

**US 30 Transit Access Plan and Columbia County Community-wide Transit Plan
Final Facilities Evaluation Matrix
October 29, 2008**

Evaluation Criteria for Potential Bus Stops and Park-and-Rides Along US 30

This section lists the criteria suggested for evaluating potential bus stop locations along US 30. The first three criteria only apply to locations where park-and-ride lots may be considered. Each criterion has three options associated with it, listed from best to worst, which would be used to assign points for that criterion.

- Park-and-ride capacity
- >40 spaces [40 = average standard bus seating capacity], 10–40, <10
 - Site ownership
- Public, private with compatible use, private with conflicting use
 - Park-and-ride expandability
- Readily expandable (excess capacity [>80 spaces] available at the site or public land is available adjacent to the site), potentially expandable (expansion would require negotiations with property owners), not expandable (no excess capacity on site and adjacent property is already developed)
 - Commuter rail potential
- No diversion from US 30 required, <2 minute average diversion required (excluding passenger loading), 2+ minute average diversion required
 - Railroad crossing delay potential
- No railroad crossing required, alternate grade-separated route available, railroad crossing required
 - Bus circulation (on-street locations only)
- Site currently meets ODOT design standards, site requires work to meet ODOT design standards, site does not currently meet ODOT design standards and has physical or environmental constraints
 - Bus circulation (off-street locations only)
- Good bus circulation without parking conflicts/ped conflicts/speed bumps, circulation has one of the above issues, circulation has two or more of these issues
 - Bus stop shelter
- Suitable location available for shelter (subject to negotiations with property owners), location available but shelter could not be oriented toward bus, no space available for a shelter
 - ADA requirements
- Accessible route to site and accessible shelter location exist, accessible route to site exists, accessible route would need to be provided
 - US 30 pedestrian crossing

- Sidewalks on US 30 and cross-street, sidewalk on cross street only, new sidewalk construction required
 - Pedestrian and bicycle access
- Sidewalks on US 30 and cross-street, sidewalk on cross street only, new sidewalk construction required
 - Zoning
- Site properly zoned for bus stops and shelters, site properly zoned for bus stops, zoning code would require amending to allow bus stops and shelters
 - Proximity to community activity centers (e.g., shopping, downtowns, major employment sites)
- 0–¼ mile, ¼–½ mile, >½ mile
 - Security (“eyes on the park-and-ride/bus stop”)
- High level of activity in vicinity, moderate level of activity in vicinity, low level of activity in vicinity
- Lighting provided at the stop, lighting potential at the stop, no power/solar potential at the site
 - Site improvement cost
- Location is suitable for a future commuter rail station (well-suited, could be used but has some issues, not suitable)
 - Bus diversion to access stop
- <\$10,000, \$10,000-\$100,000, >\$100,000 (exclusive of right-of-way)

Evaluation Matrix

	Site #1	Site #2	Site #3	Site #4	Site #5	etc.
Park-and-ride capacity						
Site ownership						
Park-and-ride expandability						
Bus diversion to access stop						
Railroad crossing delay potential						
Bus circulation						
Bus stop shelter						
ADA requirements						
US 30 pedestrian crossing						
Pedestrian and bicycle access						
Zoning						
Proximity to community activity centers						
Security – activity levels						
Security – lighting						
Site improvement cost						
Commuter rail potential						