

Appendix C – Scoring Matrix

From H-101, parcel 1
0/1/1

BCDCOG Park and Ride Study - Site Evaluation #1

Name: _____

Site ID	Address	Parcel #	Area (sq ft)	Year Built	Use	Distance to Station	Topography	Access	Visibility	Safety	Comments
001	1234 Main St	1234	1000	1980	Commercial	0.1	Flat	High	High	High	Good
002	5678 Elm St	5678	2000	1990	Residential	0.2	Slight slope	Medium	Medium	Medium	Fair
003	9101 Oak St	9101	3000	2005	Commercial	0.3	Flat	High	High	High	Good
004	2345 Pine St	2345	1500	1975	Residential	0.4	Slight slope	Medium	Medium	Medium	Fair
005	6789 Birch St	6789	2500	2010	Commercial	0.5	Flat	High	High	High	Good
006	1011 Cedar St	1011	1800	1995	Residential	0.6	Slight slope	Medium	Medium	Medium	Fair
007	4321 Maple St	4321	2200	2000	Commercial	0.7	Flat	High	High	High	Good
008	8765 Spruce St	8765	1600	1985	Residential	0.8	Slight slope	Medium	Medium	Medium	Fair
009	3210 Willow St	3210	2800	2015	Commercial	0.9	Flat	High	High	High	Good
010	7654 Poplar St	7654	1900	1990	Residential	1.0	Slight slope	Medium	Medium	Medium	Fair
011	1987 Ash St	1987	2400	2005	Commercial	1.1	Flat	High	High	High	Good
012	5432 Hickory St	5432	1700	1980	Residential	1.2	Slight slope	Medium	Medium	Medium	Fair
013	9876 Sycamore St	9876	2600	2010	Commercial	1.3	Flat	High	High	High	Good
014	3456 Chestnut St	3456	1800	1995	Residential	1.4	Slight slope	Medium	Medium	Medium	Fair
015	7890 Walnut St	7890	2300	2005	Commercial	1.5	Flat	High	High	High	Good
016	2109 Olive St	2109	1600	1985	Residential	1.6	Slight slope	Medium	Medium	Medium	Fair
017	6543 Pear St	6543	2700	2015	Commercial	1.7	Flat	High	High	High	Good
018	1098 Plum St	1098	1900	1990	Residential	1.8	Slight slope	Medium	Medium	Medium	Fair
019	5678 Cherry St	5678	2400	2005	Commercial	1.9	Flat	High	High	High	Good
020	9012 Peach St	9012	1700	1980	Residential	2.0	Slight slope	Medium	Medium	Medium	Fair

Site ID	Address	Parcel #	Area (sq ft)	Year Built	Use	Distance to Station	Topography	Access	Visibility	Safety	Comments
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to station
McConnell Plaza

BCDCOG Park and Ride Study - Site Evaluation #3

Name: _____

Site #	Site Name	Address	City	County	State	Zip	Map Reference	Site Area (Acres)	Site Type	Current Use	Proposed Use	Site Characteristics	Site Suitability	Site Notes
1	Site 1	1234 Main St	Phoenix	Maricopa	AZ	85001	Map 1	2.5	Commercial	Office	Office	Highly accessible, high visibility.	High	Good site for transit.
2	Site 2	5678 Park Dr	Phoenix	Maricopa	AZ	85018	Map 2	1.8	Residential	Single-Family	Single-Family	Low density, low visibility.	Low	Not ideal for transit.
3	Site 3	9101 Valley Rd	Phoenix	Maricopa	AZ	85024	Map 3	3.2	Industrial	Warehouse	Warehouse	Large area, high visibility.	High	Excellent site for transit.
4	Site 4	2345 Central Ave	Phoenix	Maricopa	AZ	85004	Map 4	1.5	Commercial	Retail	Retail	Highly accessible, high visibility.	High	Good site for transit.
5	Site 5	6789 Desert Blvd	Phoenix	Maricopa	AZ	85022	Map 5	2.1	Commercial	Office	Office	Highly accessible, high visibility.	High	Good site for transit.

Handwritten note in a circle: "Kathryn - BCD's P.D. - [unclear] [unclear] [unclear]"

Color	Map Symbol	Key
Blue	[Symbol]	Water
Green	[Symbol]	Parkland
Yellow	[Symbol]	Highway
Red	[Symbol]	Transit Stop
Grey	[Symbol]	Other

20006 Park and Ride Study - Site Evaluation #1

Name: _____

Station	Station Name	Station Type	Station Location	Station Area (sq ft)	Station Capacity	Station Notes
1	Station 1	General	Station 1	10,000	100	
2	Station 2	General	Station 2	10,000	100	
3	Station 3	General	Station 3	10,000	100	
4	Station 4	General	Station 4	10,000	100	
5	Station 5	General	Station 5	10,000	100	
6	Station 6	General	Station 6	10,000	100	
7	Station 7	General	Station 7	10,000	100	
8	Station 8	General	Station 8	10,000	100	
9	Station 9	General	Station 9	10,000	100	
10	Station 10	General	Station 10	10,000	100	
11	Station 11	General	Station 11	10,000	100	
12	Station 12	General	Station 12	10,000	100	
13	Station 13	General	Station 13	10,000	100	
14	Station 14	General	Station 14	10,000	100	
15	Station 15	General	Station 15	10,000	100	
16	Station 16	General	Station 16	10,000	100	
17	Station 17	General	Station 17	10,000	100	
18	Station 18	General	Station 18	10,000	100	
19	Station 19	General	Station 19	10,000	100	
20	Station 20	General	Station 20	10,000	100	
21	Station 21	General	Station 21	10,000	100	
22	Station 22	General	Station 22	10,000	100	
23	Station 23	General	Station 23	10,000	100	
24	Station 24	General	Station 24	10,000	100	
25	Station 25	General	Station 25	10,000	100	
26	Station 26	General	Station 26	10,000	100	
27	Station 27	General	Station 27	10,000	100	
28	Station 28	General	Station 28	10,000	100	
29	Station 29	General	Station 29	10,000	100	
30	Station 30	General	Station 30	10,000	100	
31	Station 31	General	Station 31	10,000	100	
32	Station 32	General	Station 32	10,000	100	
33	Station 33	General	Station 33	10,000	100	
34	Station 34	General	Station 34	10,000	100	
35	Station 35	General	Station 35	10,000	100	
36	Station 36	General	Station 36	10,000	100	
37	Station 37	General	Station 37	10,000	100	
38	Station 38	General	Station 38	10,000	100	
39	Station 39	General	Station 39	10,000	100	
40	Station 40	General	Station 40	10,000	100	
41	Station 41	General	Station 41	10,000	100	
42	Station 42	General	Station 42	10,000	100	
43	Station 43	General	Station 43	10,000	100	
44	Station 44	General	Station 44	10,000	100	
45	Station 45	General	Station 45	10,000	100	
46	Station 46	General	Station 46	10,000	100	
47	Station 47	General	Station 47	10,000	100	
48	Station 48	General	Station 48	10,000	100	
49	Station 49	General	Station 49	10,000	100	
50	Station 50	General	Station 50	10,000	100	
51	Station 51	General	Station 51	10,000	100	
52	Station 52	General	Station 52	10,000	100	
53	Station 53	General	Station 53	10,000	100	
54	Station 54	General	Station 54	10,000	100	
55	Station 55	General	Station 55	10,000	100	
56	Station 56	General	Station 56	10,000	100	
57	Station 57	General	Station 57	10,000	100	
58	Station 58	General	Station 58	10,000	100	
59	Station 59	General	Station 59	10,000	100	
60	Station 60	General	Station 60	10,000	100	
61	Station 61	General	Station 61	10,000	100	
62	Station 62	General	Station 62	10,000	100	
63	Station 63	General	Station 63	10,000	100	
64	Station 64	General	Station 64	10,000	100	
65	Station 65	General	Station 65	10,000	100	
66	Station 66	General	Station 66	10,000	100	
67	Station 67	General	Station 67	10,000	100	
68	Station 68	General	Station 68	10,000	100	
69	Station 69	General	Station 69	10,000	100	
70	Station 70	General	Station 70	10,000	100	
71	Station 71	General	Station 71	10,000	100	
72	Station 72	General	Station 72	10,000	100	
73	Station 73	General	Station 73	10,000	100	
74	Station 74	General	Station 74	10,000	100	
75	Station 75	General	Station 75	10,000	100	
76	Station 76	General	Station 76	10,000	100	
77	Station 77	General	Station 77	10,000	100	
78	Station 78	General	Station 78	10,000	100	
79	Station 79	General	Station 79	10,000	100	
80	Station 80	General	Station 80	10,000	100	
81	Station 81	General	Station 81	10,000	100	
82	Station 82	General	Station 82	10,000	100	
83	Station 83	General	Station 83	10,000	100	
84	Station 84	General	Station 84	10,000	100	
85	Station 85	General	Station 85	10,000	100	
86	Station 86	General	Station 86	10,000	100	
87	Station 87	General	Station 87	10,000	100	
88	Station 88	General	Station 88	10,000	100	
89	Station 89	General	Station 89	10,000	100	
90	Station 90	General	Station 90	10,000	100	
91	Station 91	General	Station 91	10,000	100	
92	Station 92	General	Station 92	10,000	100	
93	Station 93	General	Station 93	10,000	100	
94	Station 94	General	Station 94	10,000	100	
95	Station 95	General	Station 95	10,000	100	
96	Station 96	General	Station 96	10,000	100	
97	Station 97	General	Station 97	10,000	100	
98	Station 98	General	Station 98	10,000	100	
99	Station 99	General	Station 99	10,000	100	
100	Station 100	General	Station 100	10,000	100	

ACTIVE FILES

Site	Site Name	Site Address
Site	Site Name	Site Address
Site	Site Name	Site Address

BCDCOG Park and Ride Study - Site Evaluation #1

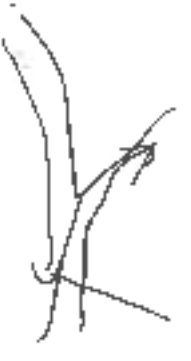
Name: _____



Site ID	Site Name	Address	Distance (mi)	Visibility	Safety	Accessibility	Topography/Site Restrictions	Transit Connectivity	Comments
1	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
2	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
3	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
4	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
5	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
6	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
7	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
8	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
9	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
10	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
11	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
12	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
13	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
14	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
15	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
16	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
17	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
18	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
19	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site
20	General Center	1150 W. ...	0.1	High	High	High	Low	High	400 by 500 ft site

Low	High
Medium	High
High	High

-Spill's hand
-Spill's hand
-Spill's hand



Consider
from Orange
Orange
Orange
Orange

Street
access
by
PDR

Street
access
by
PDR

Street
access
by
PDR

See also US Safety Council video
50 112 50000

BCDCOG Park and Ride Study - Site Evaluation #3

Name: _____

Parcel ID	Parcel Description	Parcel Area (sq ft)	Parcel Owner	Parcel Zoning	Parcel Use	Site Evaluation		Comments
						Site Suitability	Site Viability	
100000001	100000001	100000001	100000001	100000001	100000001	High	High	
100000002	100000002	100000002	100000002	100000002	100000002	High	High	
100000003	100000003	100000003	100000003	100000003	100000003	High	High	
100000004	100000004	100000004	100000004	100000004	100000004	High	High	
100000005	100000005	100000005	100000005	100000005	100000005	High	High	
100000006	100000006	100000006	100000006	100000006	100000006	High	High	
100000007	100000007	100000007	100000007	100000007	100000007	High	High	
100000008	100000008	100000008	100000008	100000008	100000008	High	High	
100000009	100000009	100000009	100000009	100000009	100000009	High	High	
100000010	100000010	100000010	100000010	100000010	100000010	High	High	
100000011	100000011	100000011	100000011	100000011	100000011	High	High	
100000012	100000012	100000012	100000012	100000012	100000012	High	High	
100000013	100000013	100000013	100000013	100000013	100000013	High	High	
100000014	100000014	100000014	100000014	100000014	100000014	High	High	
100000015	100000015	100000015	100000015	100000015	100000015	High	High	
100000016	100000016	100000016	100000016	100000016	100000016	High	High	
100000017	100000017	100000017	100000017	100000017	100000017	High	High	
100000018	100000018	100000018	100000018	100000018	100000018	High	High	
100000019	100000019	100000019	100000019	100000019	100000019	High	High	
100000020	100000020	100000020	100000020	100000020	100000020	High	High	
100000021	100000021	100000021	100000021	100000021	100000021	High	High	
100000022	100000022	100000022	100000022	100000022	100000022	High	High	
100000023	100000023	100000023	100000023	100000023	100000023	High	High	
100000024	100000024	100000024	100000024	100000024	100000024	High	High	
100000025	100000025	100000025	100000025	100000025	100000025	High	High	
100000026	100000026	100000026	100000026	100000026	100000026	High	High	
100000027	100000027	100000027	100000027	100000027	100000027	High	High	
100000028	100000028	100000028	100000028	100000028	100000028	High	High	
100000029	100000029	100000029	100000029	100000029	100000029	High	High	
100000030	100000030	100000030	100000030	100000030	100000030	High	High	
100000031	100000031	100000031	100000031	100000031	100000031	High	High	
100000032	100000032	100000032	100000032	100000032	100000032	High	High	
100000033	100000033	100000033	100000033	100000033	100000033	High	High	
100000034	100000034	100000034	100000034	100000034	100000034	High	High	
100000035	100000035	100000035	100000035	100000035	100000035	High	High	
100000036	100000036	100000036	100000036	100000036	100000036	High	High	
100000037	100000037	100000037	100000037	100000037	100000037	High	High	
100000038	100000038	100000038	100000038	100000038	100000038	High	High	
100000039	100000039	100000039	100000039	100000039	100000039	High	High	
100000040	100000040	100000040	100000040	100000040	100000040	High	High	
100000041	100000041	100000041	100000041	100000041	100000041	High	High	
100000042	100000042	100000042	100000042	100000042	100000042	High	High	
100000043	100000043	100000043	100000043	100000043	100000043	High	High	
100000044	100000044	100000044	100000044	100000044	100000044	High	High	
100000045	100000045	100000045	100000045	100000045	100000045	High	High	
100000046	100000046	100000046	100000046	100000046	100000046	High	High	
100000047	100000047	100000047	100000047	100000047	100000047	High	High	
100000048	100000048	100000048	100000048	100000048	100000048	High	High	
100000049	100000049	100000049	100000049	100000049	100000049	High	High	
100000050	100000050	100000050	100000050	100000050	100000050	High	High	

Handwritten notes:
 NW
 High
 Medium
 Low
 High
 Low

Low	High
Medium	Low

Name: JEFF LOWE

ACCOM

Location	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Comments	* M/AVES BUT SHORT TRUCK BUT IN FEW YEARS	Big SITE TOO MUCH LAND, WEST	HARD TO GET INTO AND OUTBOUND ROUTE	APPROX 1/4 MILE WEST	APPROX 1/4 MILE WEST	JOINT BUILDING W/ NEAR W/ NEAR	TOO FEW SPACES													
Transit Connectivity	H	H	H	M	M	M/H	H	M/H	M	M	M	M	M	M	M	M	M	M	M	M
Topography/site Restrictions	H (Key to DERIVER)	M (Water)	M/H	M	M	M/L	H	M/H	M	M	M	M	M	M	M	M	M	M	M	M
Accessibility	M (M/AVES IDENT)	M (Water)	L/M	L	M	M/L	H	M/H	M	M	M	M	M	M	M	M	M	M	M	M
Safety	M/H (Not in View)	M/H	M/H	H	H	M	H	M	M	M	M	M	M	M	M	M	M	M	M	M
Visibility	M (Some shadows around)	H	H	H	H	M/L	H	M	M	M	M	M	M	M	M	M	M	M	M	M
Site																				

WEEKEND ONLY
 W/ BUS
 DONATION W/ WORKERS
 TO GET DOWN TOWN

UNIMPAVED
 RESTRICTIONS IN AREA
 ADDRESS NOT ADJUNCT
 - 3000 - 3000 - 3000 -
 TO STATE

LOTS OF
 BITE LIFE
 LOGISTICS
 W/ BUS
 USE TO REVERSE
 SHORT OUNDS

LEADS
 SPACES
 4 OPTIONS
 FOR 150

OWN
 OWNERS

LOTS OF USED
 CRT - USES
 REVERSE
 TRUCKS

LOTS OF USED
 CRT - USES
 REVERSE
 TRUCKS

LOTS OF USED
 CRT - USES
 REVERSE
 TRUCKS

BCDCOG Park and Ride Study - Site Evaluation #1

Name: _____

Location	Site #	Site Name	Address	Area (sq ft)	Access	Notes
Site 1	101	Site 1	101 St	10,000	H	Good access, near town
Site 2	102	Site 2	102 St	15,000	M/H	Good access, near town
Site 3	103	Site 3	103 St	20,000	M	Good access, near town
Site 4	104	Site 4	104 St	25,000	M	Good access, near town
Site 5	105	Site 5	105 St	30,000	M	Good access, near town
Site 6	106	Site 6	106 St	35,000	M	Good access, near town
Site 7	107	Site 7	107 St	40,000	M	Good access, near town
Site 8	108	Site 8	108 St	45,000	M	Good access, near town
Site 9	109	Site 9	109 St	50,000	M	Good access, near town
Site 10	110	Site 10	110 St	55,000	M	Good access, near town
Site 11	111	Site 11	111 St	60,000	M	Good access, near town
Site 12	112	Site 12	112 St	65,000	M	Good access, near town
Site 13	113	Site 13	113 St	70,000	M	Good access, near town
Site 14	114	Site 14	114 St	75,000	M	Good access, near town
Site 15	115	Site 15	115 St	80,000	M	Good access, near town
Site 16	116	Site 16	116 St	85,000	M	Good access, near town
Site 17	117	Site 17	117 St	90,000	M	Good access, near town
Site 18	118	Site 18	118 St	95,000	M	Good access, near town
Site 19	119	Site 19	119 St	100,000	M	Good access, near town
Site 20	120	Site 20	120 St	105,000	M	Good access, near town
Site 21	121	Site 21	121 St	110,000	M	Good access, near town
Site 22	122	Site 22	122 St	115,000	M	Good access, near town
Site 23	123	Site 23	123 St	120,000	M	Good access, near town
Site 24	124	Site 24	124 St	125,000	M	Good access, near town
Site 25	125	Site 25	125 St	130,000	M	Good access, near town
Site 26	126	Site 26	126 St	135,000	M	Good access, near town
Site 27	127	Site 27	127 St	140,000	M	Good access, near town
Site 28	128	Site 28	128 St	145,000	M	Good access, near town
Site 29	129	Site 29	129 St	150,000	M	Good access, near town
Site 30	130	Site 30	130 St	155,000	M	Good access, near town
Site 31	131	Site 31	131 St	160,000	M	Good access, near town
Site 32	132	Site 32	132 St	165,000	M	Good access, near town
Site 33	133	Site 33	133 St	170,000	M	Good access, near town
Site 34	134	Site 34	134 St	175,000	M	Good access, near town
Site 35	135	Site 35	135 St	180,000	M	Good access, near town
Site 36	136	Site 36	136 St	185,000	M	Good access, near town
Site 37	137	Site 37	137 St	190,000	M	Good access, near town
Site 38	138	Site 38	138 St	195,000	M	Good access, near town
Site 39	139	Site 39	139 St	200,000	M	Good access, near town
Site 40	140	Site 40	140 St	205,000	M	Good access, near town
Site 41	141	Site 41	141 St	210,000	M	Good access, near town
Site 42	142	Site 42	142 St	215,000	M	Good access, near town
Site 43	143	Site 43	143 St	220,000	M	Good access, near town
Site 44	144	Site 44	144 St	225,000	M	Good access, near town
Site 45	145	Site 45	145 St	230,000	M	Good access, near town
Site 46	146	Site 46	146 St	235,000	M	Good access, near town
Site 47	147	Site 47	147 St	240,000	M	Good access, near town
Site 48	148	Site 48	148 St	245,000	M	Good access, near town
Site 49	149	Site 49	149 St	250,000	M	Good access, near town
Site 50	150	Site 50	150 St	255,000	M	Good access, near town

SEQUENTIAL
 MIDDLE
 OF RANGE
 ACCESS
 X ←
 IS TOWEN

Preferred
 Full Access
 +0 INTERESTING

SCDCOG Park and Ride Study - Site Evaluation #1

Name: Josh Ducker

LOCATION	10000	10001	10002	10003	10004	10005	10006	10007	10008	10009	10010	10011	10012	10013	10014	10015	10016	10017	10018	10019	10020	10021	10022	10023	10024	10025	
Comments	Low	Med	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Visibility	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Safety	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Accessibility	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Topography/Size	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Restrictions	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Transit Connectivity	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Comments	Shape of the lot is on L, right side. Clearer view from the west.	Really big, can shape the lot how we want lots of walkways	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High	High
Comments																											

accessibility

great location if will be a great stop

small but maybe just right

4
5
1
2
3
4
5
6
7
8
9
10
11
12
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