

Chinook Parking Lot

Cost: \$\$\$ Estimated at \$25M



Benefits

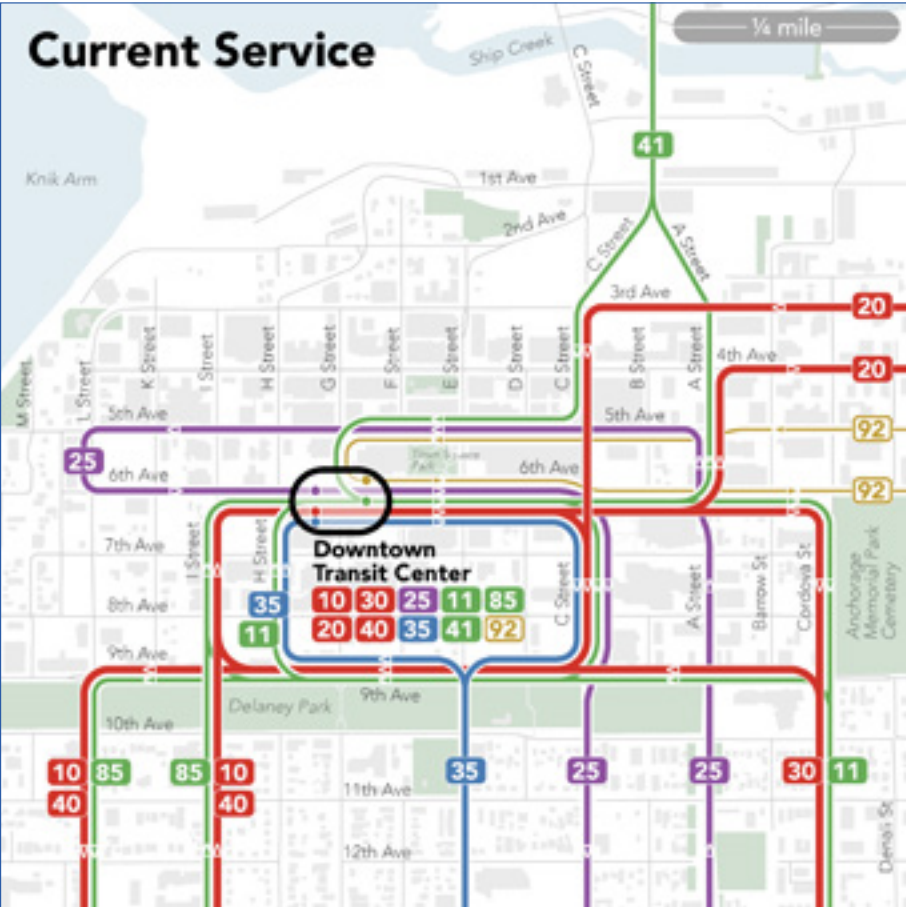
- Maximum ability to expand service (23 boarding spaces)
- Comfortable indoor facility (two-story, about 10,000 square feet, with space for more, if desired)
- Riders transfer within the site

- Up to 1/2-acre available for transit-oriented commercial, civic, or recreational uses
- Low-risk of project failure or delay (city-owned)

Drawbacks

- Significant service change, with moderate negative impacts to job access from areas near Route 25-Tudor and Route 30-Debarr
- Grades for walking routes to and from the site are relatively steep, but are acceptable for accessibility under public rights of way accessibility guidelines (PROWAG)

Current Service

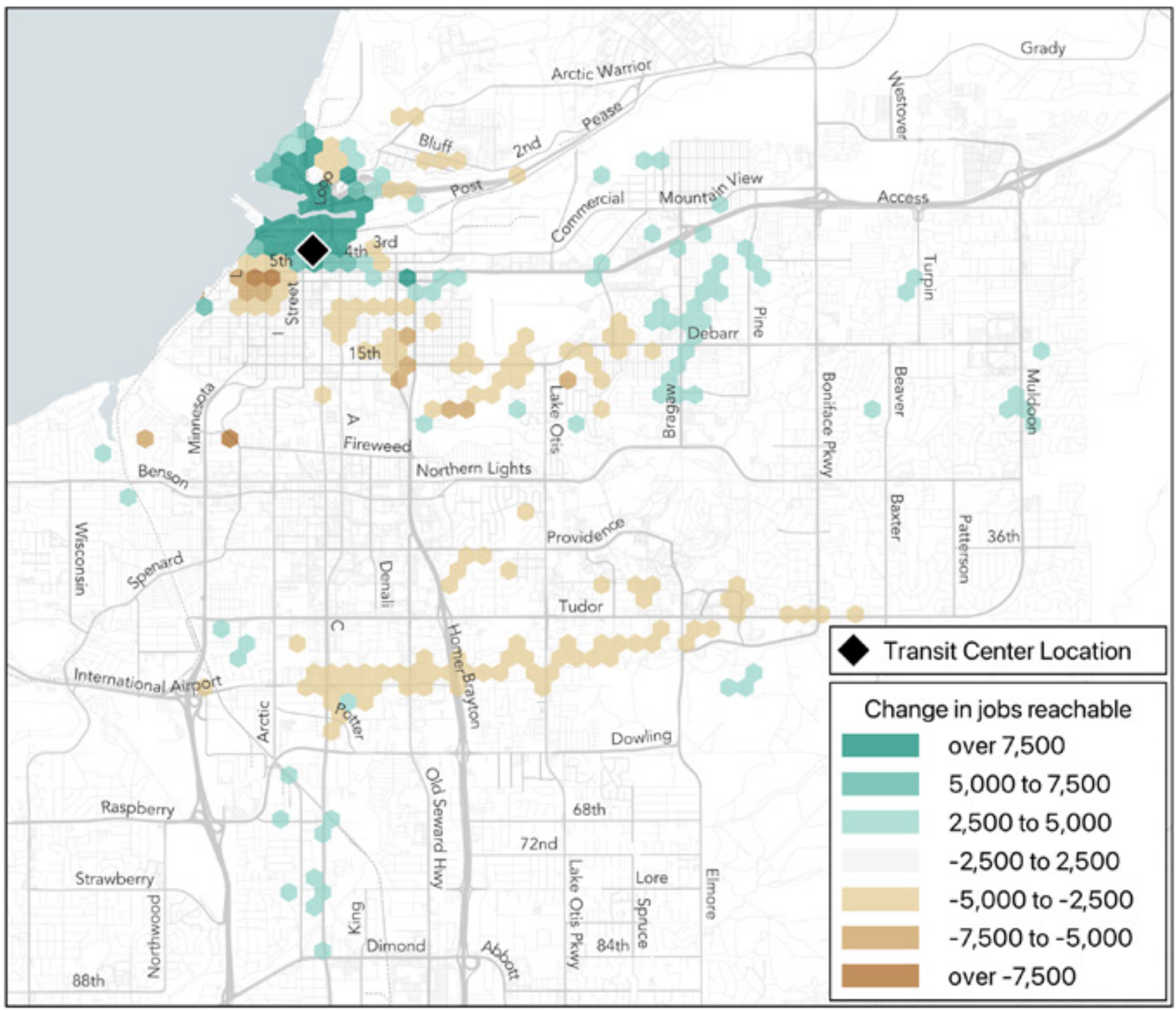


Chinook Lot Using E and C Streets



Chinook Parking Lot - E/C Street 225 E Street

Change in jobs reachable
45 minutes of travel time



Tell us what you think!

On a scale of 1 to 5, with **1** being “**This site is FANTASTIC!**” and **5** being “**This site has serious flaws!**”, please place a sticky in the box that represents how you would rank this site. *Feel free to comment on your ranking.*



1	2	3	4	5
<p>Economic vitality & proximity to rail</p>		<p>Pretty low changes involved</p>		
<p>Plenty of space Future train connection</p>	<p>middle ground on this one. Average location.</p>	<p>Good back up plan if no go ahead from ACDA to access current site</p>		<p>on-site amenities don't matter when it's harder to/from. Location is key!</p>
<p>This site makes the most sense & for a long term vision that connects multiple modes of transit... commuter rail, tour bus, etc</p>	<p>High cost. Best layout for riders.</p>	<p>Out of the way!</p>		<p>This would be my 3rd choice. The area is currently a viable piece of land used for seasonal tourism & winter activity</p>
<p>3</p>	<p>3</p>	<p>4</p>		<p>3</p>