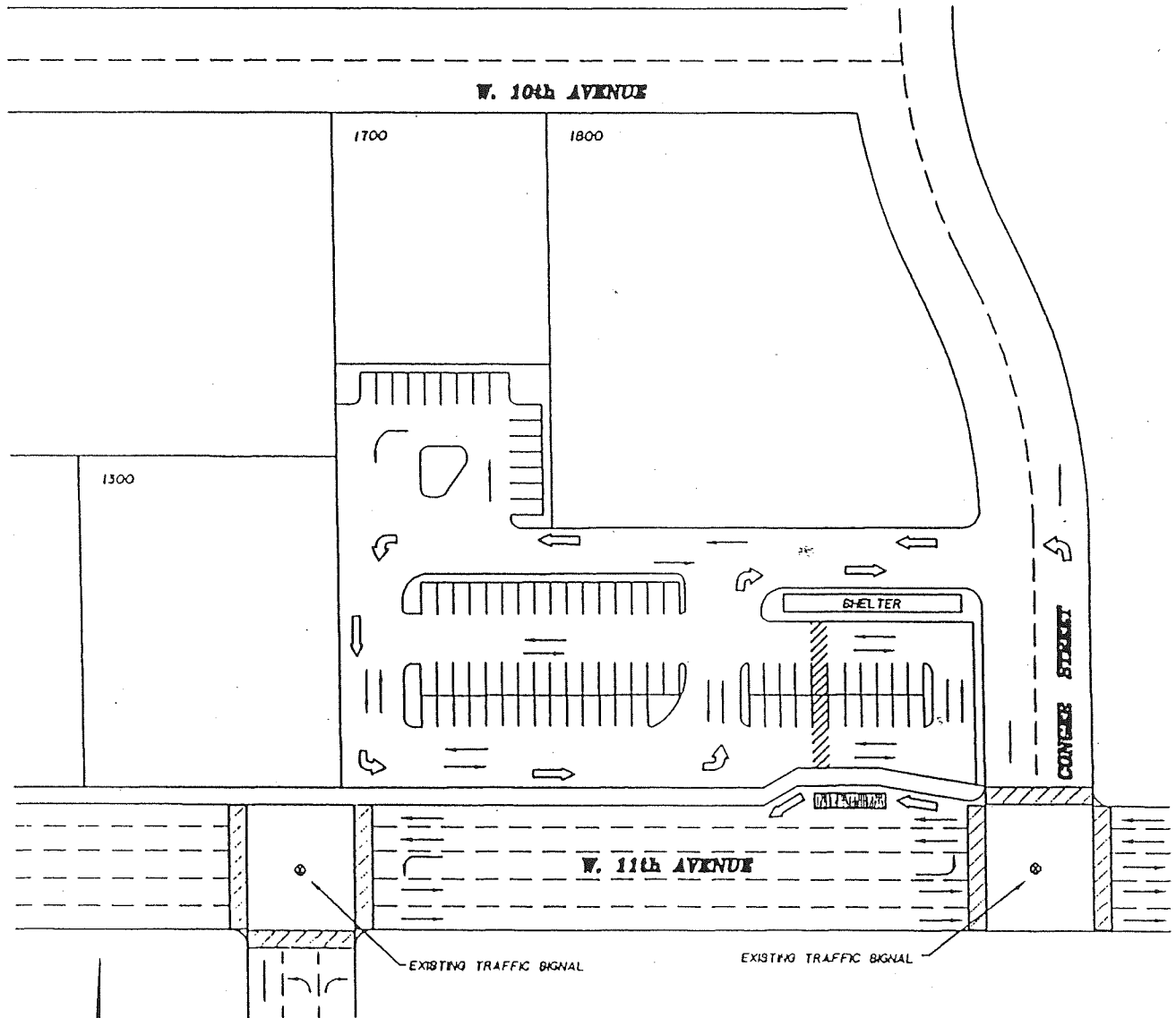


Figure 3

# SITE "C"

1.48 ACRES  
80-90 PARKING SPACES



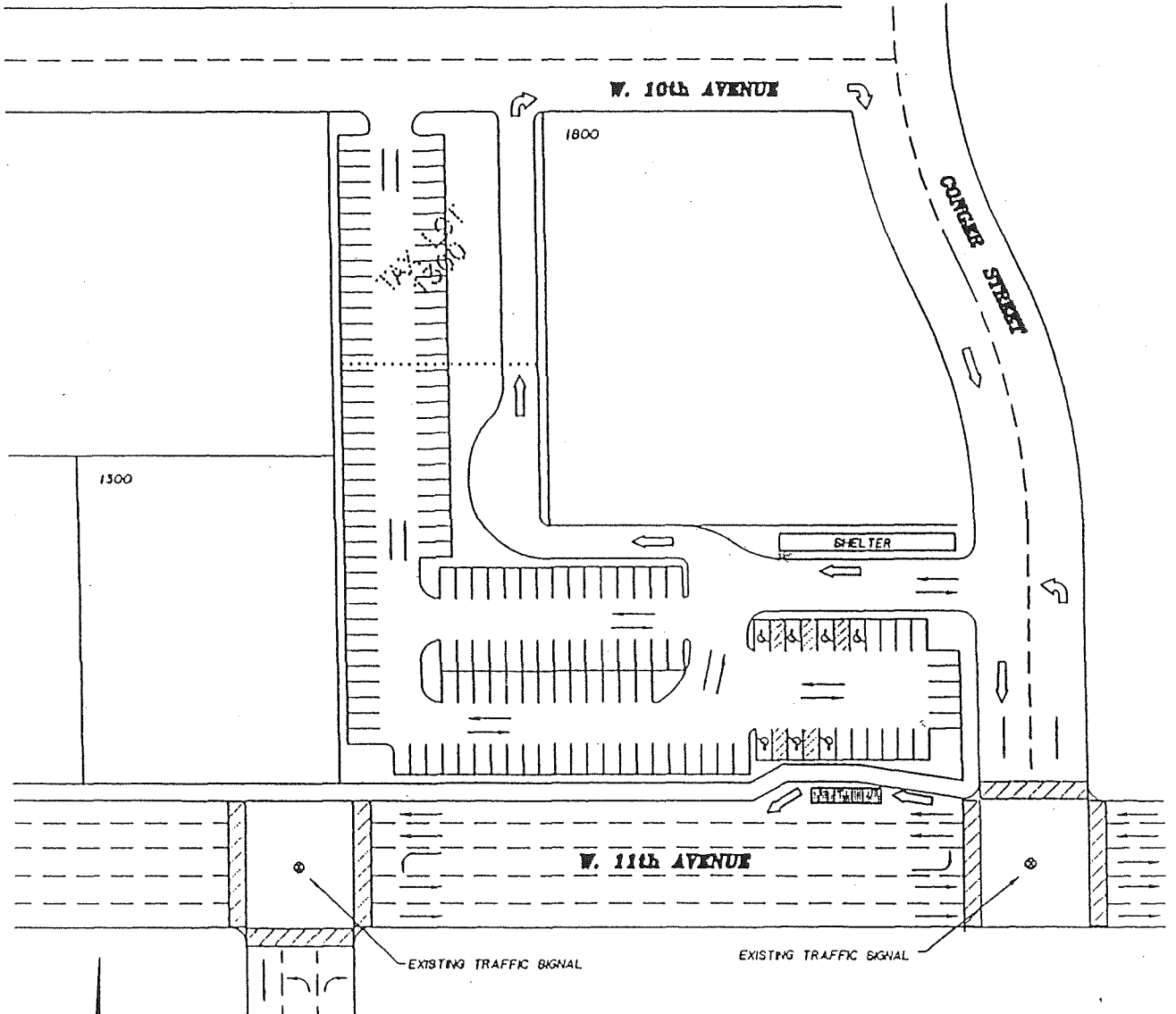
NOT TO SCALE

Figure 4



# SITE "C2"

1.88 ACRES  
153 PARKING SPACES



1300

1800

W. 10th AVENUE

CORNER STREET

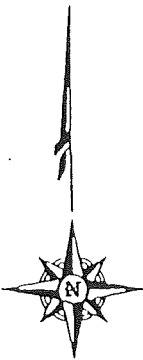
SHELTER

W. 11th AVENUE

EXISTING TRAFFIC SIGNAL

EXISTING TRAFFIC SIGNAL

OAK  
PATCH  
RD.



NOT TO SCALE

Figure 6

# SITE "D"

2.24 ACRES  
120± PARKING SPACES

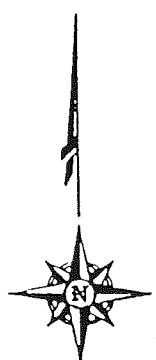
TYINN STREET  
STREET

⊗  
PROPOSED SIGNAL

W. 11th AVENUE

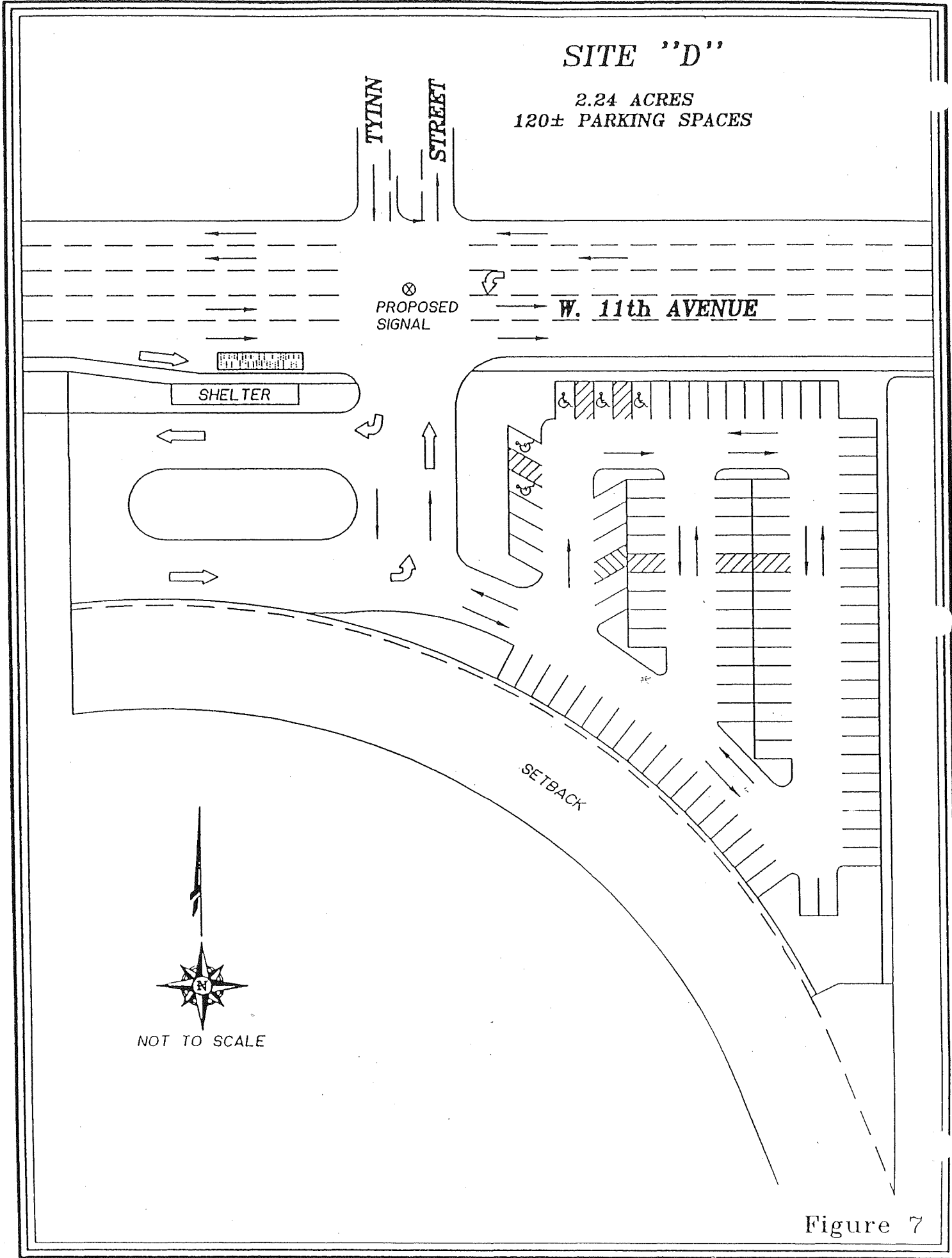
SHELTER

SETBACK



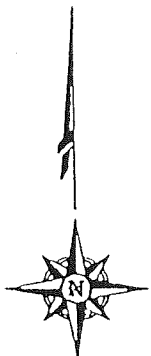
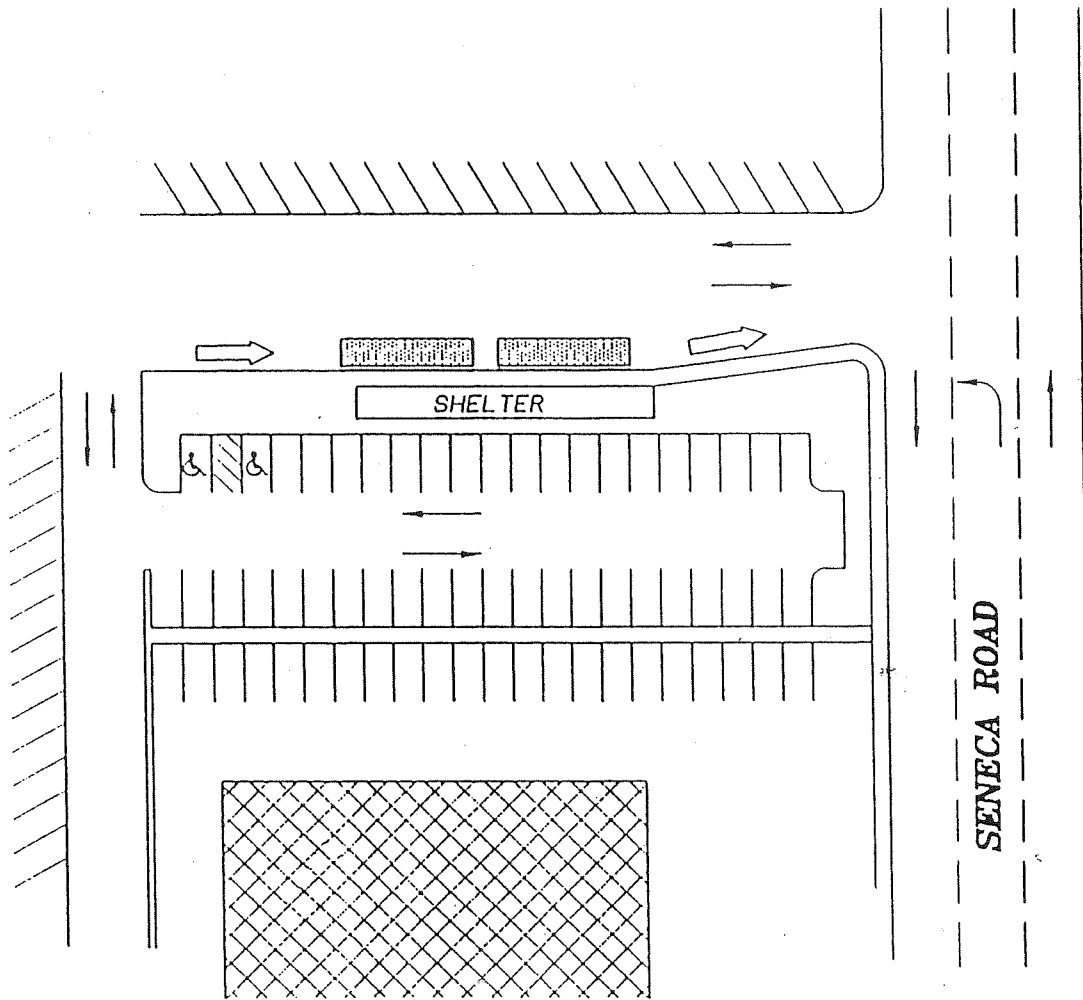
NOT TO SCALE

Figure 7



# SITE "E"

0.58 ACRES  
50 PARKING SPACES



NOT TO SCALE

Figure 8

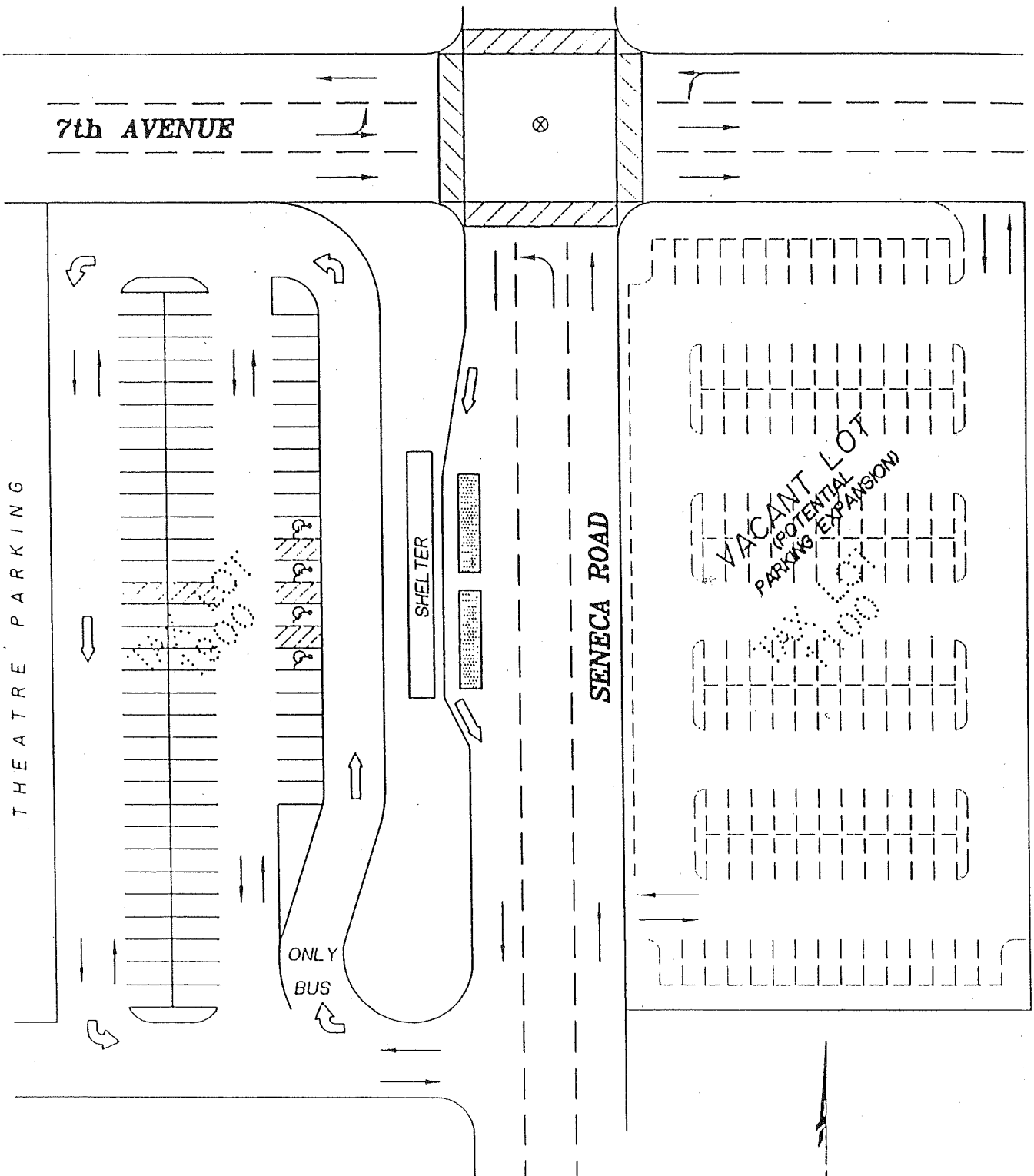
**SITE "F"** (TWO PARCELS)

**WEST PARCEL (PHASE 1)**

**EAST PARCEL (PHASE 2)**

**1.34 ACRES  
81 PARKING SPACES**

**1.20 ACRES  
116 POSSIBLE**



NOT TO SCALE



Figure 9



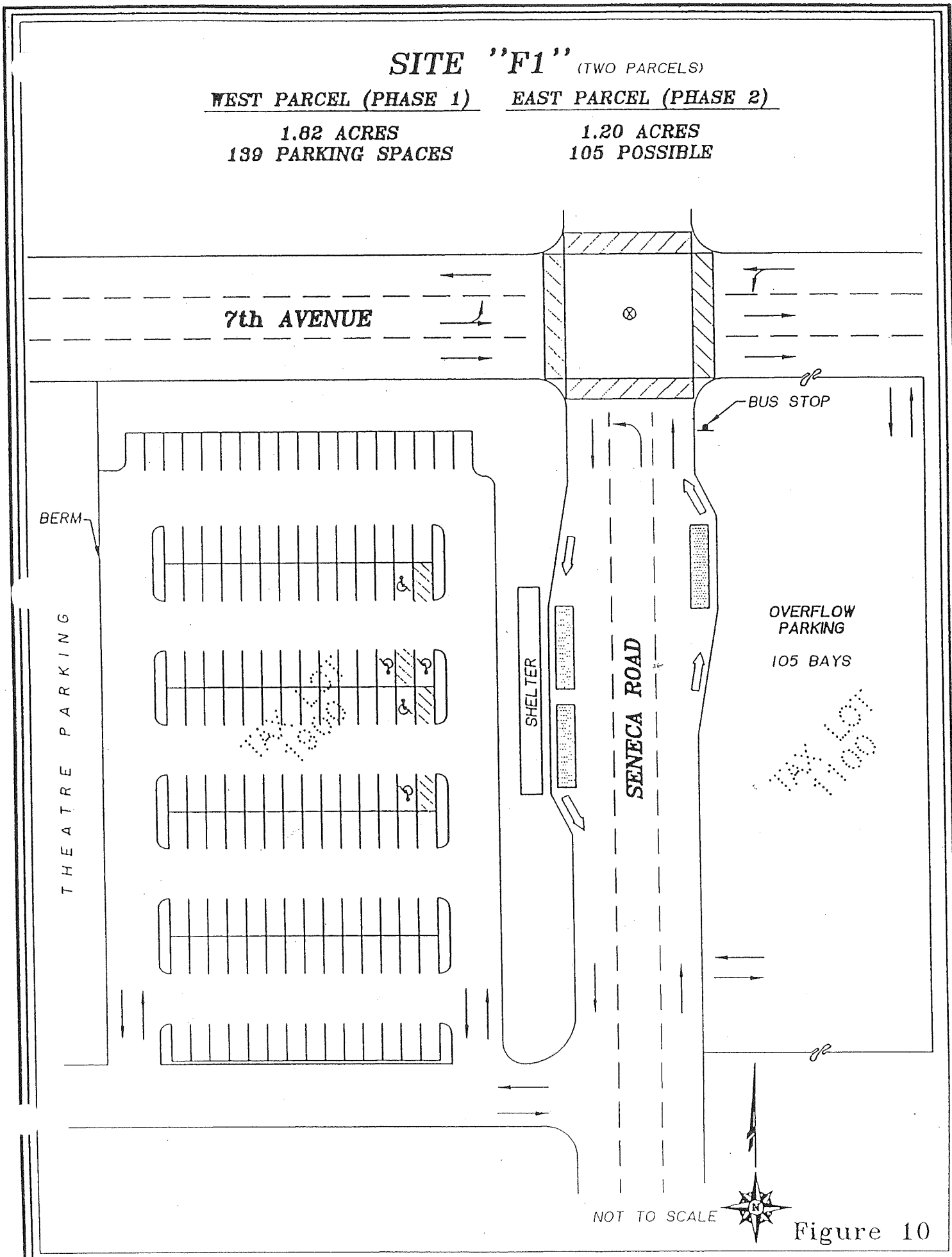
# SITE "F1" (TWO PARCELS)

WEST PARCEL (PHASE 1)

EAST PARCEL (PHASE 2)

1.82 ACRES  
139 PARKING SPACES

1.20 ACRES  
105 POSSIBLE



NOT TO SCALE



Figure 10

# SITE "G"

NORTH PARCEL (PHASE 1)    SOUTH PARCEL (PHASE 2)

1.83 ACRES  
115 PARKING SPACES

1.24 ACRES  
112 POSSIBLE

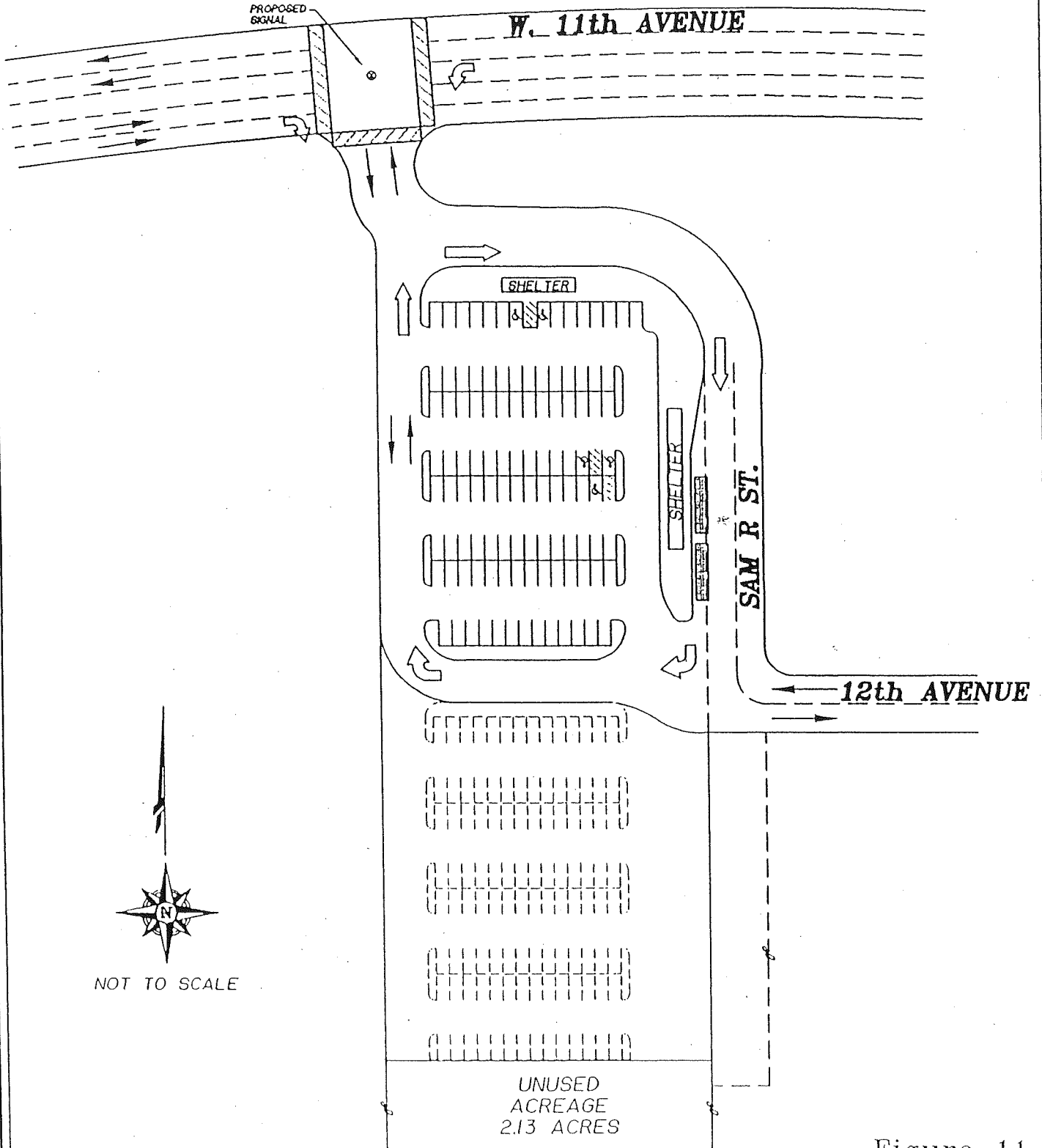


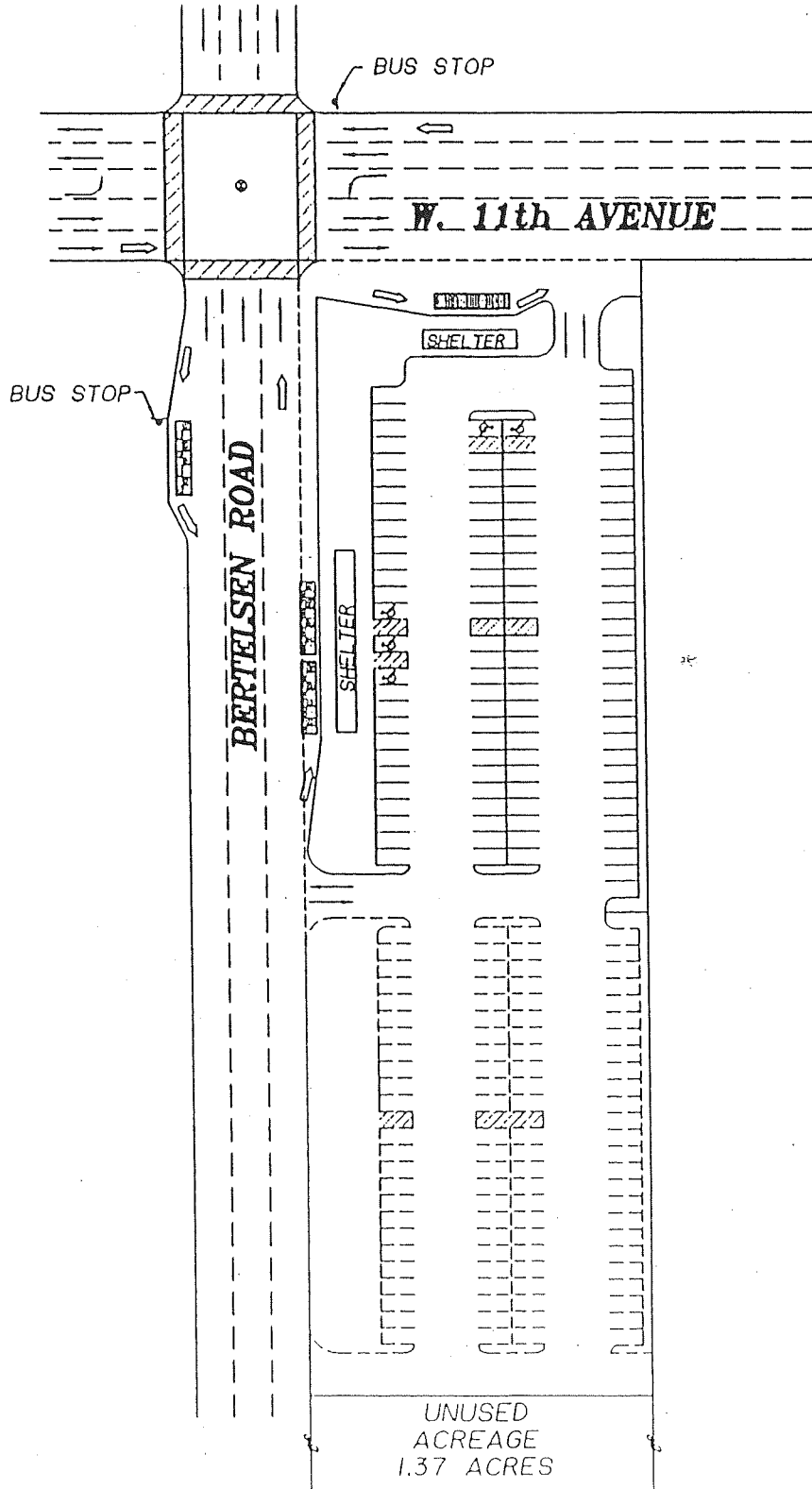
Figure 11

# SITE "I"

NORTH PARCEL (PHASE 1)    SOUTH PARCEL (PHASE 2 DASHED)

1.39 ACRES  
104 PARKING SPACES

1.09 ACRES  
98 POSSIBLE



NOT TO SCALE

Figure 12

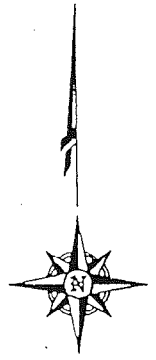
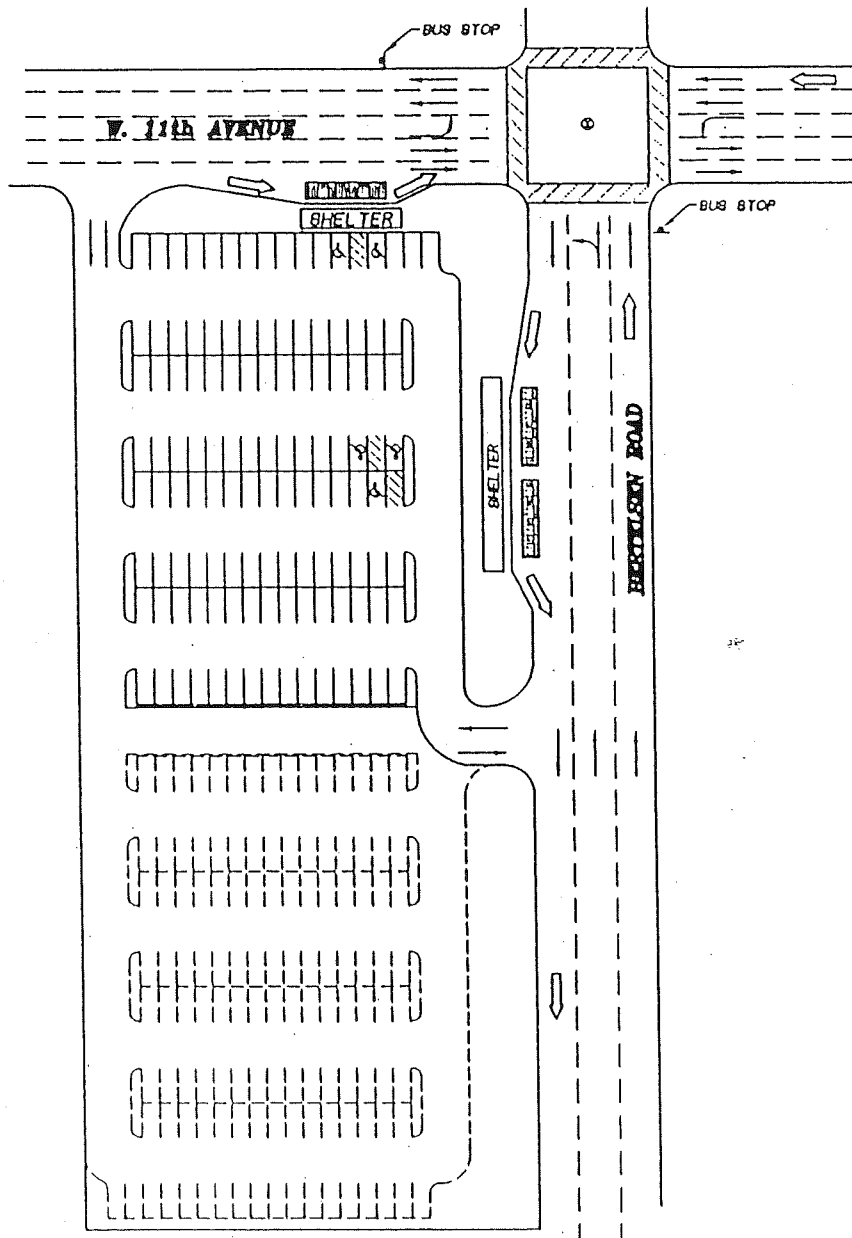
# SITE "J"

## PHASE ONE

1.53 ACRES  
119 PARKING SPACES

## PHASE TWO (DASHED)

1.29 ACRES  
120 POSSIBLE  
ADDITIONAL PARKING SPACES



NOT TO SCALE

Figure 13

# SITE "M"

2.54 ACRES  
128 PARKING SPACES

CONGER STREET

W. 11th AVENUE

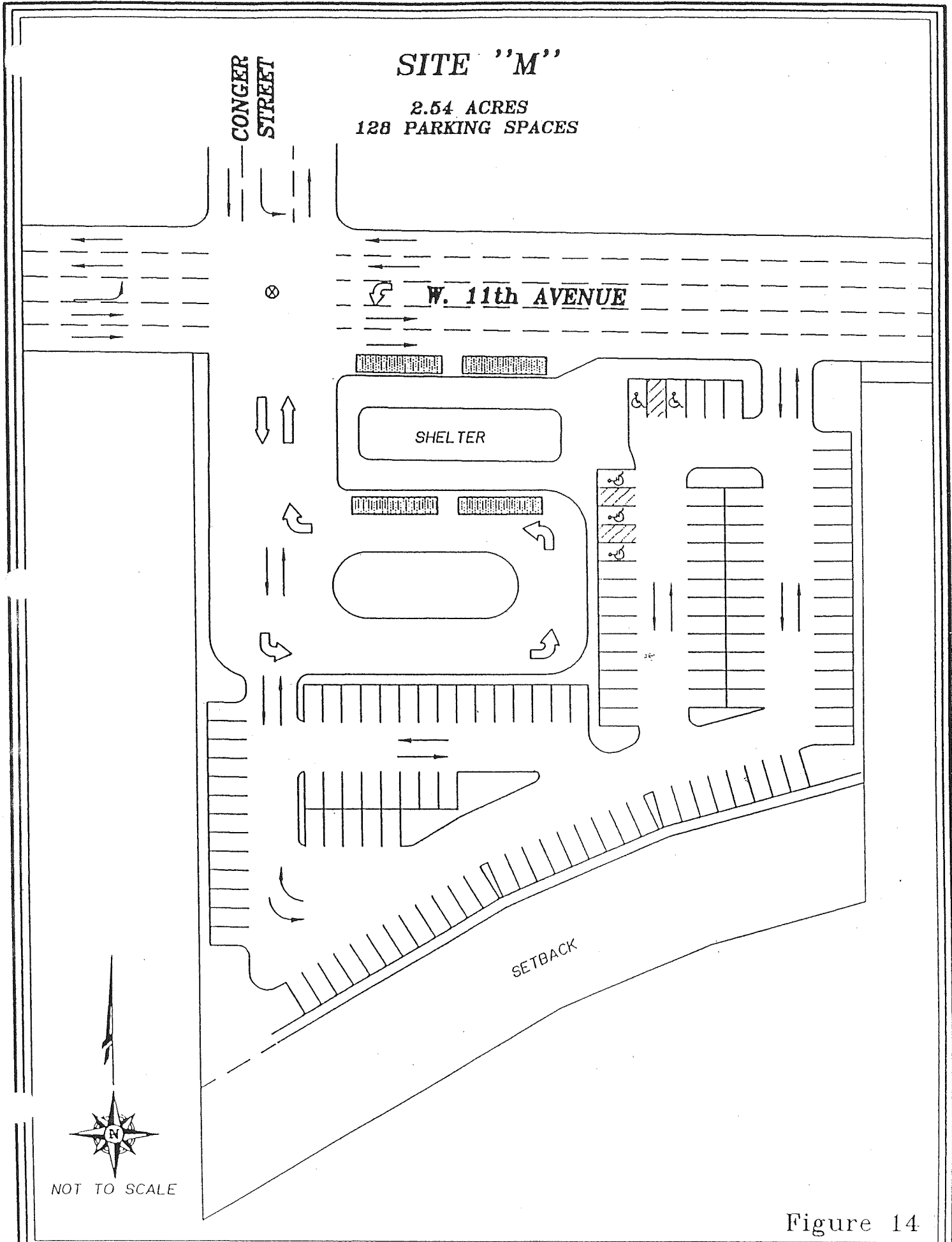
SHELTER

SETBACK



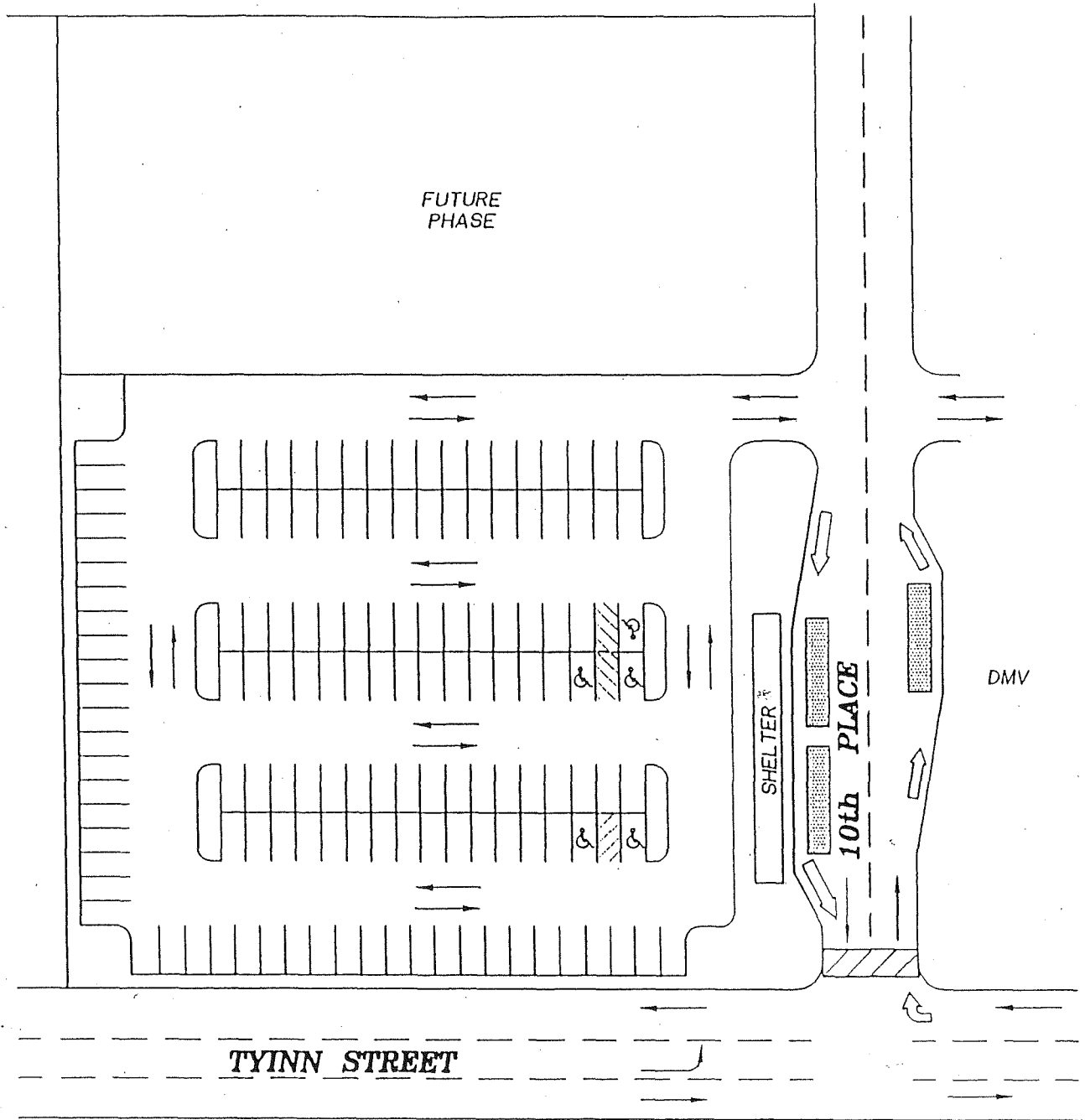
NOT TO SCALE

Figure 14

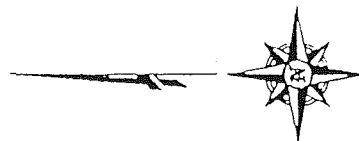


# SITE "N"

2.25 ACRES  
138 PARKING SPACES (PHASE 1)



U.S. POSTAL  
SERVICE



NOT TO SCALE

Figure 15