

CET 2040 Transit Master Plan

Local TAC Meeting #2 – Bend
February 4th, 2020

Meeting Purpose and Desired Outcomes

Meeting Purpose

Welcome the TAC members
Update TAC on project status and schedule
Review draft service plan and capital plan (short-term, mid-term, and long-term)

- Memo 6 – Service Plan
- Memo 7 – Capital Plan

Desired Outcomes

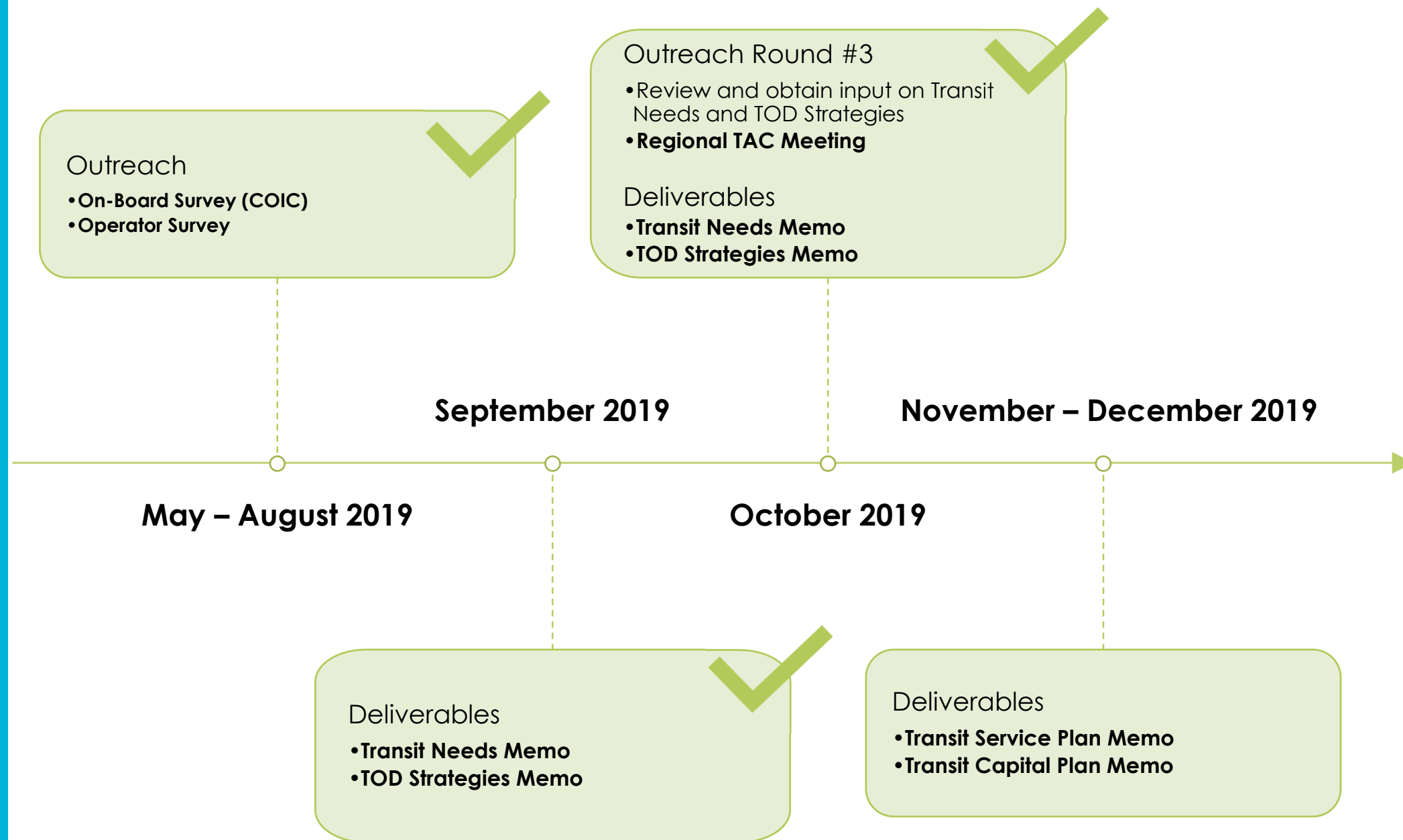
Feedback from TAC on service enhancements proposed for Warm Springs and Community Connector in the short-term, mid-term, and long-term
Project team understands TAC member priorities

Meeting Agenda

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
12:00	Welcome and Introductions	Andrea Breault COIC	
12:05	Project Status (schedule & next steps)		Confirm Understanding, Questions for Clarification
12:15	Service Plan Memo (Memo 6)		Confirm Understanding, Questions for Clarification
12:50	Capital Plan Memo (Memo 7)		Confirm Understanding, Questions for Clarification
1:25	Next Steps/Adjourn		

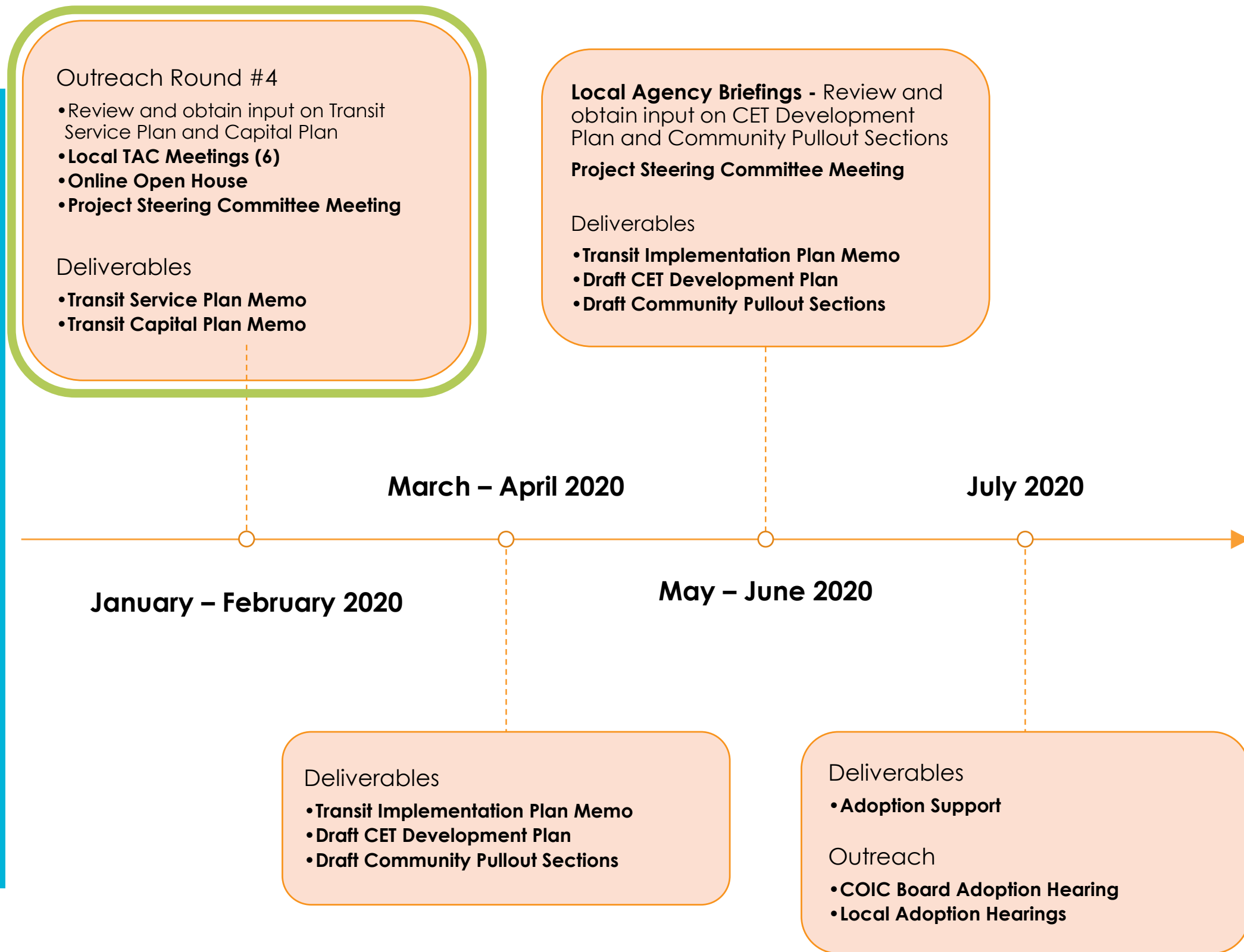
Project Status and Schedule

(Month 7-14)



Project Status and Schedule

(Month 15-18+)



Memos 6 & 7



Memo 6 – Transit Service Plan

- Plan Phases & Funding Assumptions
- Service Types
- Community Connector Service
- Bend Local Service
- Redmond Local Service
- Local Service in Smaller Communities
- Recreational Services
- Summary of Community Connector/Local Service



Memo 7 – Transit Capital Plan

- Transit Vehicles
- Transit Facilities
- Transit Technology
- Transit Asset Management



Memo 6: Plan Phases & Funding Assumptions

1

**Funding Level
Assumptions**

2

**Existing Funding
Source
Assumptions**

3

**Future Funding
Scenarios**

4

**Cost
Assumptions**

5

Rec's

Funding Level Assumptions

Memo 6: Plan Phases & Funding Assumptions

- CET's fiscal year 2019-20 projected revenue budget = \$9.4 million (includes \$3.6 million from STIF)
- May be able to increase to \$16 million annually over 20 years
- Planned phasing and funding levels:
 - Existing: 0-1 years (FY 2019, includes initial implementation of STIF)
 - Near-Term: 1-2 years (FY 2020-21, includes STIF)
 - Short-Term: 3-5 years (FY 2022-23 and FY 2023-24, includes STIF)
 - Mid-Term: 6-10 years (Potential sources in addition to STIF)
 - Long-Term: 11-20 years (unconstrained financially)

Existing Funding Source Assumptions

- Revenue sources: federal, service contracts, state, local, fares, one-time revenues, and advertising/other
- Fluctuate year by year
- 1.0% growth rate assumed on non-STIF, 0% on state and local funds, and 2-5% increases in fare and contract revenues for future years
- STIF projections have been provided by ODOT through FY 2023
 - Stable for Warm Springs and vary for counties with 4% growth rate assumed after 2021

Funding Source	Sub-System or Qualified Entity	Sample Fiscal Year			
		2019-2020	2024-2025	2029-2030	2039-2040
Total Existing Revenue	Bend System	\$3,544,090	\$3,724,874	\$3,914,880	\$4,324,463
	Rural System	\$2,287,650	\$2,404,343	\$2,526,989	\$2,791,368
STIF	Confederated Tribes of the Warm Springs	\$100,000	\$100,000	\$100,000	\$100,000
	Crook County	\$223,000	\$313,664	\$381,620	\$564,891
	Deschutes County	\$3,049,000	\$4,327,482	\$5,265,043	\$7,793,550
	Jefferson County	\$222,000	\$314,746	\$382,936	\$566,839
TOTAL		\$9,425,740	\$11,185,109	\$12,571,468	\$16,141,111

Table 1, Page 4

Memo 6: Plan Phases & Funding Assumptions

Future Funding Scenarios

- Seven future funding scenarios
- All use existing funding source projections as a base

Memo 6: Plan Phases & Funding Assumptions

ID	Funding Scenario	Variation	Fiscal Year			
			2019-2020	2024-2025	2029-2030	2039-2040
A	Existing Revenue Sources (excluding STIF)	Includes both sub-systems	\$5,831,740	\$6,129,217	\$6,441,869	\$7,115,831
B	Existing Revenue Sources (including STIF)	N/A	\$9,425,740	\$11,185,109	\$12,571,468	\$16,141,111
C1	Existing + STIF + 0.02% Property Tax	Within counties	-	\$18,832,255	\$22,331,381	\$32,038,980
C2		Within incorporated areas	-	\$15,427,578	\$17,986,054	\$24,960,900
D	Existing + STIF + Employer-Based Payroll Tax	N/A	-	\$16,241,000	\$18,701,068	\$25,166,391
D1	Existing + STIF + Property Tax + Payroll Tax	0.02% Property Tax within Counties	-	\$23,888,147	\$28,460,980	\$41,064,260
D2		0.02% Property Tax within Incorporated Areas	-	\$20,483,469	\$24,115,653	\$33,986,180

Table 3, Page 6

Cost Assumptions

- Used in estimating service operating costs based on projections from CET’s fiscal department
- “Existing” timeframe reflects CET’s current costs for FY 2020 (2019-21), predating new service launched from 2019-21 STIF Plan)
- Assume 5% annual increase

Sub-System	Existing ¹	Near-Term ²	Short-Term ²	Mid-Term ²	Long-Term ²
	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040
Bend Dial-A-Ride	\$74.15	\$81	\$101	\$132	\$220
Bend Fixed-Route	\$75.18	\$82	\$102	\$133	\$223
Rural Dial-A-Ride	\$87.14	\$94	\$116	\$151	\$251
Rural Community Connector	\$95.34	\$103	\$128	\$166	\$277
Rural Route 20	\$79.26	\$86	\$107	\$139	\$231
Peer Median³	\$91	\$101	\$123	\$156	\$256

Notes: 1. Existing costs for 2019. 2. An additional approximately \$2 per revenue hour was added to the 2019 Existing cost to account for vacant positions. This cost was subsequently increased by 5% annually. 3. A peer median cost of \$85.40 for peer agencies in FY 2017 was identified in Memo #1, and similarly escalated by the 4% annually. 2. Costs for subsequent time frames reflect assumed 3% annual cost increases.

Memo 6: Plan Phases & Funding Assumptions

Table 3, Page 6

Memo 6: Plan Phases & Funding Assumptions

Recommendations

- **Existing funding sources (including STIF) provide a base to continue funding existing transit services and enhance future transit services** (some existing funding resources are declining/not increasing to keep up with inflation)
- Recommendations included in the memo will require additional funding
- **Starting in the mid-term timeframe, additional funding resources are assumed** based on C2 funding scenario for illustrative purposes (0.02% property tax within incorporated areas only)
- Estimates can change quickly – CET should continually monitor funding environment and update future revenue forecast

Transit Market Land Use Guidelines

Memo 6: Service Types

LAND USE			TRANSIT		COMMUNITY
Land Use Type	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service	
Urban Mixed-Use	30-45	15-25	BRT Rapid Bus Local Bus	10-15 minutes	
Neighborhood & Suburban Mixed-Use	15-30	10-15	Local Bus	15-30 minutes	
Mixed Neighborhoods	10-15	5-10	Local Bus Micro-transit Shopping & Medical Shuttles	30-60 minutes	
Low Density	2-10	2-5	Micro-transit Shopping & Medical Shuttles Volunteer Driver Program	60 mins or less or On Demand	
Rural	<2	<2	Shopping & Medical Shuttles Volunteer Driver Pgm	Advance Reservations	

Note: Community Connector routes are not subject to the density guidelines since they operate between communities; frequency of these services is based on market size and demand. On-demand service include the shopper/medical shuttle and microtransit types identified in the following slides.

Figure 1, Page 9

Memo 6: Community Connector Service

1

**Overall Service
Needs**

2

**Summary of Service
Enhancements**

3

**Modifications to
Existing Services**

4

New Services

Memo 6: Community Connector Service

Summary of Service Enhancements

- Enhance Community Connector service in the highest demand markets
- Modify Community Connector routes to provide more direct service
- Develop enhanced regional transit stops and stations, including mobility hubs
- Add Shopping/Medical Shuttle service in select markets
- Add service to selected new markets
- Add Saturday service for the Community Connector system

Summary of Community Connector Service Enhancements

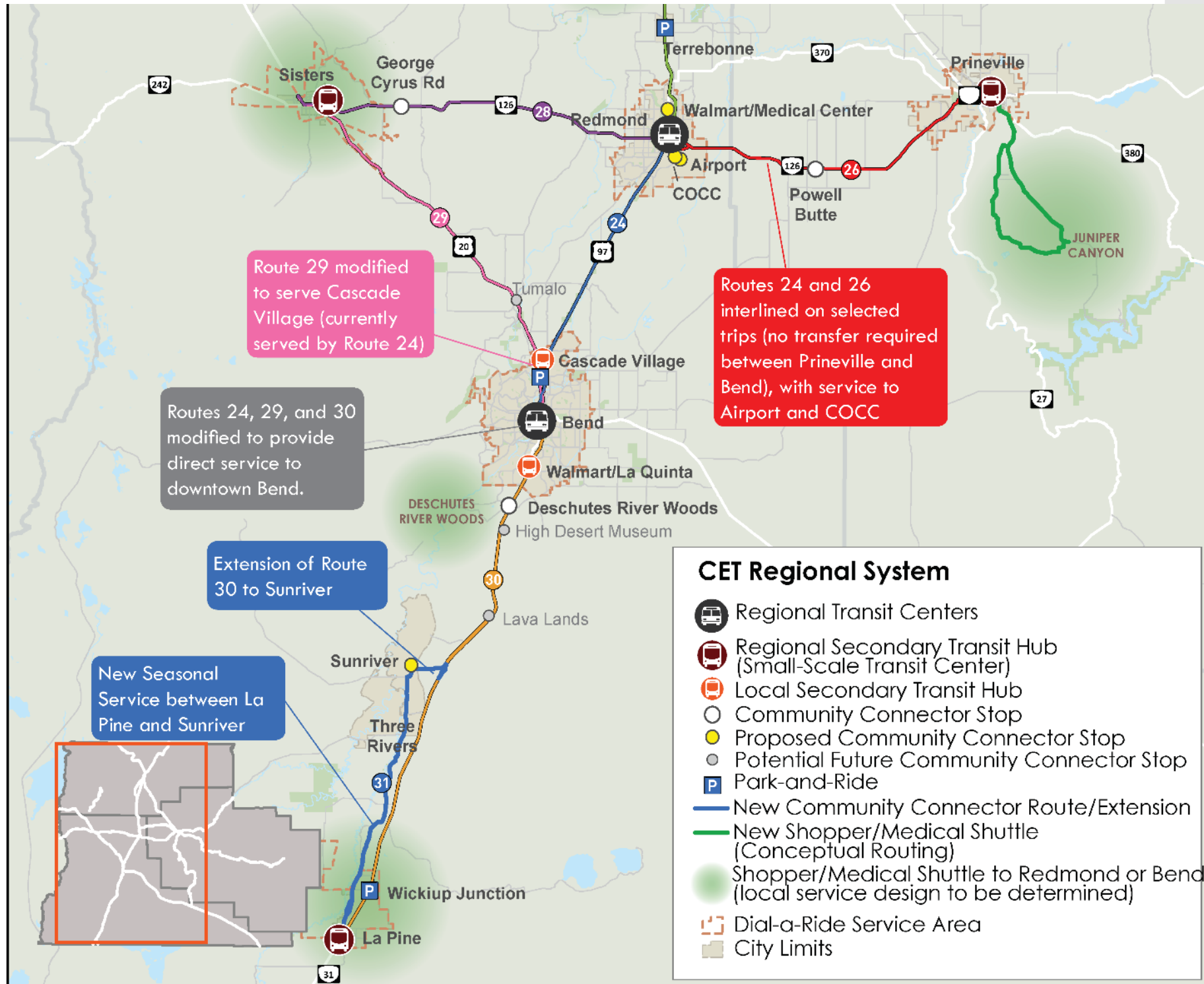
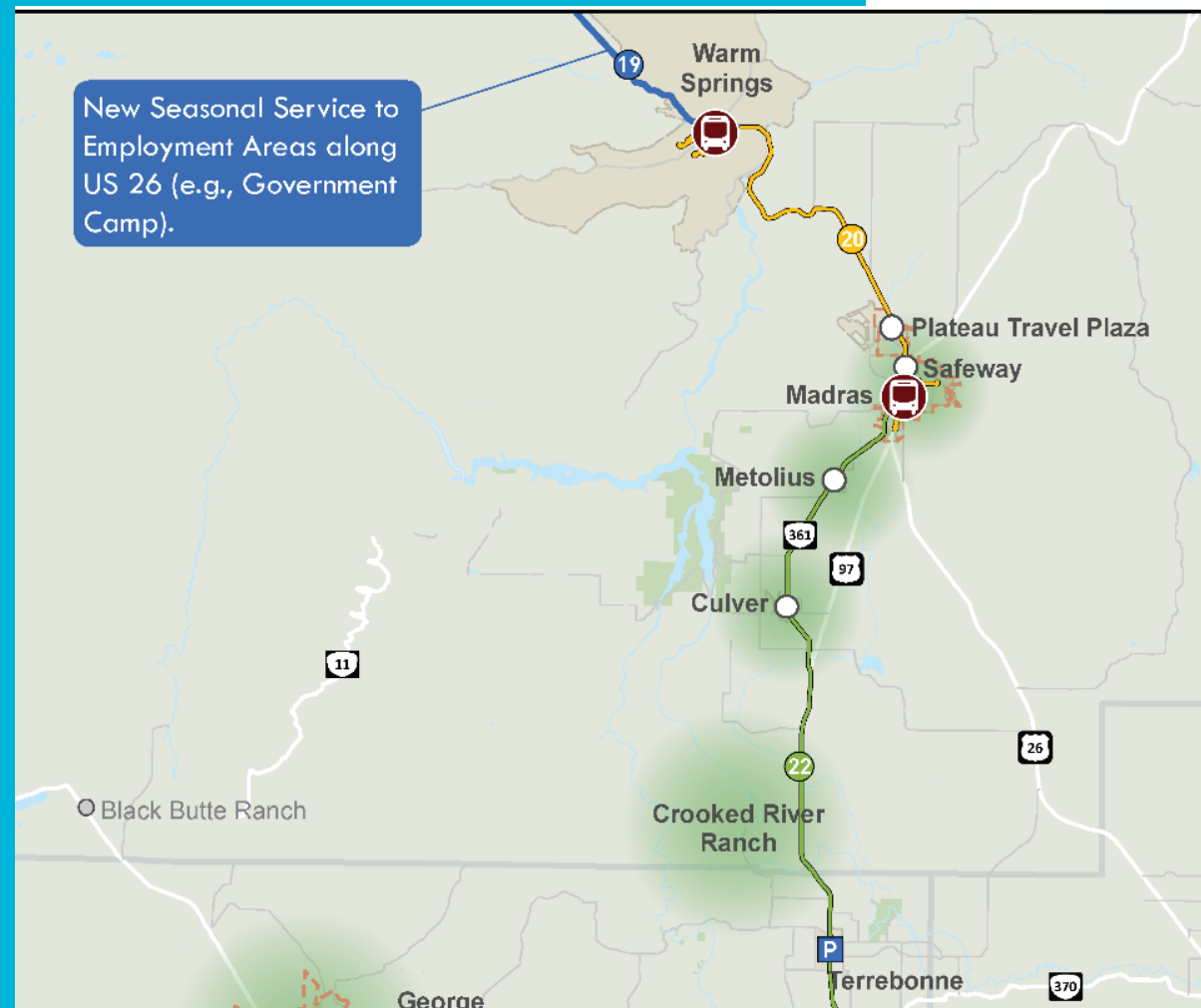


Figure 3, Page 14

Memo 6: Community Connector Service

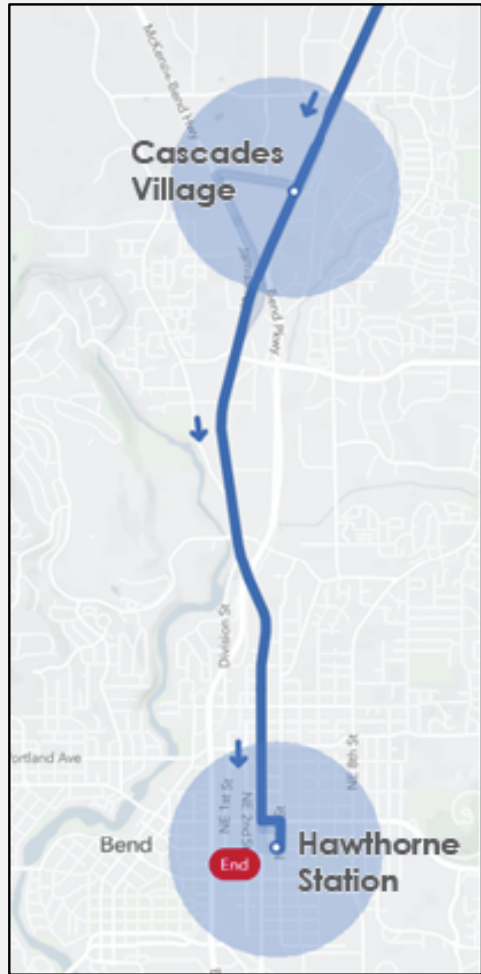
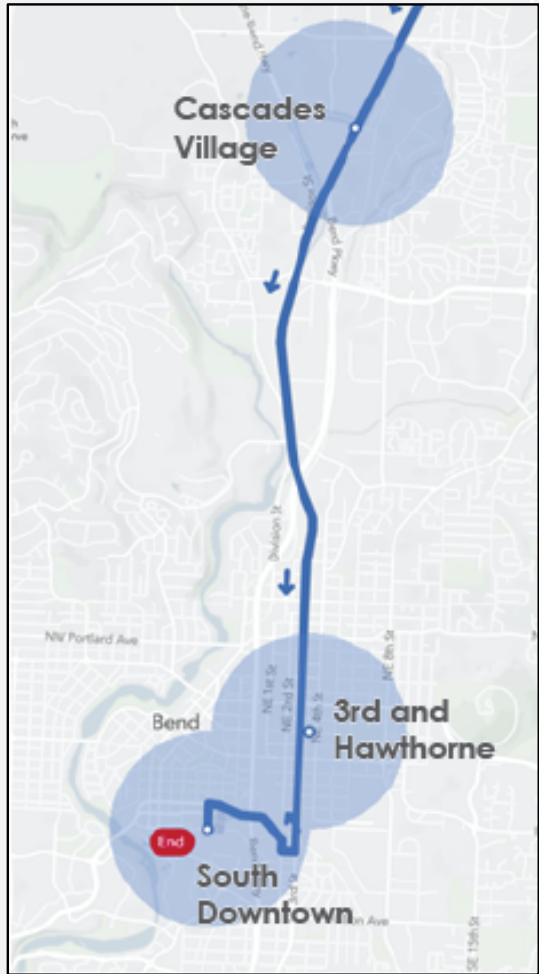

Modifications to Existing Services

Route 24: Redmond-Bend

- **Modify routing in Bend to provide more direct service to downtown**
 - Currently, Route 24 stops at Cascade Village and Hawthorne Station
 - In the near- to short-term, Route 24 could be modified to continue to downtown while maintaining a stop on the eastside near Hawthorne Station
 - Longer-term, Route 24 could circulate through downtown enroute to a south downtown mobility hub
 - Both serve more residents, provide increased access to jobs, and provide direct service for many trip, but increase “cycle time”
- **Add more frequent service all day** and an additional evening trip
- with local service in Redmond in coordination with plimprove connections otential transition to flex/fixed-route service (depending on outcome of planned local transit study)
- **Add Saturday service**

Modifications to Existing Services

Route 24: Redmond-Bend (also applies to Route 29)

	Baseline	Near/Short-Term Transition	Longer-Term
Local Routing & Stops	Cascade Village Hawthorne Station	Cascade Village 3 rd & Hawthorne South Downtown Hub	Cascade Village North Downtown Hub South Downtown Hub <i>no stop on eastside</i>
Map			

Memo 6:
Community
Connector
Service

Figure 4, Page 16

Memo 6: Community Connector Service

Modifications to Existing Services

Route 29: Sisters-Bend

- **Improve local stop branding and amenities within Sisters**
- **Contingent on roadway improvements, stop at Tumalo** between Sisters and Bend
- **Provide a stop at Cascade Village in Bend** (piloting on Saturdays)
- **Modify routing in Bend to provide more direct service to downtown** (similar to Route 24). Currently, Route 29 stops at Hawthorne Station. In the near- to short-term, Route 29 could be modified to continue to downtown while maintaining a stop on the eastside near Hawthorne Station. Longer-term, Route 24 could circulate through downtown enroute to a south downtown mobility hub
- **Add additional local circulation within Sisters** (see Sisters local service section below), to be provided by the Community Connector vehicle. This would increase access to the service since local Dial-A-Ride currently only operates one day per week for limited hours
- **Add Saturday service**

Memo 6: Community Connector Service




Modifications to Existing Services

Route 30: La Pine-Bend

- **Identify an improved/more efficient stop location serving Deschutes River Woods** (e.g. Riverwoods Country Store). If not possible, CET could consider discontinuing stop given relatively low ridership and identify alternative ways to serve Deschutes River Woods
- **Modify routing in Bend to provide more direct service to downtown.**
 - Currently, Route 29 stops at Hawthorne Station.
 - In near- to short-term, could be modified to serve a north downtown mobility hub (or a short loop) while maintaining a stop on eastside at/near Hawthorne Station.
 - Longer-term, Route 29 could serve a south downtown mobility hub and circulate through downtown to a north downtown mobility hub.
 - Travel time increases would be minimal for both. Each would considerably increase the number of people and jobs that Route 29 serves.
- **Modify routing to serve Sunriver.** Would increase travel time by approximately 10 minutes in each direction but serve additional population and jobs.
- **Add Saturday service**
- **Potential service to High Desert Museum and Lava Lands Visitor Center from Bend and Sunriver** is noted as a desired service. These are not included in the proposed Route 30 options. Safe roadway access to these destinations would need to be provided and the travel time impact of the deviation would need to be relatively small. Service could be initiated on a seasonal basis.

Modifications to Existing Services

Route 30: La Pine-Bend (Bend routing options)

	Baseline	Near/Short-Term Transition	Longer-Term
Local Routing & Stops	Walmart Hawthorne Station	Walmart 3 rd & Hawthorne North Downtown	Walmart South Downtown North Downtown
Map			

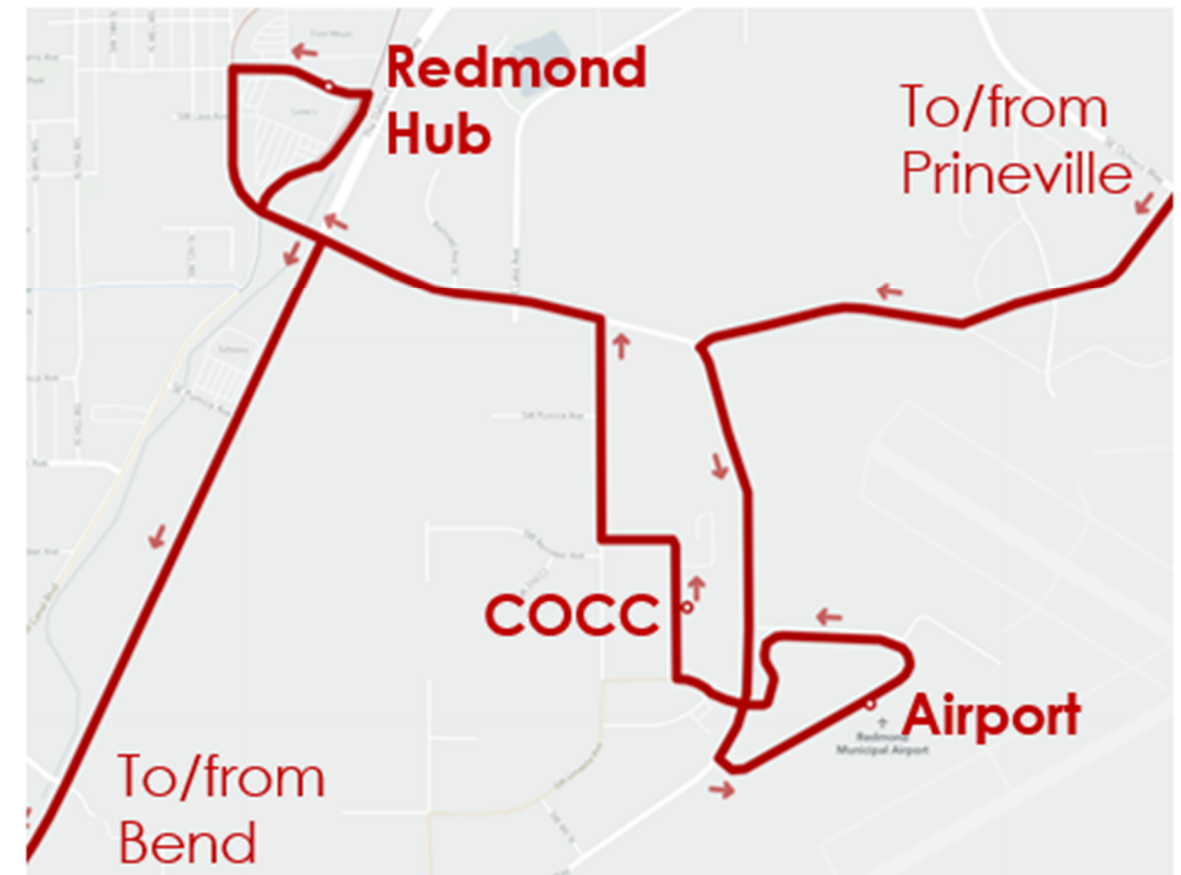
Memo 6:
Community
Connector
Service

Figure 6, Page 19

New Services

Redmond Airport Service (including Route 26 and through-routing to Bend)

- **Modify Route 26 (Redmond-Prineville) to provide connections between the Redmond Hub and the Airport, including a stop at Redmond COCC**
- **Interline Route 24+26 on selected trips** - one-seat connection between Bend, Redmond, Airport, and Prineville
- **Route 24 supplemented by local route connection between the Redmond Hub and Redmond Airport** serving early morning departures and afternoon arrivals (could be an extension of a Community Connector route or part of regular deviated fixed-route or fixed-route service in Redmond)



Memo 6: Community Connector Service

Figure 8, Page 21

New Services

Shopping/Medical Shuttle Service

- Demand-response with reservations, serves key destinations
- Could be implemented as midday service on existing routes:
 - Sisters – Bend
 - Madras – Redmond (including Culver and Metolius)
 - Prineville – Redmond (can include Juniper Canyon)
 - La Pine – Bend (can include Sunriver)
- The following shuttles could provide service in new markets:
 - Crooked River Ranch
 - Juniper Canyon
 - Deschutes River Woods
 - Warm Springs; Simnasho and other outlying communities

Memo 6: Community Connector Service



Memo 6: Bend Local Service

1

**Overall Service
Needs**

2

**Summary of
Service
Enhancements**

3

Mobility Hubs

4

**Primary Transit
Network**

5

**Modifications to
Existing Routes,
New Routes or
Service**

Memo 6: Bend Local Service

Summary of Service Enhancements

- **Route modifications to serve westside mobility hubs, reducing dependence on transfers, and transitioning from a single transit hub system to a multi-hub system**
- **Increase frequency on core routes**, which is necessary to move away from a single-hub system.
- **Route modifications, new routes, or microtransit to expand coverage** in NE Bend, SE Bend, and the St. Charles area (based on the approach in the Bend Mobility Services and Fixed-Route Transit Network Analysis memo)
- **Implement microtransit to serve new areas and bring riders to the nearest mobility hub...**
 - until demand reaches the level to support a full fixed-route in a particular geographic area
 - to provide service in the later evening when demand does not warrant fixed-route service on some/all routes

Memo 6: Bend Local Service

Mobility Hubs

- Hawthorne Station is **primary transit center** in Bend
 - Provides shelters and an indoor waiting area with restrooms
 - Facilitates transfers to/from Community Connector routes as well as longer-distance intercity services
 - **Transition to a more multi-centric system over time**
- Several **secondary transit hubs** are recommended
 - Smaller-scale mobility hubs that provide additional transfer and layover locations outside of the main transit center
 - In a multi-centric system, there may be no single transit center in the long-term
- Connections to/between transit routes may also occur at major activity centers

Memo 6: Bend Local Service

Mobility Hubs

Conceptual
locations

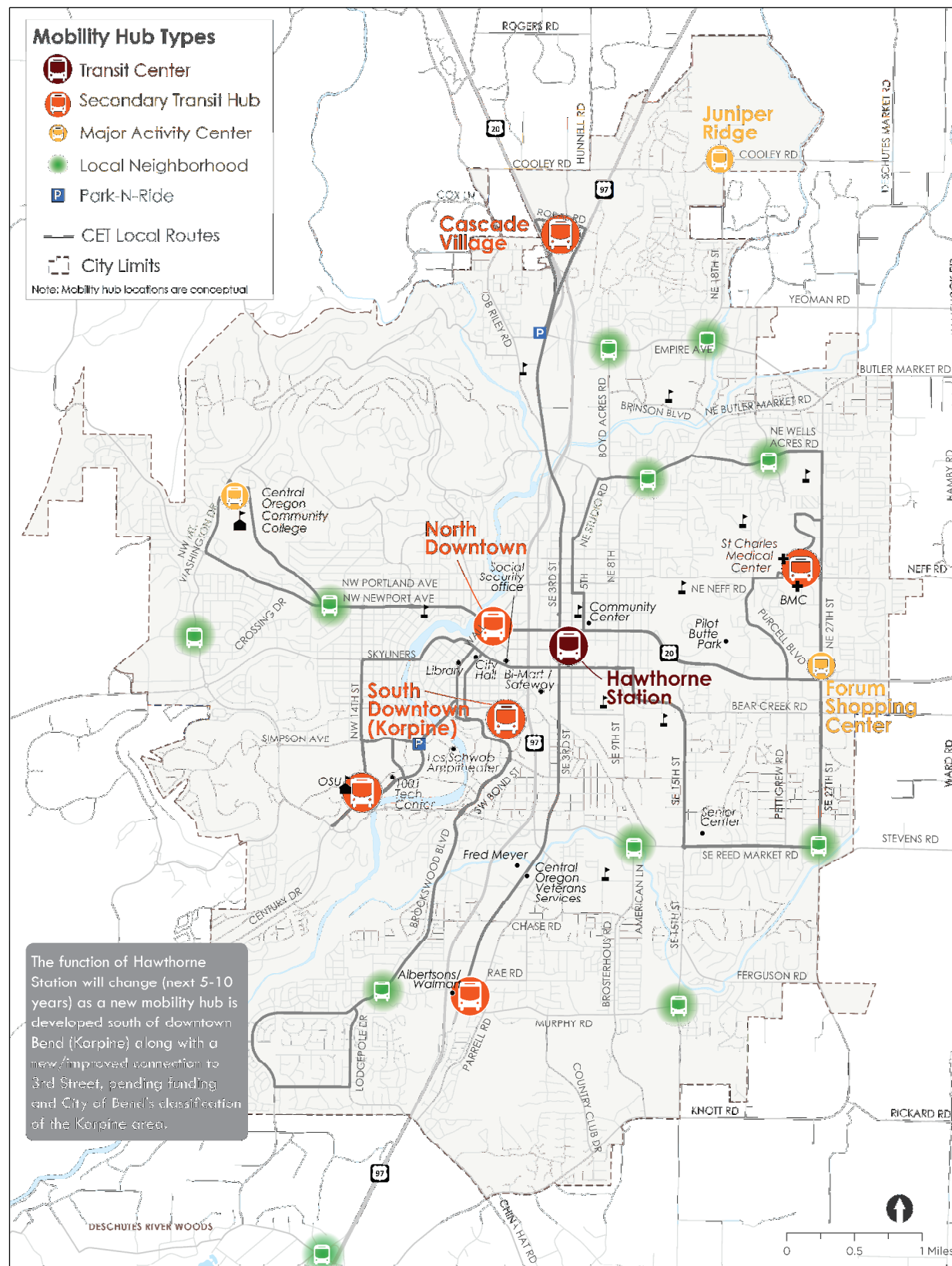


Figure 9, Page 25

Memo 6: Bend Local Service

Mobility Hubs

Westside Transit Center/Mobility Hub Phasing

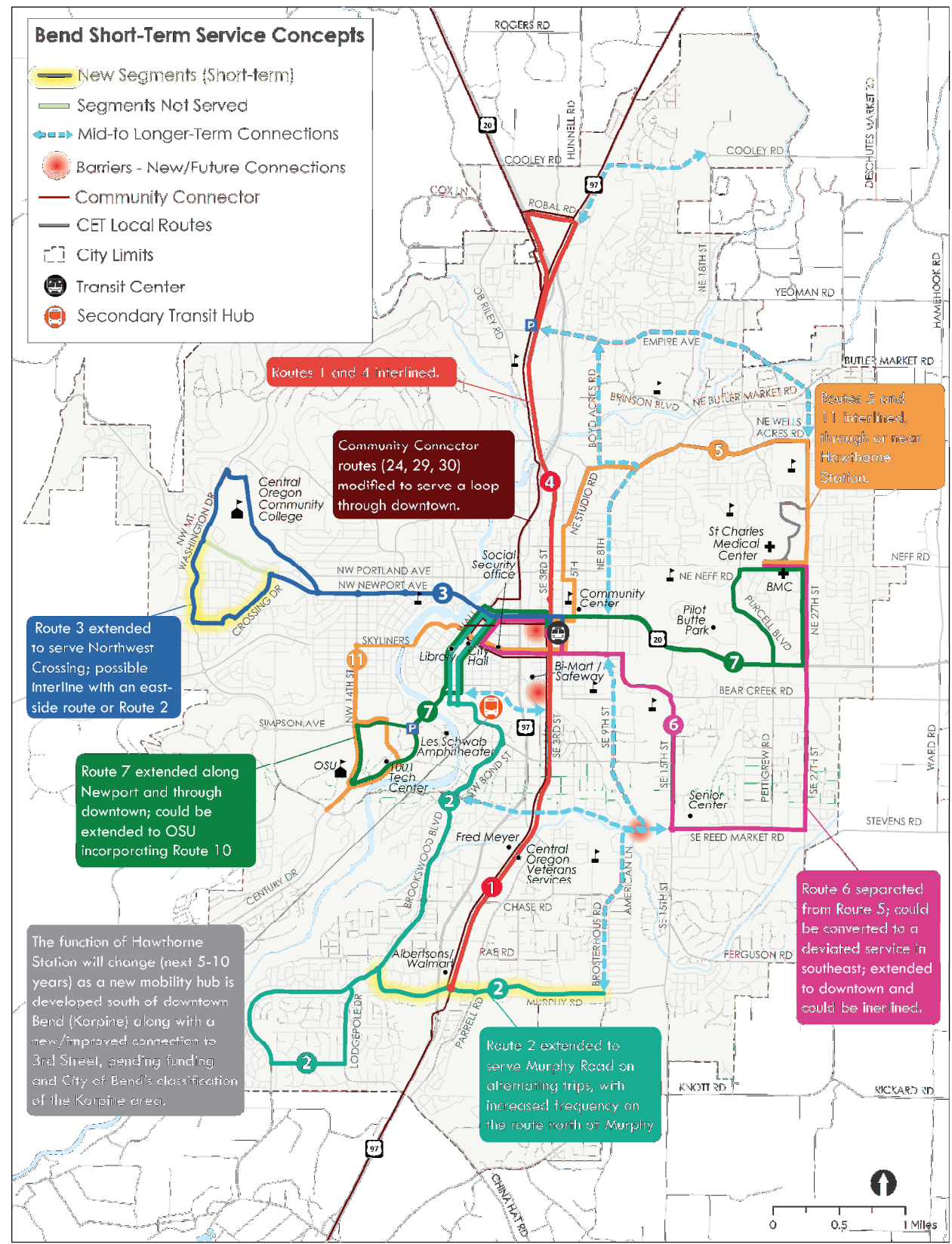
- ***Near- to short-term:***

- Stop at Hawthorne Station, or adjacent stops on 3rd Street at Hawthorne, still required. Community Connector section identified analogous potential changes to Routes 24, 29, and 30 to connect to one or more westside mobility hubs; these changes required to eliminate connecting stop on eastside.
- Some routing changes require more direct crossing between 3rd Street and south downtown, such as extension/realignment of Aune Street as identified in Bend Transportation System Plan (TSP) update, which would not complete until medium- to long-term.

- ***Mid- to Long-term:***

- Community Connector routes have been redesigned to provide a stop on the westside.
- An Aune Street (or other) connection between 3rd Street and south downtown is available.
- Mobility hubs are in place in both north and south downtown.

Memo 6: Bend Local Service



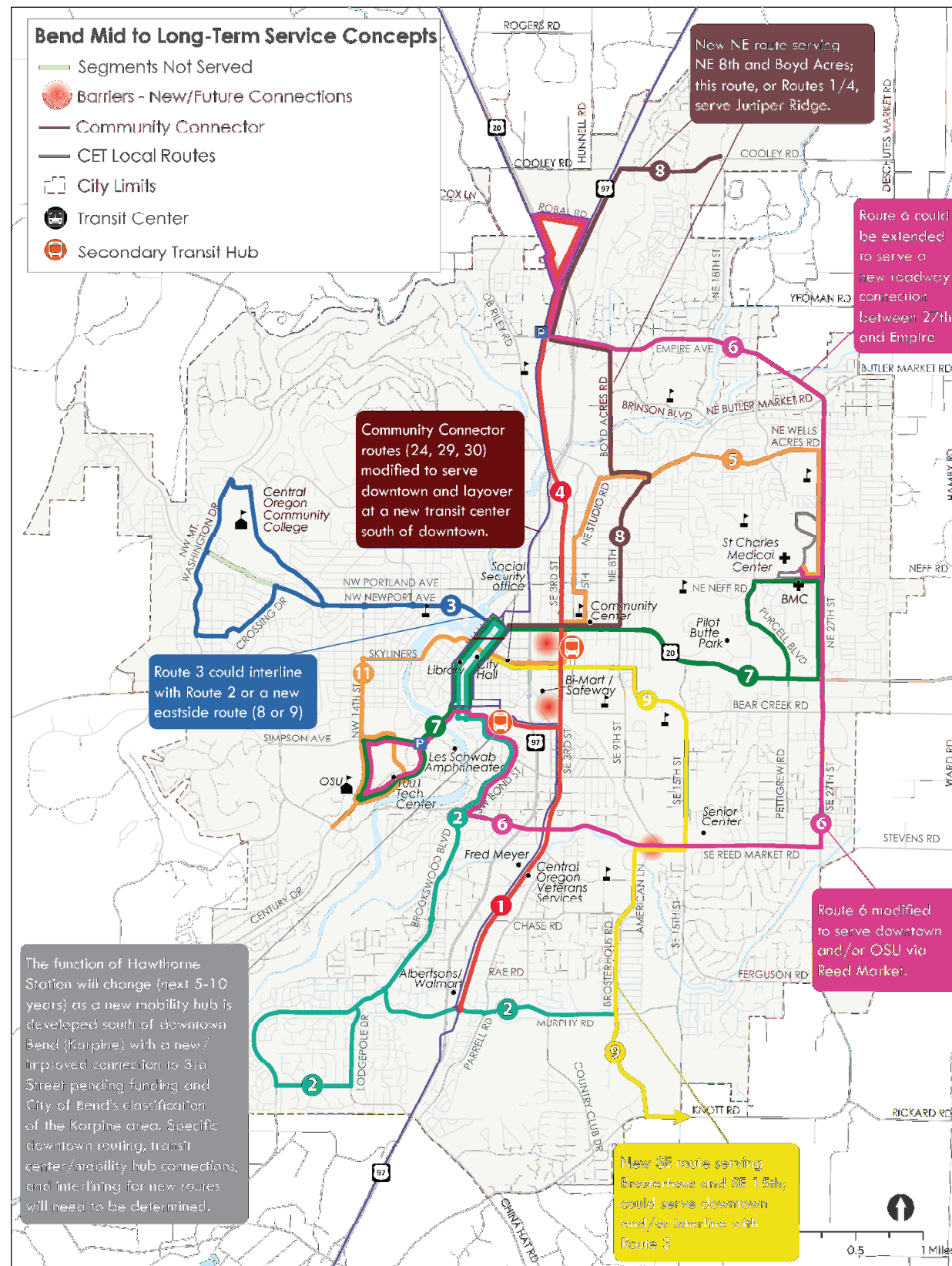
Service Changes

Short-term service concepts (additional circulation between eastside and downtown)

Figure 10, Page 29

Memo 6: Bend Local Service

Figure 11, Page 30



Service Changes

Mid- to long-term service concepts (assume mobility hubs in downtown)

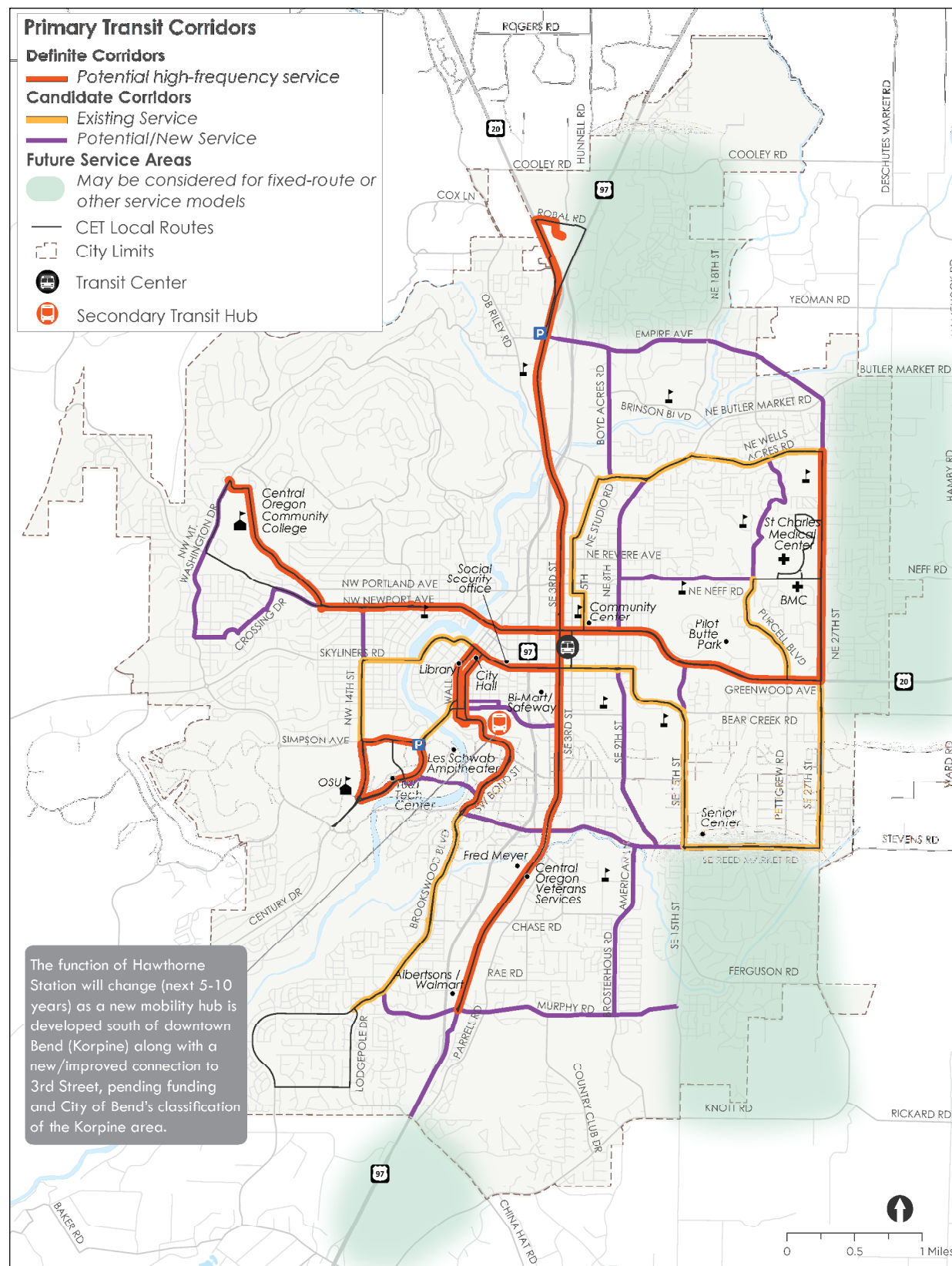
Memo 6: Bend Local Service

Primary Transit Network

The concept of **primary transit corridors** (introduced in the 2012 Bend Transit Plan) identifies the roadway segments that are most significant for transit.

- A **policy tool** to help the City of Bend and CET manage and coordinate land use, public infrastructure, and transit service provision.
- A **mechanism** to coordinate transit and land use to achieve land use characteristics that can support high level of transit service along Bend's most important arterial transit corridors.
 1. Securing a commitment from the transit provider (CET)
 2. Influencing the City's zoning and development policies
 3. Providing direction to City engineers and planners about where street rights-of-way should be designed and managed
 4. Coordinating with City, ODOT, or other vested partners regarding operational/maintenance support agreements for connected devices/infrastructure
 5. Encouraging dense and/or transit intensive land uses to locate on primary corridors

Memo 6: Bend Local Service



Recommended Primary Transit Network

Definite Corridors:

- Downtown Bend
- Old Mill
- OSU Cascades
- COCC
- Greenwood Avenue
- NE 27th Street
- St. Charles Medical Center area
- 3rd Ave

Bend Frequency Scenario Analysis

Key Findings – analysis suggests:

Increasing frequency on the Primary Transit Network (Routes 1, 3, 4, 7, 10 and 11) - would result in the lowest cost per new rider and highest systemwide productivity.

Balancing highest all day frequency on the Primary Transit Network with **moderate increase in frequency on routes covering a wider geographic area in Bend.**

Scenario	Future Daily weekday service hours	Future Annual weekday service hours	Future Annual service cost	New weekday annual service cost	New operating cost per new rider
All 30 minute	160	40,720	\$3,664,800	\$1,226,400	\$32.41
20 peak / 40 off peak	213	54,230	\$4,880,700	\$2,442,300	\$31.60
All 20 minute	279	71,120	\$6,400,800	\$3,962,400	\$27.31
15 peak / 20 off peak	279	71,120	\$6,400,800	\$3,962,400	\$19.13
All 10 minute	438	111,800	\$10,062,000	\$7,623,600	\$16.33
Primary network 15 minute	198	50,600	\$4,554,000	\$2,115,600	\$13.79

Table 10, Page 44

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

Route 1/4: South and North 3rd Street

- **Short-term:**
 - **Combine (or interline) Routes 1 and 4**
 - **Increase frequency to 15-20 minutes** during peak periods and then all-day, as resources allow
- **Mid-term:**
 - Continue to increase frequency
 - **Provide a connection to downtown using a new Aune Street connection**
 - **Extend Route 4 to Juniper Ridge** (or alternatively, a new route)
- **Long-term:**
 - Could potentially extend service further south as appropriate based on land use

Modifications to Existing Routes, New Routes or Service

Route 1/4: South and North 3rd Street

Memo 6:
Bend Local
Service

Route 1 (Mid-Term)



Route 4 (Mid-Term)

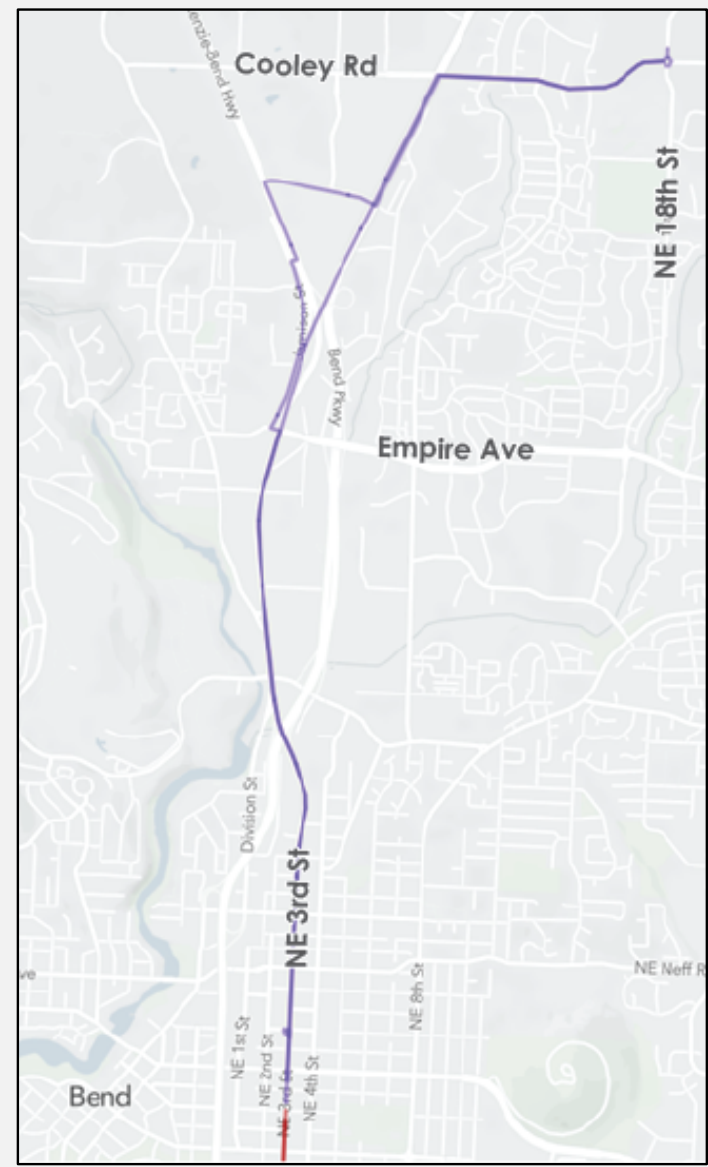


Figure 13, Page 34

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

Route 7 and 10: Greenwood and Colorado to OSU

- **Near-term:**
 - **Extend Route 7 at least to downtown**, using Newport
 - **Circulate through downtown** to at least Franklin and potentially Arizona/Colorado
 - **Increase frequency to 15-20 minutes** during peak periods and then all-day
- **Short-term:**
 - **Combine Route 7 and 10**, which would increase frequency to OSU
- **Mid-term to long-term:**
 - Continue to increase frequency as warranted based on demand and as resources allow

Modifications to Existing Routes, New Routes or Service

Route 7 and 10: Greenwood and Colorado to OSU

Memo 6:
Bend Local
Service

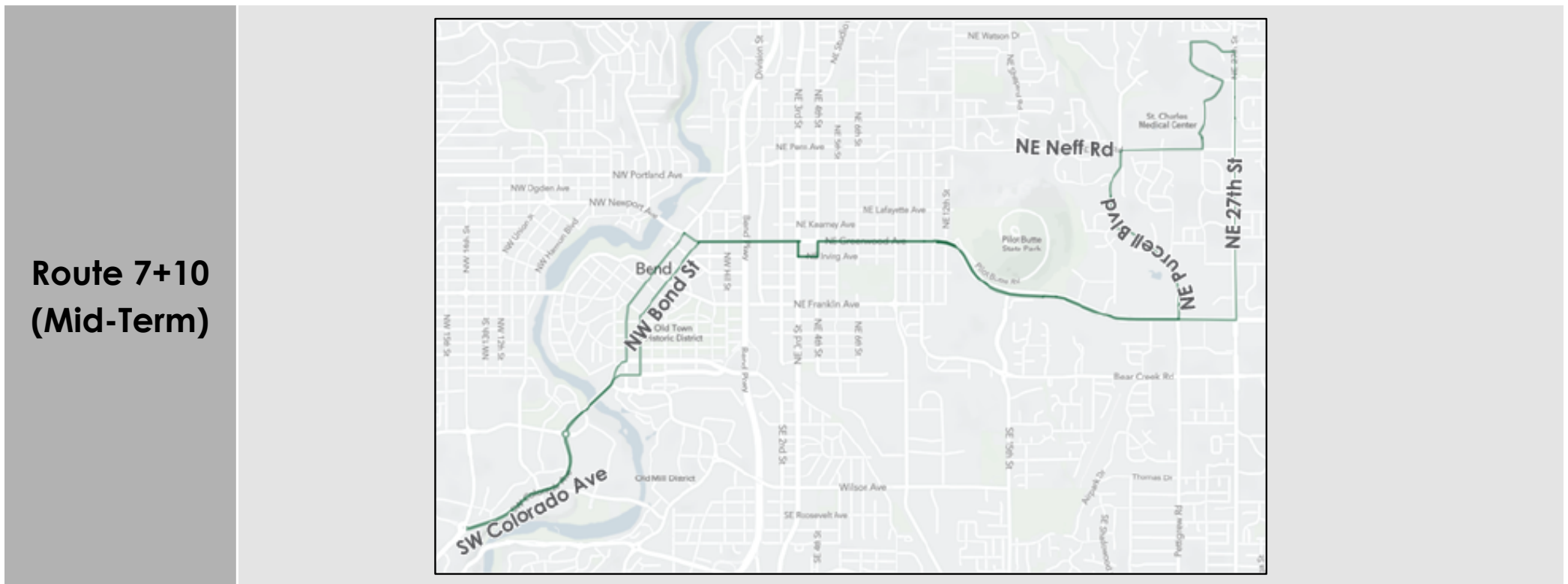


Figure 14, Page 35

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

Route 2: Brookswood

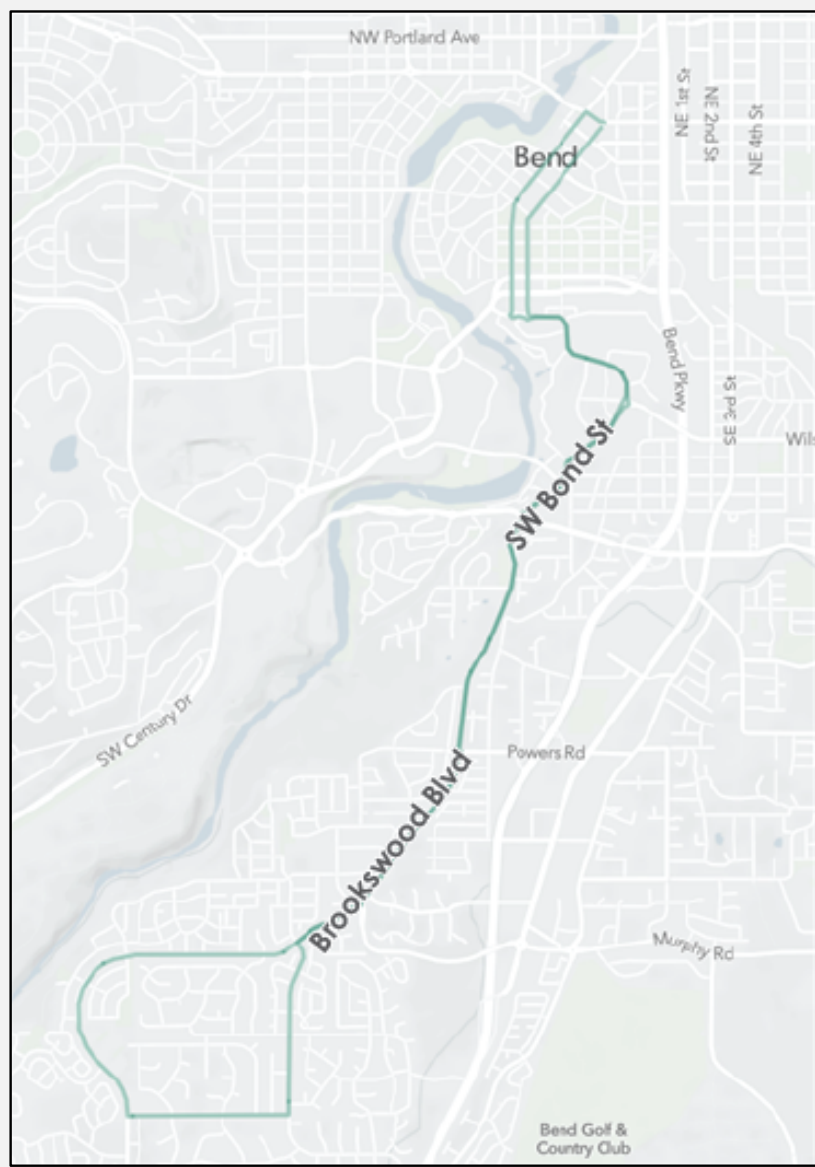
- **Near-term:**
 - No changes
- **Short-term to mid-term:**
 - **Increase frequency to 15-20 minutes** during peak periods and then all-day, as resources allow
 - **Extend to serve SE Bend along Murphy Road** at least to SE 15th roundabout on alternating trips; could extend north along Brosterhous (turnaround loop would need to be identified)
 - Re-route to north downtown hub

Modifications to Existing Routes, New Routes or Service

Route 2: Brookwood

Memo 6:
Bend Local
Service

Route 2 – Brookwood (Mid-Term)



Route 2 – Murphy/Brosterhous (Mid-Term)

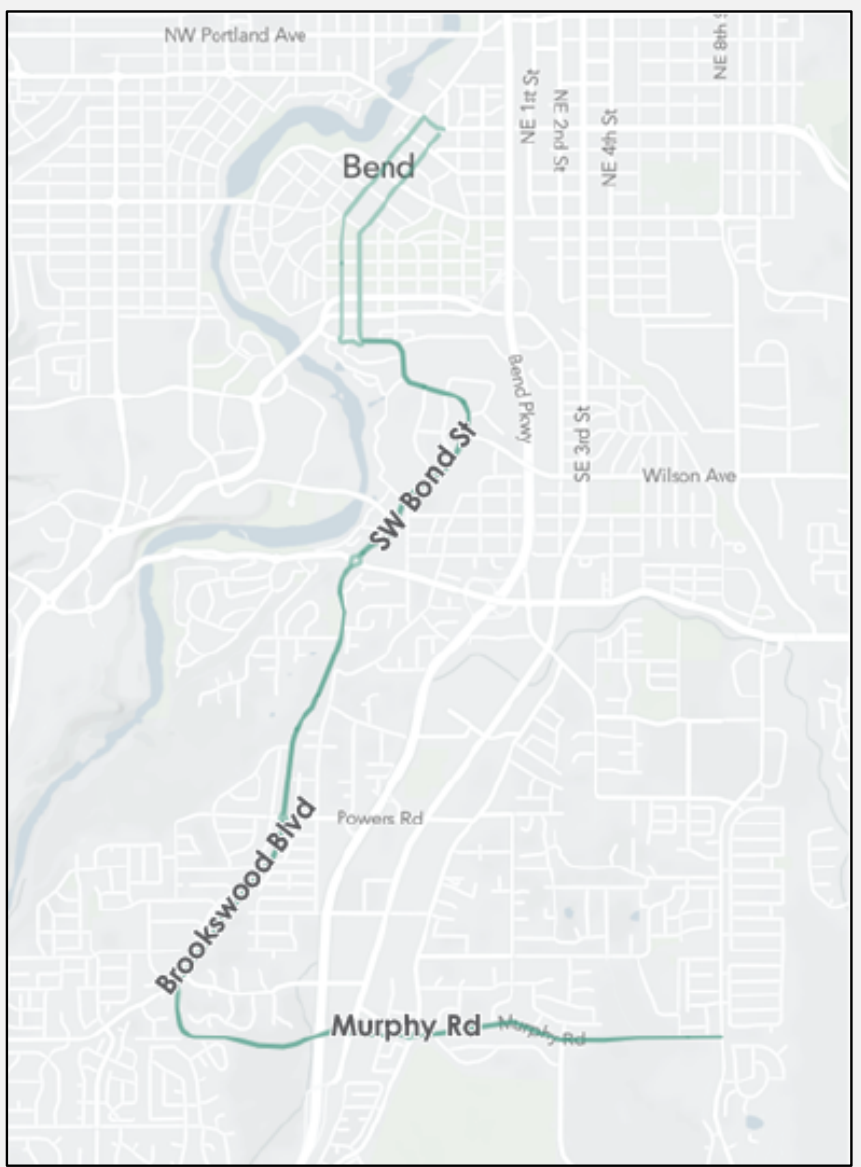


Figure 15, Page 36

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

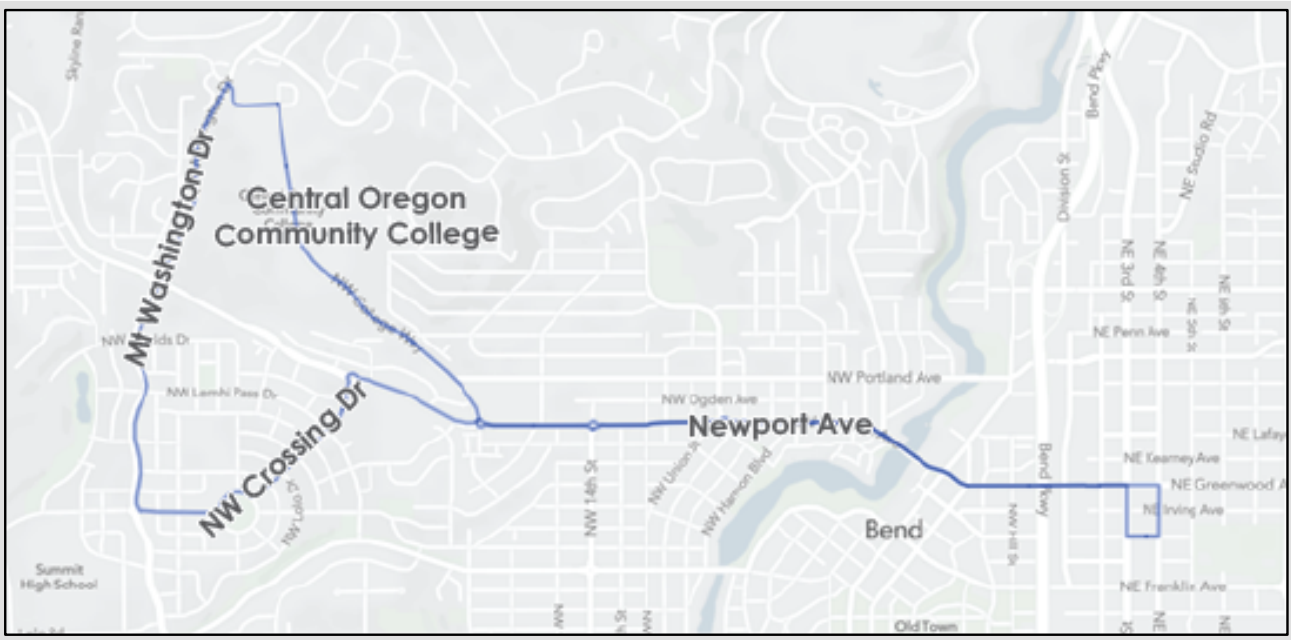
Route 3: Newport

- **Near-term:**
 - No changes
- **Short-term to Mid-term:**
 - **Increase frequency to 15-20 minutes** during peak periods and then all-day, as resources allow.
 - **Expand the Route 3 western loop to serve NW Crossing** (not possible with current 30-minute cycle time and frequency)
 - **Consider interlining options**, such as Route 2, which would provide a direct connection through downtown and the Old Mill, and from the southwest and southeast to COCC. Since Route 3 would no longer serve the eastside, this would only be possible mid-term. Future interlining could also be possible with a future NE Route or SE Route.

Modifications to Existing Routes, New Routes or Service

Route 3: Newport

**Route 3 –
Modification
to serve NW
Crossing
(Short-Term)**



**Route 3 –
Modification
to serve NW
Crossing
(Short-Term)**



Memo 6:
Bend Local
Service

Figure 16, Page 37

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

Routes 5 and 11: Wells Acres and Galveston/14th to OSU

- **Short-term:**
 - **Interline Routes 5 and 11** to provide a more direct connection from the eastside to downtown.
- **Mid-term:**
 - **Increase frequency to 20-30 minutes** during peak periods and then all-day.
- **Long-term:**
 - Route 5 could potentially be extended to provide additional coverage east of NE 27th Street using available time in the schedule.

Modifications to Existing Routes, New Routes or Service

Routes 5 and 11: Wells Acres and Galveston/14th to OSU

Routes 5 and 11 (Short or Mid-Term)

Memo 6:
Bend Local
Service

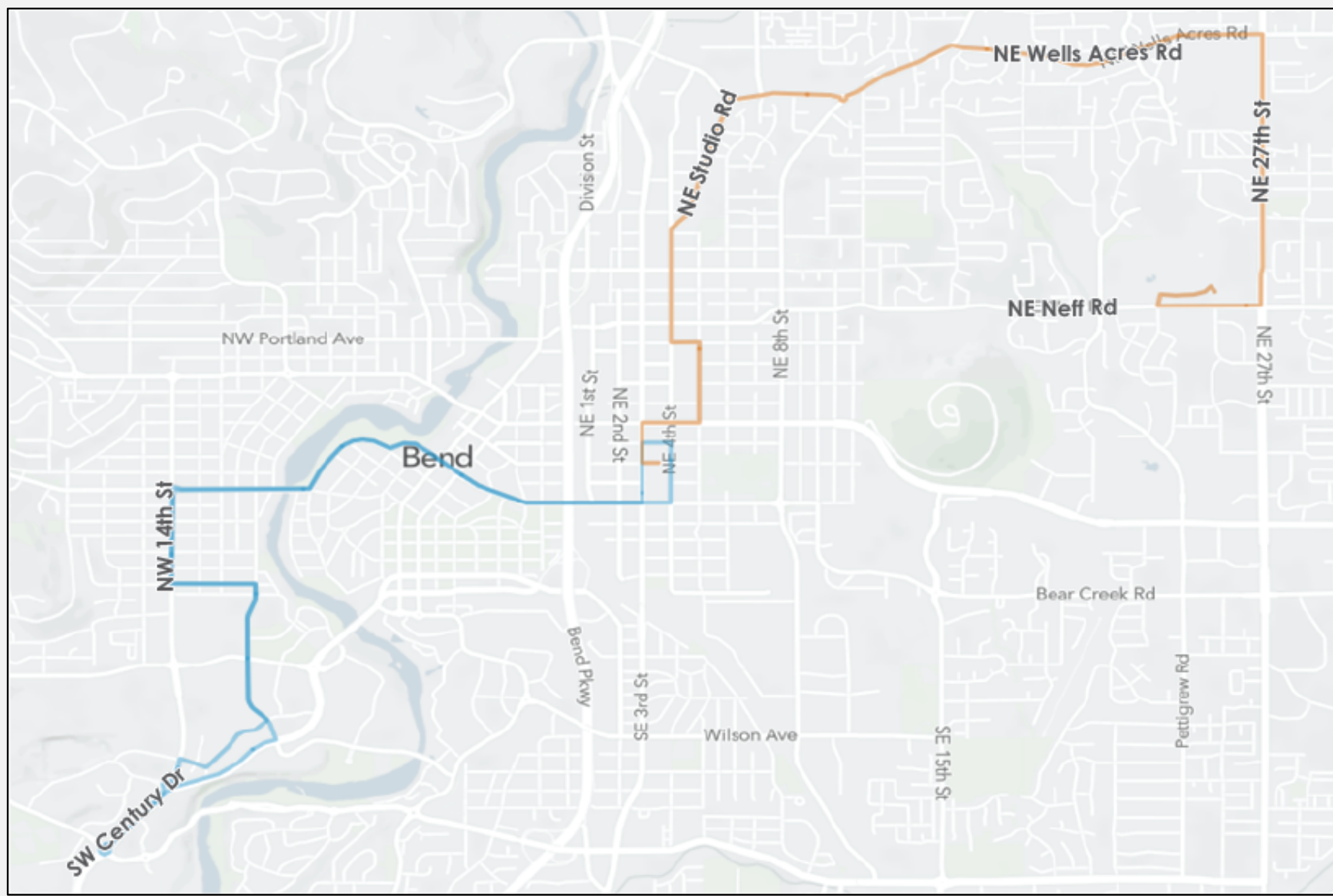


Figure 17, Page 38

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

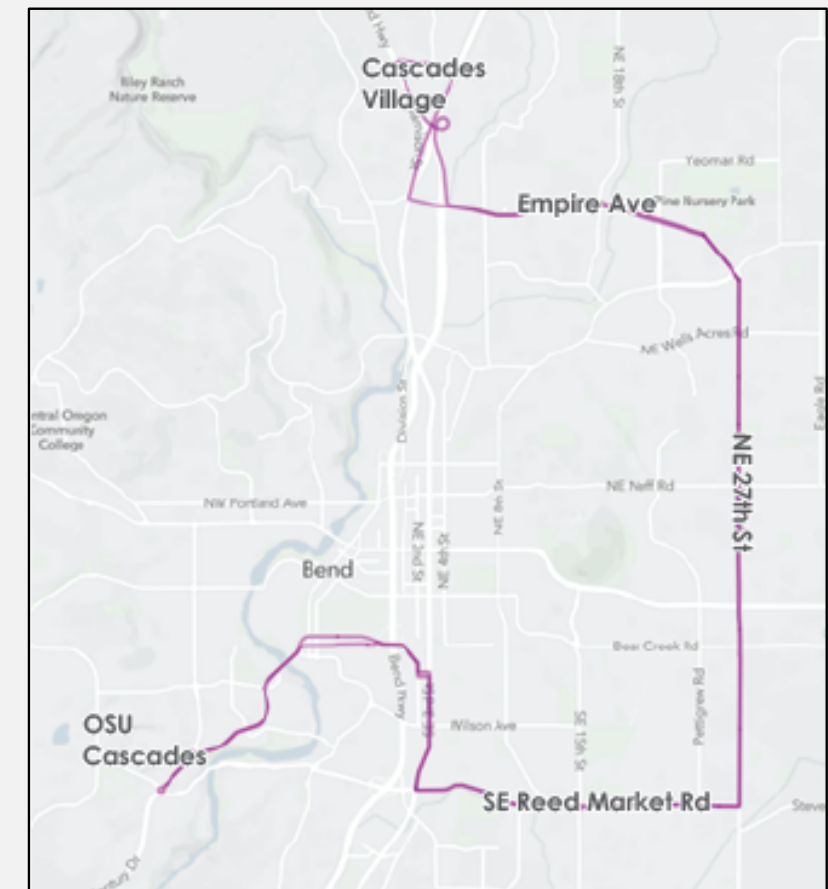
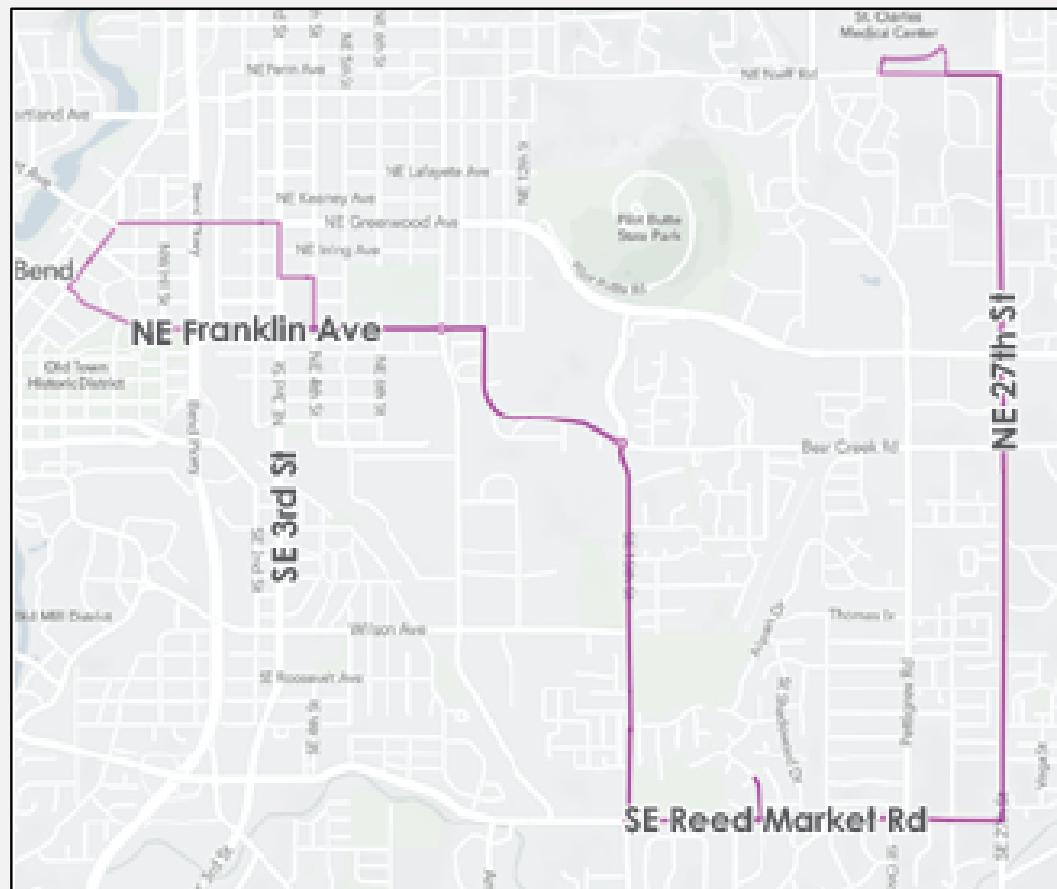
Route 6: Reed Market

- **Near-term to short-term:**
 - **Decouple Routes 5 and 6, allowing Route 5 to be interlined with Route 11** (proposed). Develop a short-term Route 6 concept which could include a loop connecting to downtown and supporting deviations along the eastern part of the route.
- **Mid-term or long-term:**
 - **Restructure Route 6 on the south end to provide a continuous connection on Reed Market Road, with a connection to downtown and OSU.** This would require mitigating an at-grade BNSF railroad crossing on Reed Market Road west of 9th Street.
 - **On the north end, extend Route 6 to serve a future connection of NE 27th Ave and Empire Ave,** connecting to Cascade Village. The route could include 1-2 short deviations to serve mobility hubs along Empire Ave.
 - While other routes (e.g., 1/4) provide more direct connections between some of these destinations, this route concept provides new transit connections to multiple major activity centers.

Modifications to Existing Routes, New Routes or Service

Route 6: Reed Market

Route 6 (Near- to Short-Term) Route 6 (Mid- to Long-Term)



Memo 6:
Bend Local
Service

Figure 18, Page 39

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

New Service to NE Bend (Route 8)

- **Near-term to mid-term:**
 - **Route 4 could be extended to serve Juniper Ridge**, as warranted based on demand.
 - **Initiate a microtransit pilot for the northeast area** to test demand and build understanding of desired travel patterns. This service would provide connections to the primary transit network from the northeast area. Demand that scales beyond the ability of a single bus to provide reasonable service in the area can indicate when CET should consider transitioning to a fixed-route model serving the outer northeast area.
- **Mid-term to long-term:**
 - **Provide a new route serving NE Bend along NE 8th Street and Boyd Acres Road**, which would improve transit access to the underserved area north of Pilot Butte. This route could connect to Cascade Village and/or serve Juniper Ridge in lieu of Route 4. On the south end it could provide a loop through downtown and/or provide a connection at Hawthorne Station. It could also interline with another route including proposed Route 9.

Modifications to Existing Routes, New Routes or Service

New Service to NE Bend (Route 8)

Memo 6: Bend Local Service

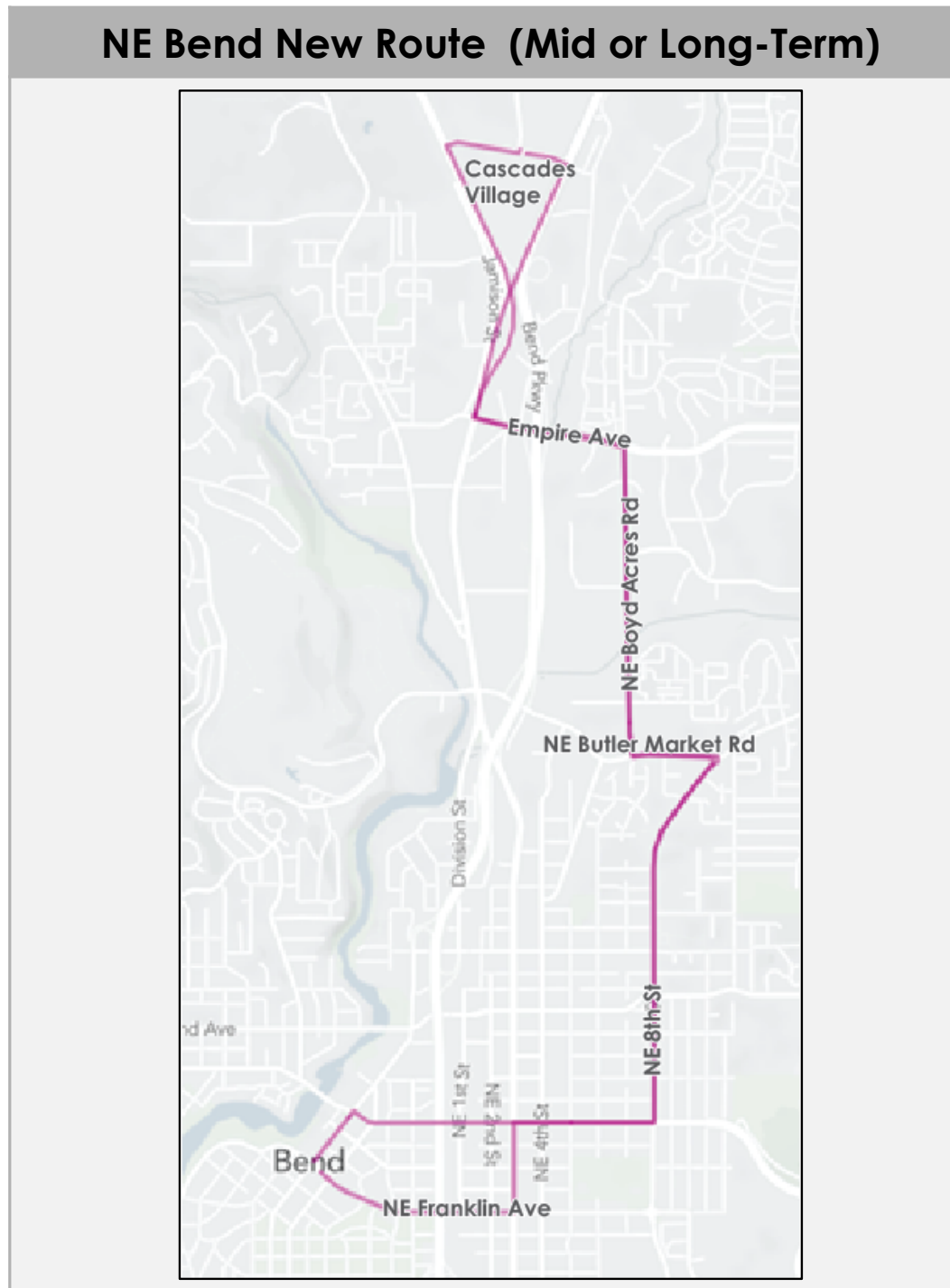


Figure 19, Page 40

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

New Service to SE Bend (Route 9)

- **Near-term to mid-term:**
 - **Use existing routes to improve service to southeast Bend** along Murphy Road and/or Brosterhous Road.
 - **Initiate a microtransit pilot for the southeast area** to test demand and build understanding of desired travel patterns. This service would provide connections to the primary transit network from the southeast area. Demand that scales beyond the ability of a single bus to provide reasonable service in the area can indicate when CET should consider transitioning to a fixed-route model serving the outer southeast area.
- **Mid-term to long-term:**
 - **Provide a new route connecting to developing population and employment in SE Bend**, including the new high school currently under construction. An at-grade BNSF railroad crossing on Reed Market Road west of 9th Street creates operational issues for connecting SE 9th or SE 15th Street to American Lane and Brosterhous Road.

Modifications to Existing Routes, New Routes or Service

New Service to SE Bend (Route 9)

Memo 6: Bend Local Service

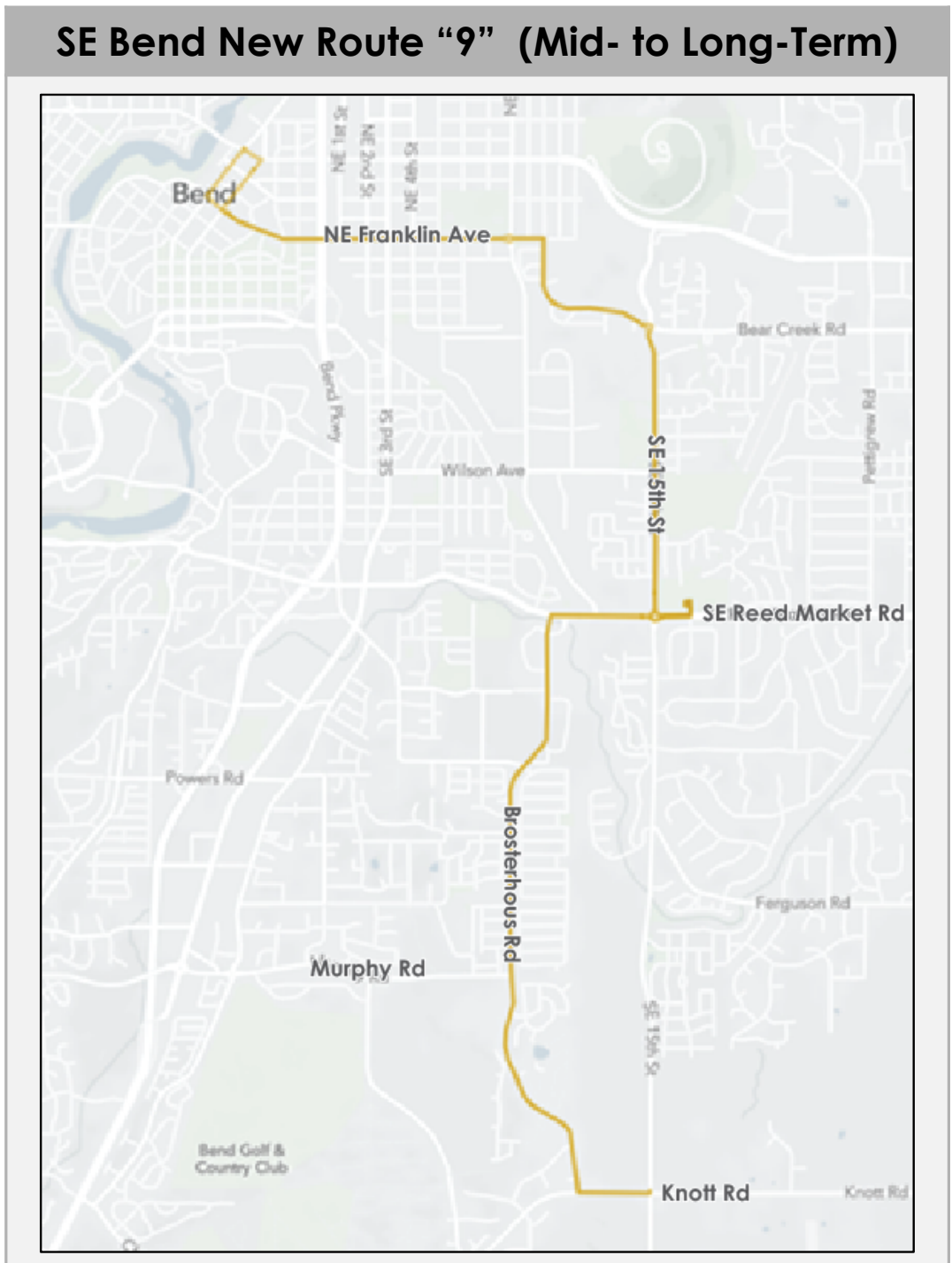


Figure 20, Page 41

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

Evening Service Enhancements

- **Near-term to mid-term:**
 - **Expand fixed-route and ADA Paratransit service until 8 pm or 9 pm**, coordinated with later service on the Community Connector system.
 - **Develop and expand a microtransit pilot** program to provide later evening connections **when demand does not warrant fixed-route service** on core and/or all routes (e.g., after 8 or 9 pm).

Service Enhancements

Deschutes River Woods

- Add a late morning/midday shopper medical shuttle to Bend operating 1-2 days per week; this could operate as a flex-route within Deschutes River Woods. Figure 30 illustrates the general area, which is only served by the Route 30 Community Connector stop at River Woods Baptist Church.

Memo 6: Local Service in Smaller Communities

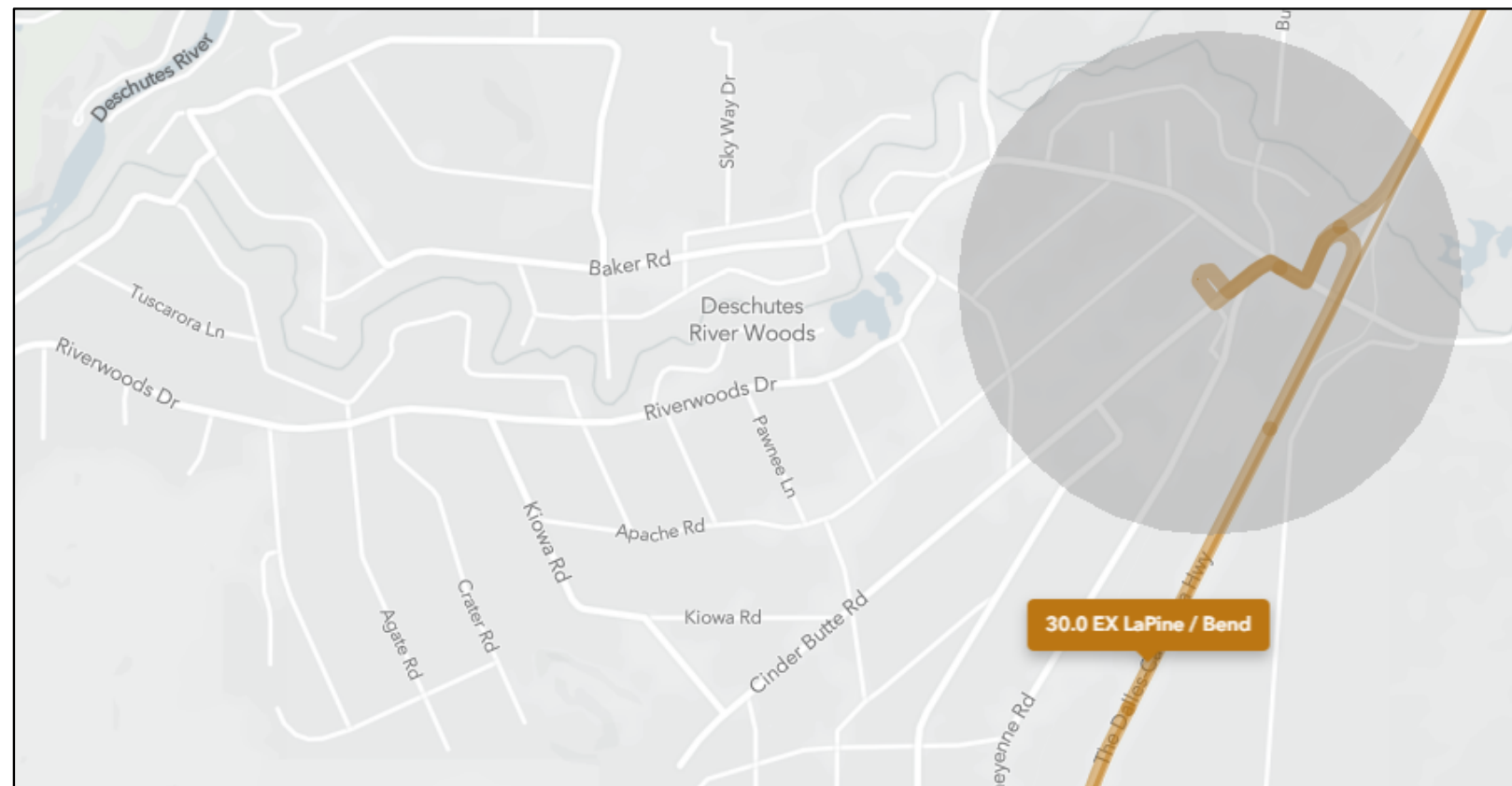


Figure 30, Page 54

Memo 6: Bend Local Service

- Do you have comments on the recommended Bend local services?

Recreational Services

CET will continue to expand its recreational services based on opportunities, vehicle capacity, and partner support. The “Ride Play” services need to be funded in full by fares, local agencies, other public or private entity, or special grants such as the Federal Lands Access Program (FLAP) grants. “Ride Play” services should not be funded by state or federal grants that CET could use for its Bend, Community Connector, or Dial-A-Ride services; however, some of the locations listed below could be served by Community Connector routes and use a combination of funding types.

The locations identified as potential needs and opportunities to seek out or evaluate partnerships include:

- Sunriver (year-round)
- Black Butte Ranch (year-round)
- High Desert Museum (year-round to/from Bend and/or Sunriver)
- Lava Lands Visitor Center (seasonal to/from Bend and/or Sunriver)
- Mt. Bachelor (summer, in addition to current winter service)
- Smith Rock (summer)
- Popular Central Oregon sno-parks (winter)

Memo 6: Recreational Services

Memo 6: Summary of Community Connector and Local Service

1

**Community
Connector**

2

Local Service

3

Finance Summary

4

**Fleet and Facility
Requirements**

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route 24 Redmond-Bend	<ul style="list-style-type: none"> Add 1 midday trip (10 total) Add 5 Saturday trips 	<ul style="list-style-type: none"> Add 1 midday trip (11 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> Add 1 midday and evening trip (13 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> 13 weekday, 5 Saturday trips Add Sunday service (5 trips)
Route "25" Crooked River Ranch - Redmond	<ul style="list-style-type: none"> New midday shopper/medical shuttle (1 day) 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (1 day) 	<ul style="list-style-type: none"> Expand shopper/medical shuttle to 2 days per week 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (2 days)
Route 26 Prineville-Redmond	<ul style="list-style-type: none"> Add 1 peak weekday trips, interline service with Route 24, serving Redmond Airport and COCC (7 total) Add midday shopper/medical shuttle trip (5 days) Add 3 Saturday trips 	<ul style="list-style-type: none"> Add 1 peak weekday trip (7 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> Add 1 evening trip (8 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> 8 weekday, 3 Saturday trips Midday shopper/medical shuttle (5 days) Add Sunday service (3 trips)

Memo 6: Summary of Community Connector and Local Service

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route 28 Sisters – Redmond	<ul style="list-style-type: none"> Maintain existing service (3 trips) Add flex route in Sisters 	<ul style="list-style-type: none"> 3 weekday trips with local flex route 	<ul style="list-style-type: none"> 3 weekday trips with local flex route 	<ul style="list-style-type: none"> 3 weekday trips with local flex route
Route 29 Sisters - Bend	<ul style="list-style-type: none"> Maintain existing weekday service (3 trips) Add flex route in Sisters Add Saturday service (3 trips) Add midday shopper/ medical shuttle trip (2 days) 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (2 days) 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Expand midday shopper/ medical shuttle to 3 days per week 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) Add Sunday service (3 trips)
Route 30 La Pine – Bend	<ul style="list-style-type: none"> Maintain existing weekday service (4 trips) Add flex route in La Pine Add Saturday service (3 trips) Add midday shopper/ medical shuttle trip (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) Add Sunday service (3 trips)

Memo 6: Summary of Community Connector and Local Service

Table 18, Page 60-61

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route "31" La Pine - Sunriver	<ul style="list-style-type: none"> New service, seasonal 	<ul style="list-style-type: none"> Maintain service; potential enhancement to connect to recreational/employment sites 	<ul style="list-style-type: none"> Maintain / enhance service 	<ul style="list-style-type: none"> Enhance service to year-round
Route "32" Deschutes River Woods	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Add shopper/medical shuttle to 2 days per week 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (2 days)

Memo 6: Summary of Community Connector and Local Service

Local Service

Local Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Bend	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 7:30 pm, 30/45 min headways Saturday 7:30 am – 5:30 pm, at up to 30 min headways 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 7:30 pm, up to 15/20 min peak headways on core routes (1, 4, and 7 w/7 extended to downtown/Old Mill and/or OSU) Saturday 7:30 am – 5:30 pm 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 9 pm Evening Service on Core Routes/DAR to 9 pm Saturday extended to 7:00 am – 7:00 pm Sunday DAR Only 8:30 am – 3:15 pm Evening Microtransit to approx. 11 pm 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 9 pm Evening Service on Core Routes/DAR to 9 pm Saturday 7:00 am – 7:00 pm Sunday 8:00 am – 6:00 pm Evening Microtransit to approx. 11 pm

Memo 6: Summary of Community Connector and Local Service

Local Service

Summary of Bend Service Concepts

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
1 – South 3rd St	30 min headway*	<ul style="list-style-type: none"> Interlined with Route 4, 15-20 min peak headway 	<ul style="list-style-type: none"> Interlined with Route 4, 15-20 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
2 – Brookwood	45 min headway*	<ul style="list-style-type: none"> 45 min headway 	<ul style="list-style-type: none"> 15-20 min headway, alternating trips to Murphy / Brosterhous and Brookwood 	<ul style="list-style-type: none"> Add Sunday Service
3 – Newport	30 min headway*	<ul style="list-style-type: none"> 30 min headway 	<ul style="list-style-type: none"> 15-20 min all-day headway, serves NW Crossing 	<ul style="list-style-type: none"> Add Sunday Service

Note: *Short-term changes that are part of FY 2019-21 STIF plan can be phased in starting in the near-term.

Memo 6: Summary of Community Connector and Local Service

Summary of Bend Service Concepts

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
4 – North 3rd St	30 or 45 min headway*	<ul style="list-style-type: none"> Interlined with Route 1, 15-20 min peak headway 	<ul style="list-style-type: none"> Interlined with Route 1, 15-20 min all-day headway Extended to Juniper Ridge 	<ul style="list-style-type: none"> Add Sunday Service
5 – Well Acres	45 min headway*	<ul style="list-style-type: none"> Interlined with Route 11 	<ul style="list-style-type: none"> Interlined with Route 11, 20-30 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
6 – Reed Market	45 min headway*	<ul style="list-style-type: none"> Split from Route 5, redesign to serve downtown and/or provide deviated service 	<ul style="list-style-type: none"> Extend to Cascade Village via NE 27th and/or to downtown/OSU via Reed Market 	<ul style="list-style-type: none"> Add Sunday Service

Note: *Short-term changes that are part of FY 2019-21 STIF plan can be phased in starting in the near-term.

Memo 6: Summary of Community Connector and Local Service

Summary of Bend Service Concepts

Memo 6: Summary of Community Connector and Local Service

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF + Additional Sources
7 – Greenwood	30 min headway*	<ul style="list-style-type: none"> Extend to downtown, 15-20 min peak headway, then to OSU (incorporating Route 10) in short or mid-term 	<ul style="list-style-type: none"> Combined with Route 10, connects eastside to downtown/OSU, 15-20 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
8 – NE (New)	N/A	<ul style="list-style-type: none"> N/A (Initiate microtransit pilot if resources permit; not assumed) 	<ul style="list-style-type: none"> Approx 45 min headway route 	<ul style="list-style-type: none"> Add Sunday Service
9 – SE (New)	N/A	<ul style="list-style-type: none"> N/A (Initiate microtransit pilot, or service via Route 2, if resources permit; not assumed) 	<ul style="list-style-type: none"> Approx 45 min headway route 	<ul style="list-style-type: none"> Add Sunday Service
10 – Colorado	60 min headway*	<ul style="list-style-type: none"> Folded into Route 7 (Short or Mid-Term) 	<ul style="list-style-type: none"> Folded into Route 7 	<ul style="list-style-type: none"> N/A
11 – Galveston	60 min headway*	<ul style="list-style-type: none"> Interlined with Route 5 	<ul style="list-style-type: none"> Interlined with Route 5, 20-30 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service

Table 20, Page 64

Note: *Short-term changes that are part of FY 2019-21 STIF plan can be phased in starting in the near-term.

Memo 6: Summary of Community Connector and Local Service

Finance Summary / Recommendations

- **Existing CET funding, even including STIF, doesn't cover all short-term enhancements**
 - Many funding sources are stable or declining, while costs will increase over time
 - Input from local TAC meetings and outreach will be used to align short-term enhancements with funding
 - CET should only implement short-term enhancements that are sustainable given existing funding trends
- **There is insufficient funding (existing+STIF) to implement all mid-term enhancements**
 - CET would need to identify additional funding sources
- **Long-term enhancements include various potential options and are *not fiscally constrained***

Finance Summary

Costs and Funding by Service Type and Area

Phase Name	Existing / Near-Term	Near-Term	Short-Term	Mid-Term	Long-Term	% Change (Exist. to Mid-Term)
Plan Years	2019-2020	2020-2021	2023-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Total Service Cost	\$6,432,000	\$8,695,000	\$11,028,000	\$22,480,000	\$44,171,000	
Existing + STIF Funding	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	
By Service Type						
Community Connector	\$1,338,000	\$2,351,000	\$3,089,000	\$4,802,000	\$9,336,000	259%
Fixed-Route	\$2,290,000	\$3,298,000	\$4,164,000	\$11,702,000	\$22,207,000	411%
Dial-A-Ride (All Communities)	\$2,804,000	\$3,046,000	\$3,775,000	\$5,976,000	\$12,628,000	113%
Community Connector						
Warm Springs - Madras: CC	\$229,000	\$273,000	\$392,000	\$575,000	\$1,023,000	151%
Madras - Redmond: CC	\$233,000	\$422,000	\$525,000	\$837,000	\$1,471,000	259%
Redmond - Bend: CC	\$342,000	\$493,000	\$664,000	\$928,000	\$1,659,000	171%
Prineville - Redmond: CC	\$164,000	\$416,000	\$517,000	\$810,000	\$1,415,000	394%
Sisters - Redmond: CC	\$91,000	\$125,000	\$155,000	\$201,000	\$335,000	121%
Sisters - Bend: CC	\$106,000	\$165,000	\$246,000	\$344,000	\$637,000	225%
La Pine - Bend: CC	\$174,000	\$285,000	\$357,000	\$460,000	\$861,000	164%
Warm Springs / Employment Areas: CC	\$0	\$79,000	\$99,000	\$367,000	\$859,000	-
La Pine - Sunriver: CC	\$0	\$75,000	\$93,000	\$121,000	\$809,000	-
Crooked River Ranch - Redmond: CC	\$0	\$16,000	\$20,000	\$53,000	\$89,000	-
Deschutes River Woods - Bend: CC	\$0	\$0	\$0	\$53,000	\$89,000	-

Memo 6: Summary of Community Connector and Local Service

Table 16, Page 58

Finance Summary

Costs and Funding by Service Type and Area

Memo 6: Summary of Community Connector and Local Service

Phase Name	Existing / Near-Term	Near-Term	Short-Term	Mid-Term	Long-Term	% Change (Exist. to Mid-Term)
Plan Years	2019-2020	2020-2021	2023-2025	2026-2030	2031-2040	
Representative Year	2019-2020	2020-2021	2024-2025	2029-2030	2039-2040	
Total Service Cost	\$6,432,000	\$8,695,000	\$11,028,000	\$22,480,000	\$44,171,000	
Existing + STIF Funding	\$6,456,000	\$9,890,000	\$11,000,000	\$12,500,000	\$16,000,000	
Bend Local Service						
Bend: Fixed-Route	\$2,290,000	\$2,901,000	\$3,795,000	\$9,629,000	\$17,390,000	320%
Bend: Dial-A-Ride (Including microtransit)	\$1,141,000	\$1,226,000	\$1,528,000	\$3,445,000	\$5,929,000	202%
Non-Bend Local Service						
Redmond: Fixed-Route and/or Dial-A-Ride	\$912,000	\$1,381,000	\$1,583,000	\$3,260,000	\$7,128,000	257%
La Pine: Dial-A-Ride and/or Flex-Route	\$272,000	\$293,000	\$362,000	\$471,000	\$1,566,000	73%
Sisters: Dial-A-Ride and/or Flex-Route	\$14,000	\$30,000	\$37,000	\$48,000	\$80,000	243%
Madras: Dial-A-Ride and/or Flex-Route	\$227,000	\$257,000	\$317,000	\$412,000	\$1,370,000	81%
Prineville: Dial-A-Ride and/or Flex-Route	\$238,000	\$257,000	\$317,000	\$412,000	\$1,370,000	73%
Costs By Day of Week						
Weekday	\$6,018,000	\$7,724,000	\$9,938,000	\$20,001,000	\$37,028,000	232%
Saturday	\$318,000	\$788,000	\$862,000	\$1,943,000	\$3,238,000	511%
Sunday	\$95,000	\$104,000	\$129,000	\$169,000	\$3,047,000	78%

Table 16, Page 58

Finance Summary

Costs and Funding by Qualified Entity, Existing Through Short-Term

Memo 6: Summary of Community Connector and Local Service

Phase Name	Deschutes County		
	Existing	Short-Term	Mid-Term
Plan Years	2019-2020	2022-2025	2026-2030
Representative Year	2019-2020	2024-2025	2029-2030
Service Cost	\$5,484,000	\$9,171,000	\$19,548,000
STIF Funding Only	N/A	\$4,411,000	\$5,630,000
By Service Type			
Community Connector	\$855,000	\$1,865,000	\$2,694,000
Fixed-Route	\$2,290,000	\$4,164,000	\$11,702,000
Dial-A-Ride (All)	\$2,339,000	\$3,142,000	\$5,152,000
Community Connector			
Warm Springs - Madras	\$0	\$0	\$0
Madras - Redmond	\$77,000	\$162,000	\$262,000
Redmond - Bend	\$342,000	\$664,000	\$928,000
Prineville - Redmond	\$66,000	\$167,000	\$272,000
Sisters - Redmond	\$91,000	\$155,000	\$201,000
Sisters - Bend	\$106,000	\$246,000	\$344,000
La Pine - Bend	\$174,000	\$357,000	\$460,000
Warm Springs / Employment Areas	\$0	\$0	\$0
La Pine - Sunriver	\$0	\$93,000	\$121,000
Crooked River Ranch - Redmond	\$0	\$20,000	\$53,000
Deschutes River Woods - Bend	\$0	\$0	\$53,000
Bend Local Service			
Bend: Fixed-Route	\$2,290,000	\$3,795,000	\$9,629,000
Bend: Dial-A-Ride	\$1,141,000	\$1,528,000	\$3,445,000
Non-Bend Local Service			
Redmond: Fixed-Route / DAR	\$912,000	\$1,583,000	\$3,260,000
La Pine: DAR / Flex-Route	\$272,000	\$362,000	\$471,000
Sisters: DAR / Flex-Route	\$14,000	\$37,000	\$48,000
Madras: DAR / Flex-Route	\$0	\$0	\$0
Prineville: DAR / Flex-Route	\$0	\$0	\$0

Table 17, Page 59

Fleet and Facility Requirements

Fleet Requirements

Vehicles Required	Total Buses by Time Period				Incremental Buses by Time Period (vs. previous time period)		
	Existing	Short-Term	Mid-Term	Long-Term	Short-Term	Mid-Term	Long-Term
By Service Type	26	36	51	55	10	15	4
Community Connector	7	13	13	13	6	0	0
Fixed-Route	9	13	23	24	4	10	1
Dial-A-Ride	10	10	15	18	0	5	3
Bend and Redmond	16	20	35	36	4	15	1
Bend Fixed-Route	9	12	19	19	3	7	0
Bend DAR	4	4	8	8	0	5	0
Redmond Fixed-Route	0	1	4	5	1	3	1
Redmond Dial-A-Ride	4	4	4	4	0	1	0
By Vehicle Class	26	36	51	55	10	15	4
Large	1	2	2	2	1	0	0
Medium	15	22	32	33	7	10	1
Small	10	12	11	14	2	-1	3
Van	0	0	6	6	0	6	0

Memo 6:
Summary of
Community
Connector
and Local
Service

Table 21, Page 65


Fleet and Facility Requirements

Fleet Requirements

Vehicles Required	Total Buses by Time Period				Incremental Buses by Time Period (vs. previous time period)		
	Existing	Short-Term	Mid-Term	Long-Term	Short-Term	Mid-Term	Long-Term
By Community or Connection	26	36	51	55	10	15	4
Bend	13	16	27	27	3	12	0
Redmond	4	5	8	9	1	4	1
Redmond - Bend	1	2	2	2	1	0	0
La Pine	1	1	1	2	0	0	1
La Pine - Bend	1	1	1	1	0	0	0
La Pine - Sunriver	0	1	1	1	1	0	0
Sisters	0	0	0	0	0	0	0
Sisters - Redmond	1	1	1	1	0	0	0
Sisters - Bend	1	1	1	1	0	0	0
Madras	1	1	1	2	0	0	1
Madras - Redmond	1	2	2	2	1	0	0
Prineville	1	1	1	2	0	0	1
Prineville - Redmond	1	2	2	2	1	0	0
Warm Springs (incl in WS - Madras)	0	0	0	0	0	0	0
Warm Springs - Madras	1	1	1	1	0	0	0
Warm Springs / Employment Areas	0	1	1	1	1	0	0
Crooked River Ranch - Redmond	0	1	1	1	1	0	0

Memo 6:
Summary of
Community
Connector
and Local
Service

Table 21, Page 65



Memo 6: Summary of Community Connector and Local Service

- Do you have comments on the summary of recommended Community Connector and local services?
- 

Memo 7: Transit Vehicles

- When replacing existing and purchasing new vehicles, CET should consider the following amenities:
 - Low-floor vehicles for routes with high levels of wheelchair boardings and improved wheelchair equipment
 - Alternative fuel propulsion (energy efficient buses)
 - Enhanced communication equipment (e.g. bus radios)
 - Wifi equipped
 - Real-time arrival displays on buses

Memo 7: Transit Facilities

1

Transit Stops

2

**Transit Centers &
Mobility Hubs**

3

Park and Rides

4

**Maintenance
Centers**

Transit Stops

2040 TMP Transit Stops Cost Estimate

Service	Existing Transit Stops (\$1K/stop)	New Transit Stops (\$15K/stop)
Bend Fixed-Route	253	98
Community Connector	31	26
Redmond Fixed-Route	-	100
Madras Flex-Route	-	10
Prineville Flex-Route	-	10
Base Average Annual Cost		\$197K
Inflated Average Annual Cost		\$252K
Base Annual Average Cash Match (15%)		\$30K
Inflated Annual Average Cash Match (15%)		\$38K

Memo 7:
Transit
Facilities

Table 7, Page 9

Memo 7: Transit Facilities

Type	Example Locations	Context (Transit and Land Use)	Mobility Services	Technology Features
Transit Center (Large-Scale)	<ul style="list-style-type: none"> ▶ Bend Hawthorne Station ▶ Redmond Transit Center 	<ul style="list-style-type: none"> ▶ Central transit hub with multiple local and Community Connector routes 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Transit Hub (Bend)	<ul style="list-style-type: none"> ▶ Cascade Village (North) ▶ Walmart (South) ▶ OSU (West) ▶ St. Charles (East) ▶ South Downtown/Old Mill (vicinity of Colorado-/Arizona) ▶ North Downtown (vicinity of Newport & Wall/Bond) 	<ul style="list-style-type: none"> ▶ Major activity center with 2+ connecting routes ▶ Potential Community Connector stop 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Hub / Small-Scale Transit Center (Regional)	<ul style="list-style-type: none"> ▶ Sisters (northwest of downtown) ▶ Madras ▶ Culver and Metolius (similar to major activity center in scale) ▶ Warm Springs ▶ Prineville (near Thriftway or Rays) 			
Major Activity Center	<ul style="list-style-type: none"> ▶ North Downtown Bend (vicinity of Newport/Hawthorne) ▶ COCC ▶ Forum Shopping Center ▶ Major employment areas 	<ul style="list-style-type: none"> ▶ High ridership stop 	<ul style="list-style-type: none"> ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Local Neighborhood	<ul style="list-style-type: none"> ▶ Local route terminus ▶ Neighborhood stop (fixed-route or deviated route) 	<ul style="list-style-type: none"> ▶ Low-to-medium density residential land uses ▶ Can be employed with micromobility where urban form limits transit access 	<ul style="list-style-type: none"> ▶ Drop-off area ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information
Local stops	<ul style="list-style-type: none"> ▶ Typical stop 		<ul style="list-style-type: none"> ▶ Bike parking 	
Park-and-ride lots (major or minor)	<ul style="list-style-type: none"> ▶ ODOT P&R ▶ Mt. Bachelor 	<ul style="list-style-type: none"> ▶ City edge for unstructured parking ▶ Structured parking opportunities in central city, dense mixed use development areas 	<ul style="list-style-type: none"> ▶ Micromobility ▶ Bike parking ▶ Drop off area 	<ul style="list-style-type: none"> ▶ Real-time information



Memo 7: Transit Facilities

- Do you have comments on the recommended transit facilities?
- 

Strategies for Transit- Supportive Land Use

Developing effective strategies for implementation of transit-supportive land use involves the following steps:

- 1. Propose potential strategies (Memo 5). ✓*
- 2. Assess these strategies through Project Management Team (PMT), TAC, and Steering Committee review. ✓*
- 3. As needed following team and committee review, consult existing jurisdictions' development codes to assess the need for potential strategies. **(NEXT STEP)***
- 4. Refine the strategies into draft and then final adoption-ready code language as part of the 2040 CET TMP draft and final documents.*

Next Step: Angelo Planning Group will work with local agencies to turn recommended strategies into “adoption ready” implementation language to be included in the 2040 CET TMP and to be considered for adoption by each jurisdiction following adoption of the TMP.

Bend Strategies

- Bend's development code already includes many transit supportive development requirements.
- Some specific items will be needed to implement the TDP
 - Consider a transit overlay zone, creating zone subareas that reflect transit corridor, primary corridor, and mobility hub designations
- Ensure that zoning requirements and the proposed overlay address the following transit-supportive requirements, varied by subarea:
 - Coordination
 - Use standards
 - Development standards
 - Access-related standards
 - Parking-related standards

Next Steps

Meetings

- **Local TAC Meetings**
(January – February 10th, 2020)
- **Online Open House**
(January 29th – February 17th, 2020)
- **Steering Committee**
(March 11th, 2020)

Next Memos

- Implementation Plan
- Draft Transit Development Plan
- Local Agency Briefings – Summer 2020
- Final Steering Committee Meeting – Summer 2020
- COIC Board and Local Adoption – Fall 2020

Adjourn