



PLANNING PRECEDENT MEMORANDUM

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 To: Cascades East Transit Master Plan, Project Management Team
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 Subject: Planning Precedent Memorandum

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INTRODUCTION

The purpose of the 2040 Cascades East Transit (CET) Transit Master Plan Project (“Project”) is to create an updated regional transit master plan for Central Oregon. The CET Transit Master Plan will synthesize and update the existing Central Oregon Intergovernmental Council (COIC) Regional Transit Master Plan (2013) and the Bend Metropolitan Planning Organization (MPO) Public Transit Plan and Transit Corridor Land Use Assessment (2013). The project focuses on the communities within Deschutes, Crook, and Jefferson counties where CET provides transit service: the Warm Springs Reservation; the cities of Bend, Redmond, Prineville, Madras, Culver, Metolius, La Pine, and Sisters; and the unincorporated community of Terrebonne. Inter-city connections will also be considered.

In this Memo

- ▶ Review of Local and Regional Plans
- ▶ Proposed Vision and Goals for the 2040 TMP

House Bill 2017, Keep Oregon Moving, will institute a new state payroll tax of one-tenth of 1 percent to fund public transportation improvements around the state beginning in 2019. The new revenue will be allocated under the Statewide Transportation Improvement Fund Program (STIF), with a majority of the funds allocated to qualified local entities. The Cascades East Transit

Development Plan will support short- and long-term planning for STIF funds allocated within the study area.

The intent of this memorandum is to provide a summary of public transportation planning precedent in the areas served by CET, identifying the existing policy framework that can provide direction and support for the project's objectives of identifying priorities to be funded through STIF funding. The policy framework established by this memorandum sets the stage for specific policy and development code language that will be proposed for the individual jurisdictions as part of the Implementation Plan for the Project (Task 8.1 of this planning process).

This memorandum consists of the following sections: Regional Plans, Local Plans, and Regional Vision and Goals. The Regional Plans and Local Plans sections present overviews of the plans reviewed; more detailed plan reviews are available in Appendix A and Appendix B. Local plans – predominantly Transportation System Plans (TSPs) – were reviewed for the following jurisdictions in the CET service area: Crook County, Deschutes County, Jefferson County, Bend, La Pine, Redmond, Madras, Prineville, Sisters, and Warm Springs. The memorandum concludes with Regional Vision and Goals, which presents an overarching vision for this planning process that is shaped by the regional and local plans reviewed. Goals and policies that follow from that vision are proposed.

REGIONAL PLANS

This section provides an overview of transit-related regional plans and identifies aspects of each plan relevant to CET's project objectives. The overview focuses on the significance of the plans, policy-level guidance that they provide (e.g., goals and objectives), and plan recommendations. More detailed reviews of these regional plans are provided in Appendix A. The Regional Plans section concludes with a proposed vision, goals, and objectives to help guide this planning process.

CENTRAL OREGON REGIONAL TRANSIT MASTER PLAN (2013)

- ▶ The COIC Regional Transit Master Plan (RTMP) is CET's long-range plan and is intended to be coordinated with other transit planning in the region, namely Bend MPO's Public Transit Plan (PTP). The RTMP and PTP are the key regional plans in providing policy- and project-level guidance.
- ▶ Policy direction in the RTMP includes statements regarding core functions, guiding principles, goals, and objectives, which emphasize coordination with other agencies and focusing resources in areas with the highest densities and transit demand.
- ▶ The RTMP presents service plan summaries for the regional inter-city Community Connector service and local service within the cities in CET's service area. Short-term recommendations include both elimination and addition of service. Mid-term and long-term recommendations include adding weekend hours.

CENTRAL OREGON STRATEGIC TRANSPORTATION OPTIONS PLAN (2013)

- ▶ The Central Oregon Strategic Transportation Options Plan (COTOP) process sought to determine the optimal combination of transportation investments, including transit and other single occupant vehicle (SOV) alternatives, to meet transportation demand through 2030.

- ▶ It includes a technical analysis of vanpool, inter-city bus, commuter rail, and pricing for eight corridors in region.
- ▶ Key conclusions include finding vehicle miles traveled (VMT) pricing to be an effective incentive for shifting people to non-SOV transportation options; and not finding a need to make significant investments in transit for inter-city travel in the region through 2030 unless significant changes occur in projected transportation demand or in policy directives related to environmental protection and public health.

REGIONAL COORDINATED HUMAN SERVICES TRANSPORTATION PLAN (2018)

- ▶ The Regional Coordinated Human Services Transportation Plan is the most recent of the regional plans. It is required in order for the counties and Confederated Tribes of the Warm Springs (CTWS) to receive federal funds, including Special Transportation Fund (STF) allocations administered by the Oregon Department of Transportation (ODOT).
- ▶ This Coordination Plan is the first of its kind in Central Oregon as one plan for all of Central Oregon, including Crook, Deschutes, and Jefferson counties as well as the Warm Springs reservation.
- ▶ The plan's purpose is to improve transportation services for protected populations, including seniors, people with disabilities, and people with low incomes.
- ▶ The plan summarizes and compares regional priorities and local priorities (e.g., funding, outreach, coordination, transportation system improvements, service improvements such as route extent, hours, and frequency) in a helpful, at-a-glance matrix.

BEND MPO 2040 METROPOLITAN TRANSPORTATION PLAN (2014)

- ▶ The Bend MPO is required to prepare and regularly update a transportation plan in order to comply with federal and state air quality and planning requirements.
- ▶ The Bend MPO's Metropolitan Transportation Plan (MTP) is currently being updated in conjunction with the Bend TSP; the boundaries of the City of Bend and the Bend MPO are largely coterminous.
- ▶ The MTP sets transit-related and transit-supportive goals and policies.
- ▶ The MTP refers to the PTP, RTMP, and COTOP for projects; it emphasizes the PTP because the PTP applies to the same boundaries as the MTP.

BEND MPO PUBLIC TRANSIT PLAN AND TRANSIT CORRIDOR LAND USE ASSESSMENT (2013)

- ▶ The Bend MPO Public Transit Plan and Transit Corridor Land Use Assessment, referred to as the PTP, is designed to be a component of the Bend MPO's MTP, the City of Bend's Comprehensive Plan, and the City of Bend's TSP.
- ▶ Together with the RTMP, the PTP is a key regional plan for providing policy- and project-level guidance.
- ▶ The PTP establishes a robust set of goals and objectives as well as a "Complete Transit System" Concept. The Complete Transit System Concept combines complementary transit service quality and land use elements (e.g., service levels and land use policies) and non-service elements (e.g., facilities, pedestrian and bicycle access) to improve transit service in Bend, better meeting the needs of "transit dependent" riders and making transit attractive for "choice" riders.
- ▶ The PTP's Service Quality and Land Use Plan addresses:
 - transit corridors;
 - service design policy guidelines; existing and recommended performance standards; and
 - short-term, near mid-term (which are related to the new Oregon State University-Cascades campus), mid-term, and long-term service improvements.

- ▶ The PTP's Non-service Elements Plan addresses:
 - existing and proposed transit facilities (including proposed major transit stops and/or secondary hubs, proposed shelters, potential new stops, proposed stop closures, proposed new enhanced bicycle parking, and potential Community Connector stops);
 - existing and proposed regional transit facilities (including potential Community Connector stops);
 - transit stop investment/ improvement guidelines, by tier (number of boardings daily);
 - pedestrian and bicycle access improvements;
 - Transportation Demand Management (TDM) strategies; and
 - marketing and branding.
- ▶ The PTP provides an Implementation Plan, presented as a 7-page table of implementation actions, responsible parties, and timing (priority) organized under PTP goal headings.

LOCAL PLANS

The local plans reviewed in this memorandum are predominantly TSPs. A TSP is adopted as the refined transportation element of a city's or county's comprehensive plan. TSPs are developed to comply with state transportation planning regulations and to provide standards, projects, and programs that address local current and projected (20-year) transportation needs. TSPs also establish goals, objectives, and policies to coordinate and guide transportation and land use decision making (e.g., transportation investments, development proposals). TSP policies may be duplicated in the jurisdiction's comprehensive plan or may complement, supersede, or be superseded by transportation policies in the comprehensive plan.

A detailed review of TSPs from jurisdictions in the CET service area is provided in Table B-1 in Appendix B. The review presents transit-related goals, objectives, policies, and priorities/projects from the local TSPs that are pertinent to this planning process. What follows are highlights of those more detailed reviews, identifying key background information, objectives or policies, and recommended projects.

CROOK COUNTY

- ▶ The county is sparsely populated but has a high percentage of elderly and disabled residents as compared to other rural Central Oregon counties.
- ▶ The County's TSP was adopted recently (2017) and has a strong set of transit-related objectives. Transit-related policies from the Transportation Element of the County's Comprehensive Plan are relatively old (2003) but the County may use these policies in conjunction with TSP objectives when evaluating transportation investments and land use proposals.
- ▶ The TSP establishes a few high priority transit-specific projects as well as pedestrian projects that will improve connections to transit. In the long term, the County would support fixed route or flex route service in Prineville as needed

DESCHUTES COUNTY

- ▶ The County's TSP policies emphasize coordination of rideshare/transit services and serving the transportation disadvantaged.

- ▶ The Transportation Element of the County's Comprehensive Plan was replaced by a reference to the County's TSP.
- ▶ The TSP refers to the COIC's RTMP and Bend MPO's PTP for recommended projects.
- ▶ The TSP identifies improved recreation access (e.g., access to trailheads) as a need.

JEFFERSON COUNTY

- ▶ The TSP is relatively old (2007). It includes a few transit-supportive objectives and strategies with a focus on senior, low-income, and disabled community members.
- ▶ The County's Comprehensive Plan does not provide additional transit-related or -supportive policies.
- ▶ The TSP essentially defers to the County's Coordinated Human Services Transportation Plan as its Public Transportation Plan. (As addressed in the "Regional Plans" section, individual county Coordinated Human Services Transportation Plans have evolved into a combined plan for Crook, Jefferson, and Deschutes Counties.)

BEND

- ▶ The Bend TSP is currently being updated; work done to date for the TSP Update – including TSP goals and objectives and TSP scenarios – was reviewed.
- ▶ TSP Update objectives that support transit include increasing ridership, ensuring equitable and appropriate transportation options, and minimizing environmental impacts.
- ▶ Several Comprehensive Plan policies promote development that can be readily served by transit. Transit-specific policies commit the City to support the public transportation system, focusing resources on high ridership corridors and considering public and private transportation resources.
- ▶ Projects considered in TSP scenarios include several transit service ideas to help address east-west corridor congestion, US 97 corridor capacity and safety, and service to outlying areas. The scenarios identify key transit destinations in the city, including schools from the middle school level through college. A preferred project list had not been developed at the time of review for this memorandum.
- ▶ The City also adopted an Integrated Land Use and Transportation Plan (ILUTP) in 2016, whose policies are focused on designated transit corridors. Additional land use measures (e.g., enhanced density and development requirements, parking management) and infrastructure improvements, including concepts such as "mobility hubs" featuring transit, bike share, and car share services, should be prioritized in transit corridors.
- ▶ Transit strategies in the ILUTP include references to recommendations in the Bend MPO's PTP and long-term increases in service hours and frequencies as well as conversion of some routes into quasi-bus rapid transit (BRT) service.

LA PINE

- ▶ The City's TSP does not have stated objectives; however, evaluation criteria for TSP projects included access provided to regional transit.
- ▶ The City's Comprehensive Plan policies commit to collaborating to increase access to transit, potentially including collaborating with private sector services to provide inter- and intra-city commute options. Private sector services can be viewed as a complement to publicly-provided services if there is coordination between the services.

- ▶ Recommended transit-related projects address park-and-ride lots and additional service between La Pine and Bend. A focus on park-and-ride facilities includes maintaining existing facilities, considering new ones, and maintaining or improving pedestrian and bicycle connections to the facilities.

MADRAS

- ▶ Madras TSP objectives make multiple statements about supporting regional transit.
- ▶ Existing City Comprehensive Plan policies do not address transit.
- ▶ The TSP makes recommendations about “potential” transit projects including Community Connector service improvements (e.g., increases in services frequencies).
- ▶ The TSP also refers to the need for increased inter-city connections such as between Madras and Prineville, a connection which is not currently provided by CET’s Community Connector, as well as transit-supportive improvements including more protected pedestrian crossings.

PRINEVILLE

- ▶ The City’s TSP does not include goals and objectives in its adopted document (Volume 1); goals and objectives are included in Volume 2, a compilation of the technical memoranda prepared in developing the TSP.
- ▶ TSP objectives address transportation options for all system users and impacts of transportation projects on minority and low-income populations.
- ▶ Transportation policies in the City’s Comprehensive Plan (2007) more specifically address transit, including possible shuttle buses for major employers, private inter- and intra-city transit services for commuters, and roadway facilities that accommodate transit.
- ▶ Transit projects recommended in the TSP include relocation of the park-and-ride lot and introduction of local flex route service.

REDMOND

- ▶ Redmond’s TSP is also being updated and work to date – namely the Goals and Evaluation Approach memorandum and Alternatives Analysis – was reviewed.
- ▶ TSP goals emphasize transportation options for senior, disabled, and low-income community members.
- ▶ Transportation policies in the City’s Comprehensive Plan (2001) focus on transit corridors, where land use and transit development are coordinated. Related policies call for the creation of affordable housing near transit and other services. Transportation policies also address improved pedestrian and bicycle connections to transit.
- ▶ The TSP Alternatives Analysis (August 2018) considered transit-related improvements within the framework of Key Transit Corridors, with the goal of providing north-south and east-west connectivity in all quadrants of the city.
- ▶ A Transit Master Plan (2009) prepared for Redmond studied the feasibility of fixed route service in the city and provided a conceptual service plan. The Transit Master Plan did not propose policies per se but discussed the balancing of coverage and productivity service models in planning transit in the city.
- ▶ The Transit Master Plan did not recommend specific projects; rather, service scenarios were presented in a flow-chart format where funding levels, land use intensity, and coverage/productivity goals help determine the preferred scenario. The plan also provided

implementation guidance for transit stop connections, transit stop location/design, ADA accessibility, and park-and-ride facilities.

SISTERS

- ▶ Policies in the City's TSP emphasize transportation options for local and regional trips as a matter of equity and reducing reliance on SOV travel.
- ▶ Comprehensive Plan policies address collaboration with jurisdictions in the region to provide inter-city transportation and with Central Oregon Commute Options to implement Commute Options programming.
- ▶ The TSP's Transit Plan does not identify specific projects as much as call for further study and coordination regarding regional transit, particularly for connections between Sisters and popular locations that the city is not currently connected to with transit; little need was found for increased local transit service within the city. Elsewhere in the TSP, dial-a-ride vehicles that prohibit bikes is identified as a limitation on transit use.

WARM SPRINGS

- ▶ Objectives of the Warm Springs Transportation Plan emphasize maintaining funding and coordinating with regional transit service providers.
- ▶ The plan identifies transit service needs including: more midday service on-reservation provided by Warm Springs Tribal Transit Service (WST); more access to on-reservation services for young families; improved service to key destinations in Warm Springs for protected populations (e.g., CTWS Senior Center); and generally improved access to destinations in cities such as Bend and Portland as well as access to smaller communities in the greater region including Simnasho and Government Camp.
- ▶ Transit-related recommendations are generally deferred to the Warm Springs Transit Plan. Otherwise, funding for maintaining existing WST services is emphasized.

REGIONAL VISION AND GOALS

VISION

The following vision statement has been developed based on information included in existing planning documents, the intention of Cascades East Transit, and the project management team. This statement will serve as a guide for the purpose and outcome of this planning effort.

Provide public transit choices for all users that are safe, accessible and efficient to support communities with a balanced transportation network needed for mobility, equity and economic growth

GOALS

The following goals and objectives have been development based on the existing local and regional planning documents as well as the vision of Cascades East Transit.

Goal 1 Develop and maintain a public transit system that is well integrated with local communities, planning documents, and partner agencies***Objectives:***

- ▶ Coordinate with partner agencies to establish transit supportive corridors and a higher density and level of pedestrian-oriented development standards within generally ¼ mile of existing and planned transit stops.
- ▶ Strengthen coordination with other agencies and community partners to continually improve the safety, accessibility, and efficiency of transit service.
- ▶ Ensure regional transit services are coordinated with local and other inter-city transit service providers, including measures such as regular meetings, collaborating with Commute Options (regarding ridesharing for major employers), co-submitting grant applications, and consideration of joint operations/funding of cross-jurisdictional services.
- ▶ Establish a structure for ongoing coordination between public transportation providers and health and human service providers.

Goal 2 Provide convenient and attractive public transit choices for users throughout Central Oregon both within and between communities***Objectives:***

- ▶ Based on analysis and community input, expand or provide fixed route and flex route services in larger communities such as Redmond and Bend as needed.
- ▶ Based on analysis and community input, improve services in smaller communities and rural areas with measures such as expanding CET Community Connector services (frequency, times, and stops), increasing service areas, continuing and potentially expanding demand-response services, providing vouchers for Transportation Networking Companies (TNCs), and establishing more park-and-ride facilities as needed.
- ▶ Based on analysis and community input, maintain and/or expand Community Connector services that connect the communities of Central Oregon.

Goal 3 Make riding easy and comfortable with improved stop amenities and information about how to ride readily available to residents, employees, and visitors***Objectives:***

- ▶ Implement transit stop design guidelines to provide functional and appealing amenities at transit stops appropriate to the amount the stop is used.
- ▶ Support Transportation Demand Management (TDM) efforts that address ridesharing programs, park-and-ride facility development, and more effective (e.g., personalized) outreach regarding existing transportation options.
- ▶ Address cultural and language barriers to using transit including consulting with Limited English Proficiency (LEP) populations to improve CET outreach and materials.
- ▶ Continue to improve ease of access/use of CET services for all customers, including centralized and accessible service information.
- ▶ Continue to improve marketing and access for visitors/tourists.

Goal 4 Enhance transit options to provide a time and cost competitive alternative to traveling by automobile and increase transit ridership while reducing automobile dependency.

Objectives:

- ▶ Coordinate with partner agencies and organizations to assess and improve pedestrian and bicycle connections and access to transit corridors and stops, including encouraging the completion of pedestrian and bicycle system gaps, implementing protected road crossings, and providing bicycle parking.
- ▶ Support initiatives that promote under-utilized transit/non-SOV services such as vanpooling (ridesharing) that require limited operation and capital resources.
- ▶ In partnership with other transit planning in the region, explore expansion of services, including additional routes, frequency, and days of service, as needed and resources allow.
- ▶ Coordinate with human services providers to understand and meet the needs of transportation disadvantaged populations.

Goal 5 Evaluate emerging technologies and transit service models and how they might be used to support transportation options in Central Oregon**Objectives:**

- ▶ Monitor emerging technologies and transit service models and how relevant advancements might support the vision and goals of CET.
- ▶ Work with partner agencies to evaluate micro-transit services.
- ▶ Explore the viability of mobility hubs (access to transit, bike share, car share, etc.) at key gateways and activity centers.

APPENDIX A: REGIONAL PLAN REVIEW

CENTRAL OREGON REGIONAL TRANSIT MASTER PLAN (2013)

GOALS AND OBJECTIVES

CET's vision is stated as follows in the RTMP: "Provide safe, efficient, reliable and cost-effective regional transit connections within and between the urban growth boundaries of all communities in Central Oregon." The goals, objectives, core functions, and guiding principles in the plan are intended to flow from this vision statement.

The plan identifies five core functions for the transportation services that COIC provides, which include support for and coordination with local service:

- 1. To identify regional transportation needs and objectives and develop long-term, coordinated plans to address them;*
- 2. To develop and administer regional transportation programs and inter-community transit systems, as identified in regional plans on a priority basis;*
- 3. To assist communities in the development and operation of intra-city transit, as needed;*
- 4. To ensure connectivity of intra- and inter-community transportation systems; and*
- 5. To provide technical support and project development assistance to local governments, organizations, and federal and state agencies to assist their transportation programs.*

CET established the following principles to help guide its policies and service-related decisions, including expanding, maintaining, and reducing services:

- ▶ Focus on providing services with the highest demand and where transit is the most efficient mobility option. Exceptions include when CET is subsidized to provide service to a specific group or area as per contract or grant agreement language.
- ▶ The first priority is to connect within and between the urban areas. Provide service to rural areas outside urban growth boundaries (UGBs) as subsidized to do so.
- ▶ Prioritize services that have been given high priority by communities and riders.
- ▶ Maintain the "regionality" of the system.

RTMP goals and a sample of objectives include the following:

- ▶ Goal 1: Ensure transit service is safe, efficient, and reliable.
A primary goal for CET is to maintain safe, efficient and reliable services.
 - ▶ Consistently monitor and evaluate services in accordance with service standards.
 - ▶ Maintain services built around a network of regional Community Connector routes and local feeder services (which should include fixed-route service in more urban areas, where it is warranted by land use conditions and service standards).
 - ▶ Minimize non-revenue hours (deadhead) operated on all services
- ▶ Goal 2: Provide effective and easy-to-use service for CET riders.
 - ▶ Provide access to major centers of demand from all parts of the CET service area.
 - ▶ Ensure Community Connector routes are easy to understand.

- ▶ Operate routes directly, minimizing the amount of out-of-direction travel.
- ▶ Goal 3: Strive for financial sustainability that reflects community priorities and values.
 - ▶ Identify and develop a stable source of local funding that can maintain (or improve) transit service in Central Oregon without further service reductions.
 - ▶ Prioritize services that have been given high priority by communities and riders, as evidenced by survey findings, community meeting input, and existing planning documents.
 - ▶ Recognizing visitors and tourists are a good transit market, identify ways to better market services to and provide services for these potential users.
- ▶ Goal 4: Increase the visibility and elevate the image of transit in Central Oregon. Access to information about CET should be as easy to obtain as possible, and CET should project a positive image in Central Oregon.
 - ▶ Maintain a high level of passenger experience through clean, accessible bus stops and passenger amenities.
 - ▶ Provide easy-to-understand signage and passenger information that promotes the ease of use of CET services.
 - ▶ Ensure transparency and openness to the public throughout all of CET's activities.
 - ▶ Continue to partner with local organizations, businesses, municipalities and other agencies to maintain COIC/CET's community outreach and information efforts.
- ▶ Goal 5: Provide appropriate service levels and types for CET's ridership markets.
 - ▶ CET currently only operates fixed-route service in Bend, but demographic data suggests Redmond could support fixed-route service in the near or mid-term and that Prineville and/or Madras may be able to support fixed-route service within the timeframe of this plan. Other communities in the region will likely maintain demand-responsive service for local trips.
 - ▶ Prioritize CET services and allocate resources where demand is highest.
 - ▶ Transit service in communities where service is not currently available would be considered based on minimum service design standards.
 - ▶ Ensure that each new service is financially feasible, meets performance standards, and does not negatively impact existing services.
 - ▶ Work with local and regional partners to provide the most cost-effective programs to meet mobility needs for those without other transportation options. Ensure that transit services are adequately meeting the needs of those without other transportation options, but also attractive to those who have other travel options (i.e., "choice riders").
 - ▶ Explore alternative modes (carpool, vanpool, flexible route service, etc.) that may be appropriate in other areas of Central Oregon in the future.
 - ▶ Provide service to rural areas (outside UGBs) only as subsidized to do so. Develop cost-effective services to provide mobility options outside UGBs for those without other transportation options, such as volunteer driver programs, through partnerships with other regional agencies and/or local communities.
 - ▶ *Note: Exceptions to these objectives include when CET is subsidized to provide service to a specific group or area as per contract or grant agreement language.*
- ▶ Goal 6: Coordinate regional services with other local or inter-city transit providers.
 - ▶ Meet quarterly with transit staff from other inter-city or local service providers to review coordination opportunities.

- ▶ Co-author grant applications with regional agencies and planning entities and local jurisdictions.
- ▶ Consider joint operations/shared funding of transit services that cross jurisdictional lines.
- ▶ Coordinate with Commute Options to ensure promotion of vanpools and other ridesharing opportunities at major employers throughout Central Oregon.

- ▶ Goal 7: Advocate for transit-supportive development practices.
 - ▶ Advocate for transit-friendly building practices, working with planning staff and developers to ensure planned and future development meets transit service access criteria.
 - ▶ Work with jurisdictions throughout Central Oregon to advocate for zoning regulations that facilitate transit-oriented development near Community Connector hubs in each community. Ensure that the RTMP is referenced in the TSPs and Comprehensive Plans developed in each city in CET's service area.
 - ▶ Encourage higher-density development and relaxed parking requirements around Community Connector stops or transit hubs.
 - ▶ Work with local jurisdictions to advocate for new transit-dependent land uses, such as social service offices and community colleges, to be located in central, easy-to-serve locations.
 - ▶ Support and advocate for infrastructure projects that complement and/or enhance CET's operational needs (pedestrian access to bus stops, adequate location for passengers to wait for the bus, sufficient curb space for buses, passenger amenities, etc.)

PRIORITIES AND PROJECTS: REGIONAL SERVICE

The "Summary of Service Plan and Estimated Cost" presents Community Connector service and short-term local service recommendations. Service recommendations including new stops, route extensions, added trips, eliminated trips, and added weekend service.

- ▶ Short-Term (Figure 11 in RTMP) – High priorities include eliminating one evening round trip on Redmond-Madras route and implementing new fixed-route service in Redmond
- ▶ Mid-Term (Figure 12 in RTMP) – High priorities include adding Saturday service for Redmond-Bend route, Redmond-Prineville, and Madras-Redmond routes
- ▶ Long-Term (Figure 13 in RTMP) – Not prioritized; adding trips to all routes including Sunday service

Regional service recommendations also address conceptual regional service schedules.

PRIORITIES AND PROJECTS: LOCAL SERVICE

The following local service options were evaluated:

- ▶ Local Service Concepts Evaluations – Presented in terms of service hours, flexibility, weekday service span, weekday midday frequency, weekend service annual operating cost, capital costs, coverage, and integration with regional system
- ▶ Bend – Refers to the PTP
- ▶ Redmond – Evaluation of the following options: three routes, four routes and all-day 40-minute headway, five routes and evening /Saturday service, and six routes and later evening/Sunday service
- ▶ Madras – Evaluation of existing dial-a-ride services and proposed flex-route service
- ▶ Prineville – evaluation of existing dial-a-ride services and proposed flex-route service

Figure 16 in the RTMP provides an overview of the recommended local service plan for Bend, Redmond, Prineville, Madras, Culver/Metolius, Sisters, and La Pine, including existing, short-term, mid-term, and long-term recommendations such as new routes, extended service times and frequencies, weekend service, flex service, and reductions in service hours.

CENTRAL OREGON STRATEGIC TRANSPORTATION OPTIONS PLAN (2013)

GOALS AND OBJECTIVES

The stated goal of the COTOP is “for local governments and the State to meet the year 2030 demand for intercommunity trips through cost-effective solutions that include investments in public transit and supportive long-term land use policies that promote transit, as well as other viable transportation alternatives to single-occupant vehicles.”

PRIORITIES AND PROJECTS: ANALYSIS OF STRATEGIES

The COTOP sought to determine cost-effective transportation investments by focusing on the eight inter-community corridors below. Note: all the corridors are currently served by CET’s Community Connector except for Madras-Prineville.

1. OR 126, Sisters-Redmond
2. OR 126, Redmond-Prineville
3. US 97, Madras-Redmond
4. US 97, Redmond-Bend
5. US 97, Bend-La Pine
6. OR 26, Madras-Prineville
7. OR 361, Culver-Madras
8. OR 20, Bend-Sisters

Screening of an initial set of transportation options for technical analysis reduced the set of strategies to the following strategies:

- ▶ Inter-city bus
- ▶ Employer vanpool/carpool
- ▶ Commuter rail
- ▶ Pricing (e.g., parking fees, tolls/congestion pricing, gas taxes/VMT fees, and increased auto purchase prices/registration fees)

Table A-1 summarizes a preliminary market assessment of transportation strategies per corridor, identifying factors that play a role in the strategy’s effectiveness.

The plan reports technical analysis findings specific to the inter-community corridors and individual transportation strategies, based on industry standards for effectiveness. Overall conclusions include the following:

- ▶ *It is difficult to justify transit/vanpool investments based on expected capacity constraints in the region and congestion reduction opportunities.*

- ▶ However, transit/vanpool investments do provide lower-cost mobility options and other user and societal benefits (household travel costs, reduction in VMT/greenhouse gas (GHG) emissions, etc.).

Figure A-1: Preliminary Market Assessment of Corridor Strategies

Corridor		Factors Affecting Strategy Effectiveness					Potential TDM Strategy ¹	
		Long Trip Distance	Employment Density	Residential Density	Scheduled Local Transit	Bike/Ped Connectivity		Park & Ride Stations
Sisters–Redmond Hwy 126	Sisters	✓				✓	✓	<ul style="list-style-type: none"> ▪ Vanpool ▪ Intercity bus
	Redmond		✓	✓		✓		
Redmond–Prineville Hwy 126	Redmond	✓	✓	✓		✓		<ul style="list-style-type: none"> ▪ Vanpool ▪ Intercity bus ▪ Commuter rail²
	Prineville		✓				✓	
Madras–Redmond Hwy 97	Madras	✓						<ul style="list-style-type: none"> ▪ Vanpool ▪ Intercity bus ▪ Commuter rail²
	Redmond		✓	✓		✓		
Redmond–Bend Hwy 97	Redmond	✓	✓			✓		<ul style="list-style-type: none"> ▪ Vanpool ▪ Intercity bus ▪ Commuter rail²
	Bend		✓	✓	✓	✓	✓	
Bend–La Pine Hwy 97	Bend	✓	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> ▪ Vanpool ▪ Intercity bus ▪ Commuter rail²
	La Pine						✓	
Madras–Prineville Hwy 26	Madras	✓						<ul style="list-style-type: none"> ▪ Vanpool ▪ Intercity bus
	Prineville		✓				✓	
Culver–Madras Hwy 361	Culver/Metolius					✓		<ul style="list-style-type: none"> ▪ Intercity bus
	Madras							
Bend–Sisters Hwy 20	Bend	✓	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> ▪ Vanpool ▪ Intercity bus
	Sisters					✓	✓	

Note: (1) "Pricing" was not included for any of the corridors because this strategy would need to be implemented at the regional or state level. (2) In all cases, commuter rail is listed as a potential strategy where there is an existing rail line between the two cities, not because the market potential exists. The commuter rail analysis focused on Madras to Redmond and Redmond to Bend due to actual market potential.

- ▶ A similar analysis could have different conclusions and implications if the study area corridors were experiencing congestion.
- ▶ Likewise, if the study was conducted within a local community transportation network, where congestion issues are a more significant factor and higher intensities of transit operations are possible, the potential to shift trips to transit could have an impact on the need for roadway investments.

PRIORITIES AND PROJECTS: IMPLEMENTATION RECOMMENDATIONS

The COTOP made a number of implementation recommendations to be considered by ODOT, local governments, and other agencies such as the Central Oregon Area Commission on Transportation. Recommendation highlights include the following:

- ▶ There does not appear to be a need to make significant investments in intercommunity corridor capacity through 2030. This finding does not apply to more local needs.
- ▶ If there is a need to increase capacity on the Bend-Redmond corridor between now and 2030 (i.e., if travel demand increases more than anticipated), significant increases in transit and vanpool investment would be a viable tool for shifting travel demand from SOVs due to the high percentage of inter-community travel in the corridor.

- ▶ *Consider a strategic package of investments in marketing and incentives to expand the provision of vanpools, which appear to be under-utilized in the region, and which require only modest investment in operations and capital.*
- ▶ *Shelve any plans to consider commuter rail investments, at least through 2030, unless fundamental underlying factors change.*
- ▶ *If federal, state, or local policies to reduce GHGs and/or VMT become more aggressive, including either tangible incentives or penalties, focusing transit and vanpool investments on the longer-distance corridors and Bend-Redmond will produce the best results.*
- ▶ *If federal, state, or local public health policies become more aggressive, including either tangible incentives or penalties, implementation of more fixed-route types of service (both intercommunity and local) should be considered as part of the overall strategy.*
- ▶ *Consideration should be given to whether or not groups like the Central Oregon Area Commission on Transportation (COACT) should support VMT-based pricing. VMT pricing will demonstrably help shift users to non-SOV modes.*

REGIONAL COORDINATED HUMAN SERVICES TRANSPORTATION PLAN (2018)

GOALS AND OBJECTIVES

The stated purpose of the Coordinated Human Services Transportation Plan is “to improve transportation services for people with disabilities, seniors, and individuals with lower incomes” by doing the following:

- ▶ identify opportunities to coordinate existing resources;
- ▶ provide a strategy to guide the investment of financial resources; and
- ▶ guide the acquisition of future grants.

PRIORITIES AND PROJECTS: REGIONAL HIGH PRIORITIES

High priorities designated in the plan include the following:

1. *Improve affordability of transit services to low-income individuals and veterans.*
2. *Ongoing coordination – Establish a structure for ongoing dialogue on coordination needs and opportunities among public transportation providers and the human and health services communities, including exploring development of a regionally-based Special Transportation Fund (STF) Committee, or joint tri-county and Warm Springs STF Committee, to collect data on needs and services and advise COIC directly on the allocation of resources to meet needs. As part of the exploration, consider integrating this committee with the required new local advisory committees required to access Statewide Transportation Improvement Fund (STIF) resources.*
3. *Expand public transportation services to late in the evening and on weekends. Work with human and health services stakeholders to identify priorities for expansion of services to later in the evenings and when/where to provide weekend services.*
4. *Education and Outreach.*
5. *Create a Dedicated Local Public Fund for Transit.*

PRIORITIES AND PROJECTS: REGIONAL MEDIUM PRIORITIES

Medium priorities recommended in the plan include the following:

- 6. *Improve accessibility, assistance, and safety for disabled residents.*
- 7. *Provide a clearinghouse for transportation information, including transportation provider routes, services, eligibility, and contact information. Include all services, not just CET.*
- 8. *Support, maintain, and strengthen the existing transportation network, including both local service and community connector shuttles – leverage local public transportation investments to secure state and federal resources.*
- 9. *Expand intercommunity transit service, including expanding the frequency of Community Connector Shuttle service and expanding operating hours.*
- 10. *Link rural populations to transit services by:*
 - ▶ *Expanding service areas;*
 - ▶ *Offering vouchers for TNCs, as identified in priority #2 above;*
 - ▶ *Providing more Park & Ride lots;*
 - ▶ *Or other solutions.*
- 11. *Address cultural and language barriers to riding the bus, including working with ESL populations to create better information.*
- 12. *Provide local fixed route services in communities outside Bend.*

PRIORITIES AND PROJECTS: REGIONAL AND LOCAL PRIORITIES

Regional priorities and local priorities are presented side-by-side in the plan for comparison (Table 13 in the plan and Figure A-2 below).

Figure A-2: Region and Local Priority Strategies

Strategies	Votes by geography				
	Regional	Crook	Deschutes	Jefferson	CTWS
HIGH-PRIORITY STRATEGIES					
Create a dedicated funding source for public transportation	High	High	High	High	Tier 2
Education and Outreach. Develop a comprehensive marketing and awareness campaign. Provide more information to riders, the public, communities, and elected officials and leaders about the benefits of public transit and existing transit services.	High	Medium	High	High	Tier 1
Ongoing coordination – establish a structure for ongoing dialogue on coordination needs and opportunities among public transportation providers and the human and health services communities.	High	Medium	Medium	High	Tier 1
Support, maintain, and strengthen the existing transportation network, including both local service and community connector shuttles – leverage local public transportation investments to secure state and federal resources.	Medium	High	High	High	Tier 2
Expand service to later in the evening and weekends	High	Medium	High	Medium	Tier 2
Improve affordability of transit services to low-income individuals and veterans (e.g. subsidized fares and veterans ride programs)	High	n/a	Medium		
Expand service frequency and hours from Prineville to Bend to meet commuter needs	n/a	High	n/a	n/a	n/a
Provide fixed route services outside Bend	Medium	n/a	High	n/a	n/a
Provide transit to/from underserved areas like Simnasho	n/a	n/a	n/a	n/a	Tier 1
Develop a public transit route to Government Camp to increase employment opportunities	n/a	n/a	n/a	n/a	Tier 1
Ensure that the CTWS senior center has viable buses and service	n/a	n/a	n/a	n/a	Tier 1

BEND MPO 2040 METROPOLITAN TRANSPORTATION PLAN (2014)

GOALS AND OBJECTIVES

The following MTP goals are transit-related or transit-supportive.

- ▶ Mobility and Balance Goal 2: Develop a transportation system that serves the needs of all travel modes, provides intermodal connectivity, and provides a range of transportation options throughout the MPO area
- ▶ Accessibility and Equity Goal 1: Provide people of all income levels with a wide range of travel options within the MPO area
- ▶ Environment and Livability Goal 2: Design transportation improvements that protect the environment by preserving air and water quality, minimizing noise impacts and encouraging energy conservation

Transit-specific goals and policies in the MTP are pulled from the PTP. PTP goals and policies are presented in the next section of this appendix. Goals and policies in other mode- or program-specific elements of the MTP also support transit, as follows.

- ▶ *BICYCLE AND PEDESTRIAN POLICIES*
 - ▶ 9. Work with the City to ensure that bicycle parking facilities are provided at all new multifamily residential, commercial, industrial, recreational, and institutional facilities, major transit stops, transit stations, and park-and-ride lots.
- ▶ *TRANSPORTATION DEMAND MANAGEMENT POLICIES*
 - ▶ 4. Encourage programs such as van or carpooling (rideshare) to increase vehicle occupancy and reduce unnecessary single-occupant vehicle travel;
 - ▶ 5. Encourage the development of park and ride facilities and consider the siting of a rideshare facility, based on identified needs, when rebuilding or constructing new roadways;
 - ▶ 9. Participate in Commute Options programs by assisting in: Planning for park and ride facilities; and
 - ▶ 13. Plan for development and promotion of area Park and Ride lots.

PRIORITIES AND PROJECTS

The MTP refers to the PTP, RTMP, and COTOP for recommended transit improvements. Note, the MTP refers to and relies on the PTP in particular since it is specific to the MPO.

BEND MPO PUBLIC TRANSIT PLAN AND TRANSIT CORRIDOR LAND USE ASSESSMENT (2013)

GOALS AND OBJECTIVES

Goals and objectives from Bend MPO's PTP are presented below and emphasize the accessibility of public transit in Bend.

- ▶ *Goal 1: Provide public transportation services for the transportation disadvantaged*
Objectives
 - ▶ A. Preserve and improve the existing Dial-A-Ride service.

- ▶ *B. Equitably provide transit services throughout the city, including to areas with high concentrations of low-income households, households without a vehicle, seniors, and people with disabilities.*
- ▶ *C. Provide transit service to all middle and high schools, as well as higher education facilities.*
- ▶ *Goal 2: Reduce reliance on automobiles and develop public transportation facilities*
Objectives
 - ▶ *A. Support and promote expansion of a reliable public transportation system that makes transit an attractive travel choice for Bend residents and visitors in order to reduce reliance on the automobile. Over time, the best transit service in Bend (highest frequency, most reliable, longest service span, etc.) should be provided in "primary transit corridors," as presented in the Public Transit Plan.*
 - ▶ *B. Work with other governmental agencies to support implementation of a 20-year Public Transit Plan. Ordinances shall be adopted that implement the Public Transit Plan.*
- ▶ *Goal 3: Increase mobility, accessibility, and visibility of transit throughout the urban area*
Objectives
 - ▶ *A. Work with COIC, Central Oregon communities, and the State to maintain or improve connections between local Bend transit services and inter-urban public transportation services. Priority shall be given to high-ridership corridors and connections.*
 - ▶ *B. Coordinate with the Central Oregon Intergovernmental Council (COIC), the State, and other jurisdictions to evaluate funding alternatives and seek appropriate resources to preserve and support future expansion of the public transportation system. Effort should be made to evaluate creative funding techniques that may include the combination of public and private transportation resources in coordination with other agencies and transportation providers.*
 - ▶ *C. Continue to partner with local organizations, businesses and agencies to enhance the image of transit throughout the community.*
- ▶ *Goal 4: Provide infrastructure and land use planning to support transit*
Objectives
 - ▶ *A. Implement land use ordinances and other regulations that establish pedestrian and transit-friendly design along potential or existing transit routes, to improve access to the fixed-route transit system.*
 - ▶ *B. Encourage new development requiring transit service, such as schools, hospitals, clinics, high-density housing, etc., to locate along an existing transit route. Encourage the highest-intensity uses to locate along primary transit corridors, which would offer the highest level of transit service.*
 - ▶ *C. Support implementation and/or improvement of secondary transit hubs including the Central Oregon Community College, the St. Charles Medical Center, and sites on the north and south reaches of Bend, including land acquisition and other infrastructure.*
 - ▶ *D. Acquire properties (or secure joint use agreements) for Park-n-Ride lots at strategically located sites throughout the urban area. These locations may be co-located with secondary transit hubs or other major stops (see also Objective 4C).*

PRIORITIES AND PROJECTS: RECOMMENDATIONS FOR SERVICE QUALITY AND LAND USE

The PTP asserts that a “Complete Transit System” is comprised of service quality, land use, and non-service elements that are necessary to make transit an attractive option for “choice” riders and better meet the access and service needs of “transit dependent” riders.

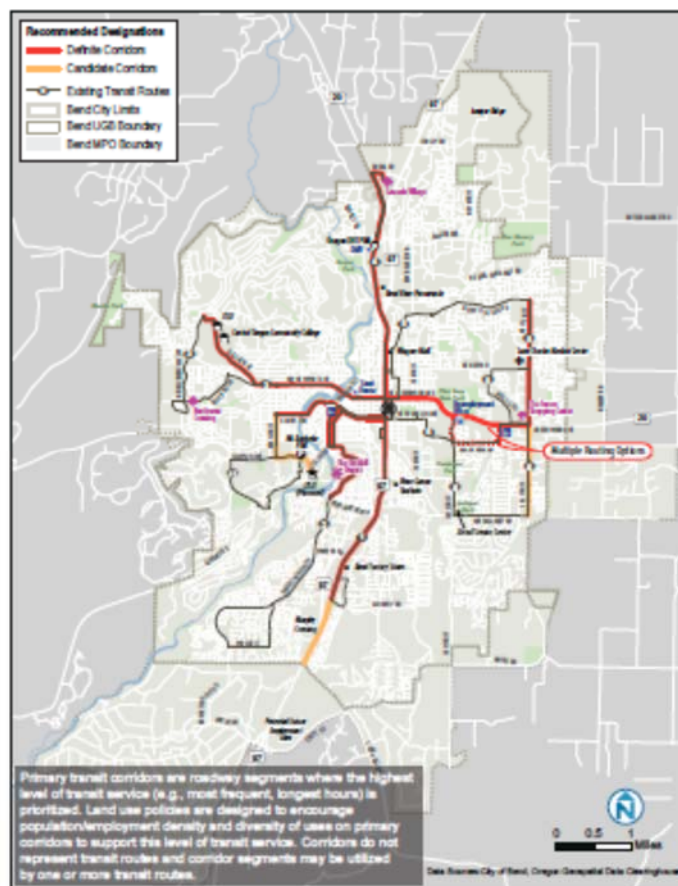
The PTP recommends the following service quality and land use measures:

- ▶ Recommended Priority Transit Corridor designations (Figure 7-4 in the PTP)
- ▶ Service design policy guidelines (Figure 7-5 in the PTP)
- ▶ Recommended performance standards (Figure 7-6 through Figure 7-9 in the PTP)
- ▶ Short-term, near mid-term, mid-term, and long-term service improvements (Figures 7;12 through 7-15 in the PTP)

Priority Transit Corridors

Recommended Transit Corridor designations consist of “definite” corridors and “candidate” corridors, as shown below in red and orange lines in Figure A-3. Definite corridors have the highest existing residential and employment densities, connect key destinations, and are proposed for designation as Primary Transit Corridors. Candidate corridors have less dense existing development but have the potential for higher densities given existing land use designations and, thus, could be elevated to a Primary Transit Corridor designation as density increases in the future.

Figure A-3: Recommended Priority Transit Corridors



Priority Transit Corridor designations serve the following purposes:

- ▶ Transit service – Indicate to CET where to focus investments in transit service capacity, frequency, and amenities
- ▶ Right-of-way – Direct City engineers and planners where to design and manage right-of-way to facilitate transit operations speed and reliability
- ▶ Land use – Indicate where intensification of land use and land use/development standards should occur.
- ▶ Utility coordination – Direct the City and other utility service providers where to provide higher utility capacities to serve more intense land uses.

Service Design Policy Guidelines

The PTP's service design policy guidelines present service attributes and "transit market factors" (densities along transit routes and at destinations) by local and regional service type (e.g., local trunk/primary fixed route service, regional inter-city bus). Service attributes include the following:

- ▶ Route type – Fixed route (various sub-types), flex route, community shuttle/circulator, Community Connector, and vanpools
- ▶ Service characteristics – Service frequency, hours and days of operation, local circulation, and limited stops
- ▶ Modes of service – Bus, mini-bus, van, commuter coach, future rapid bus, and rail

Performance Standards

Existing CET performance measures include passengers per service hour, service miles per passenger, cost per passengers, farebox recovery, and on-time performance for fixed route and dial-a-ride services. The PTP recommends the following additional performance standards:

- ▶ Efficiency standards such as passengers per revenue mile and hour and operating cost per revenue hour
- ▶ Service quality/reliability standards such as passenger complaints, trips canceled, and accidents

Service Improvements

Short-term, near mid-term, mid-term, and long-term service improvements are shown in Figure A-4 through Figure A-6 below. Examples of recommended improvements include:

- ▶ Short-term (2013-2016): restructuring of multiple routes; signal upgrades and re-timing; evaluation of new stops; consideration of low floor buses on routes with high wheelchair and overall boardings; use of Community Connector for destinations just outside city limits (e.g., Deschutes River Woods); and implementation of vanpools
- ▶ Mid-term (2017-2023): possible service enhancements for new Oregon State University facility; route restructuring (multiple routes); expansion of service hours; increase frequency; and new route
- ▶ Long-term (up to 2033): expansion of service hours; increase weekday and Saturday frequency; implementation of Sunday service; and expansion of service in northeast and southeast Bend as warranted

PRIORITIES AND PROJECTS: RECOMMENDATIONS FOR NON-SERVICE ELEMENTS

The PTP also makes a series of recommendations related to non-service elements of providing and supporting transit.

- ▶ **Existing and proposed transit facilities** (Figure 8-1 and Figure 8-2 in the PTP) – Existing and proposed transit facilities include: proposed major transit stop and/or secondary hub; proposed shelters; potential new stops; proposed stop closures; proposed new enhanced bicycle parking; and potential Community Connector stops, as shown in Figure A-7 below.
- ▶ **Existing and proposed regional transit facilities** (Figure 8-3 in the PTP) – Existing and proposed regional transit facilities include potential Community Connector stops shown in north Bend (ODOT park-and-ride facility) and south of Bend (Deschutes River Woods).

Figure A-4: Recommended Short-Term Improvements

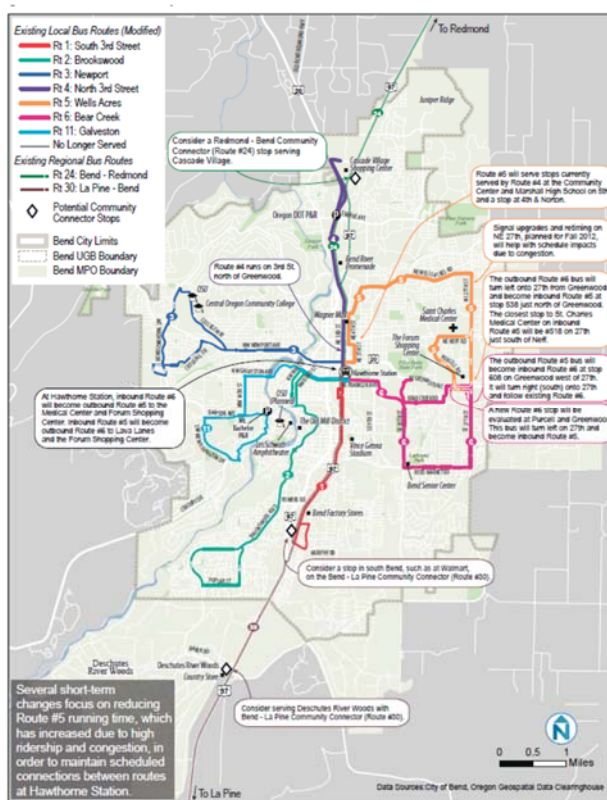


Figure A-5: Recommended Near Mid-Term Improvements

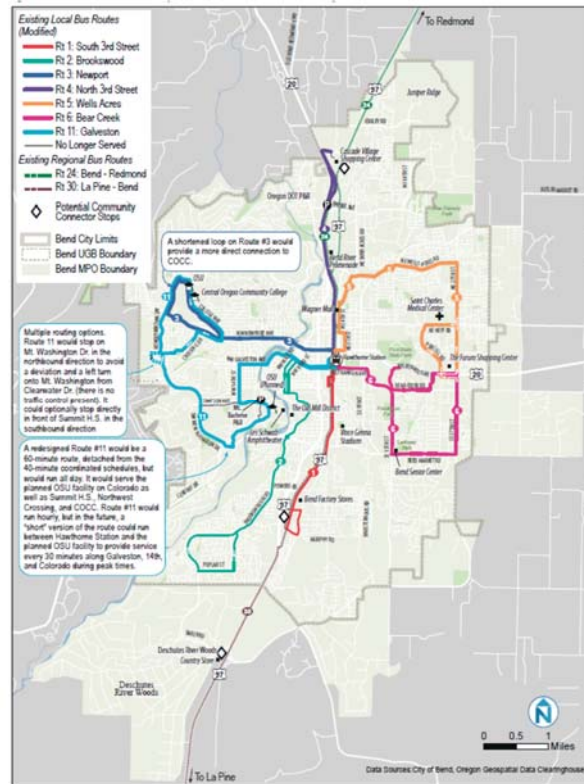


Figure A-6: Recommended Mid-Term and Long-Term Improvements

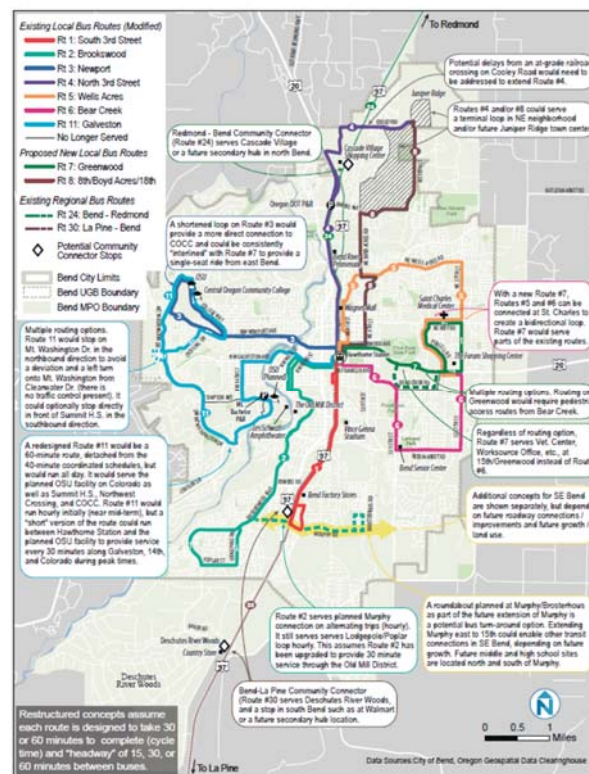
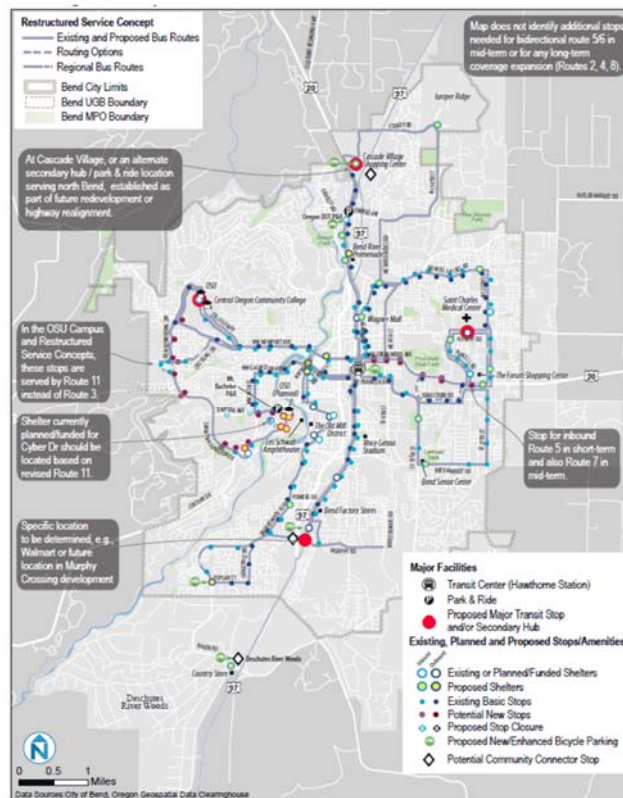


Figure A-7: Existing and Proposed Transit Facilities



- ▶ **Transit stop investment guidelines** (Figure 8-4 in the PTP) – Guidelines address: required/ preferred amenities, optional amenities, estimated costs, and examples of transit stop investments presented by tiers determined by number of boardings (Tier 1, Basic Neighborhood Stop; Tier 2, Major Stop with Shelter; and Tier 3, Enhanced Stop).
- ▶ **Pedestrian and bicycle access improvements** – Improvements include: Greenwood Avenue pedestrian access and safety; Hawthorne Station pedestrian safety; and pedestrian safety issues presented in the Community Input section of the PTP Existing Conditions memorandum (e.g., locations along 3rd Street).
- ▶ **TDM strategies** – The PTP outlines TDM strategies including: improved transportation options (walking, biking, transit, and ridesharing); incentives (universal and/or subsidized transit passes, flexible work locations/schedules, roadway allocation for bike lanes and transit lanes, and contests); and parking management and land use (parking pricing, parking cash-out, preferential parking for rideshare, mixed use development, and denser development). The plan points out that simply providing transit service is often not enough to get people to use transit; TDM strategies such as subsidized transit passes, a Guaranteed Ride Home program, and vanpool options that connect with regional transit service provide complementary options that can increase the use of transit.
- ▶ **Marketing and branding** – This section of the PTP explains the importance of marketing and branding and presents suggestions for improving marketing and branding CET services in the Bend area.

PRIORITIES AND PROJECTS: IMPLEMENTATION

The focal point of the PTP Implementation section is a summary table of all recommended implementation actions (Figure 9-7 in the PTP). The summary table:

- ▶ Identifies the action and who is responsible
- ▶ Prioritizes actions as first year (early short-term), short-term (years 1-3), mid-term (years 4-10), and/or ongoing
- ▶ Organizes actions according to the plan's four goals with sub-categories under the goals for funding; facilities and infrastructure; service or service-related; regional service enhancement; marketing and branding; and performance standards



APPENDIX B: LOCAL PLAN REVIEW

Table B-1: Local Transit Goals, Objectives/Policies, and Projects

Crook County Transportation System Plan (2017)	Background	<ul style="list-style-type: none"> ▶ Existing conditions: One CET fixed route stop in unincorporated Crook County (Powell Butte, Route 26/Redmond-Prineville) and dial-a-ride/demand-response service in Juniper Canyon just outside of Prineville ▶ Transit needs per TSP Transit Plan: While county has low population density, it has a higher percentage of disabled and elderly residents than other rural Central Oregon counties.
	Goals	<ul style="list-style-type: none"> ▶ Goal 4: Multimodal Users Provide a multimodal transportation system that permits safe and efficient transport of people and goods through active modes, which may also provide a benefit in improved health and environment. ▶ Goal 5: Environment Provide a transportation system that balances transportation services with the need to protect the environment. ▶ Goal 7: Equity Provide access to the transportation system for all users.
	Policies	<p><u>TSP Objectives</u></p> <p>4.1 Promote alternative modes, transit/dial-a-ride service, and rideshare/carpool programs through community awareness and education.</p> <p>4.2 Promote an interconnected network of bicycle, pedestrian, and transit facilities throughout the county.</p> <p>4.5 Support development of regional public transit opportunities, including park-and-ride.</p> <p>4.7 Develop plan elements that guide pedestrian and bicycle pathways and facilities to achieve maximum connectivity between bicycle, pedestrian, transit, and vehicle routes and facilities, securing an intermodal network of safety and access for all types of users.</p> <p>4.10 Support efforts to improve connectivity to the Prineville and Redmond airports.</p> <p>5.1 Develop a multimodal transportation system that avoids reliance upon one form of transportation as well as minimizes energy consumption and air quality impacts.</p> <p>7.1 Provide transportation mode choices to all users of the transportation system.</p> <p>7.2 Consider the system's accessibility to those with sociodemographic characteristics that may make them less likely to rely on personal motor vehicles, including poverty status, race/ethnicity, youth populations, elderly populations, and persons with disabilities.</p> <p>7.3 Consider impacts to low-income or minority populations when assessing the impacts of transportation infrastructure projects.</p>



		<p><u>Crook County Comprehensive Plan (2003), Transportation Element</u> <i>Taxi and Bus Policies</i></p> <p>1. To investigate the possibility of a shuttle bus and staggered shifts with Prineville’s major employers. 4. To encourage private efforts to supply forms of inter and intra city transit to the commuter and the transportation disadvantaged.</p>
	<p>Projects and Priorities</p>	<p><u>Recommended transit projects</u></p> <ul style="list-style-type: none"> ▶ Project T-1; expanded Prineville-Redmond/Bend transit service (increase frequency and extent of service); cost est. \$45,000; high priority ▶ Project T-2; fixed route enhancements (increased service in Prineville with eventual deviated fixed route or fixed route to connect to more destinations); cost est. \$200,000; “vision” project (beyond TSP 20-year planning horizon) ▶ Project T-3; dial-a-ride enhancements and integrate Transportation Networking Company (TNC) services; cost est. \$190,000; high priority ▶ Project T-4; community outreach about available services and connections; cost est. \$4,000; high priority ▶ \$439,000 total funding need for transit projects; expected to be covered by CET <p><u>Recommended pedestrian and bicycle projects that improve connections to transit</u></p> <ul style="list-style-type: none"> ▶ Project P-2; OR 126 enhanced pedestrian crossing in Powell Butte (provides access to CET transit stop and other destinations); cost est. \$20,000; funding partner: ODOT; high priority ▶ Project B-17; Houston Lake Road, Williams Road, and Reif Road paved shoulders (road connections that provide access to Powell Butte CET transit stop and other destinations); no cost est.; funding partner: County; “vision” project (beyond TSP 20-year planning horizon)
<p>Deschutes County Transportation System Plan 2010-2030 (2012)</p>	<p>Background</p>	<ul style="list-style-type: none"> ▶ Alternative Transportation Feasibility Study was being done in 2011 to explore options (e.g., more shuttles) to access Deschutes National Forest trailheads (e.g., along Cascade Lakes Highway) ▶ Transit service and facilities in place in 2012 summarized in Figure 2.2.F16 (Existing Transit) and Figure 2.2.F17 (Park and Ride Sites)
	<p>Goals</p>	<p><u>TSP Public Transportation Plan Goals</u></p> <p>Goal 14</p> <p>14.1 Enhance the opportunity for intermodal connections throughout the County transportation system, and actively support the provision of public transportation throughout the County.</p> <p>14.2 Increase the existing level of special services provided.</p> <p>14.3 Establish rural transit service for Deschutes County residents.</p> <p>14.4 Decrease barriers to the use of existing public transportation services.</p>
	<p>Policies</p>	<p><u>TSP Public Transportation Plan Policies</u></p> <p>14.1 Deschutes County shall work with ODOT, the cities of Bend, La Pine, Redmond and Sisters, and transit service providers to study countywide rideshare facility needs, and investigate public transit possibilities</p>



CASCADES EAST TRANSIT
DEVELOPMENT PLAN

		<p>including potential transit stops for a regional or commuter-based transit system. Those possibilities shall include bus and rail...</p> <p>14.2 Deschutes County shall continue to work with special service providers, ODOT, and the cities of Bend, La Pine, Redmond and Sisters to secure additional funding as well as increase promotion of those special transit services that may be underutilized.</p> <p>14.3 Deschutes County shall identify and monitor the needs of the transportation disadvantaged and attempt to fill those needs.</p> <p><i>Note: The Transportation Element of the 2030 Deschutes Comprehensive Plan (adopted 2011) was wholesale replaced with a reference to the TSP.</i></p>
	Projects and Priorities	TSP needs analysis and Public Transportation Plan defer to the COIC Regional Transit Master Plan (RTMP) and Bend MPO PTP for improvements. They refer to amendments to the Deschutes County TSP that may be made following the completion of these plans.
Jefferson County Transportation System Plan (2007)	Background	(Note: The oldest of the TSPs in the CET service area)
	Goals	<u>TSP Objective 5</u> Continue to protect and provide for alternative means of transportation.
	Policies	<u>TSP Strategies</u> 5.4 Support the Central Oregon Intergovernmental Council's efforts to meet the transportation needs of persons who are 60 and over, low income, and/or disabled, as outlined in the Jefferson County Coordinated Human Services Transportation Plan. <u>Jefferson County Comprehensive Plan (adopted 2006, amended 2013), Transportation Element</u> Other than two policies related to airports and access to new development/parcels, the Comprehensive Plan states that the County will comply with Statewide Goal 12 through its TSP.
	Projects and Priorities	TSP Public Transportation Plan (Section 5.3) <ul style="list-style-type: none"> ▶ A public dial-a-ride service could provide the needed transit service to those that do not have access to a motor vehicle. ▶ The County adopted a Coordinated Human Services Transportation Plan, prepared by the Central Oregon Intergovernmental Council, shortly before the TSP was developed and adopted. The TSP states that the Coordinated Human Services Transportation Plan will serve as the County's public transportation plan. (By extension, that would be the 2018 Regional Coordinated Human Services Transportation Plan, reviewed in the "Regional Plans" section of this memorandum.)
Bend Transportation System Plan	Background	<ul style="list-style-type: none"> ▶ The Bend TSP is currently being updated. The PMT prefers that goals, objectives, and project ideas that have been developed thus far during the update process be reviewed instead of those in the currently adopted TSP. ▶ The updated TSP is expected to be adopted in 2020.



(being updated)	Goals	<p>▶ Existing conditions/service: CET fixed route and Community Connector services</p> <p><u>TSP Goals (2018)</u></p> <ul style="list-style-type: none"> ▶ Increase System Capacity, Quality, and Connectivity for All Users (e.g. drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, and other forms of transportation) ▶ Protect Livability and Ensure Equity and Access ▶ Steward the Environment ▶ Have a Regional Outlook and Future Focus <p><u>Bend Comprehensive Plan (1989, last updated in 2016)</u> "...Completion of a multi-modal road network, trail, and transit system will help to achieve a balanced transportation system and reduce automobile reliance. This, combined with the development of compact community design and the integration of land uses, will provide a strategic approach to fulfilling the transportation needs of the future..."</p>
	Policies	<p><u>TSP Objectives (2018)</u></p> <ul style="list-style-type: none"> ▶ Increase route choices and connections for all users <ul style="list-style-type: none"> ▶ Transit: increase transit ridership ▶ Incorporate a complete streets approach for all new road projects and road reconstruction ▶ Ensure that all income levels and abilities have access to the transportation option that best meets their needs ▶ Minimize the impacts of system on air and water quality and noise ▶ Reduce carbon emissions from transportation <p><u>Comprehensive Plan Policies (1989, last updated in 2016)</u></p> <p><i>Transportation and Land Use</i> 7-1 Medium and high-density residential development should have good access to transit, K-12 public schools where possible, commercial services, employment and public open space to provide the maximum access to highest concentrations of population. 7-3 The City shall consider potential land needs for long-range transportation system corridor improvements and related facilities including transit during the review of subdivisions, partitions, and individual site applications.</p> <p><i>Transportation Demand Management</i> 7-23 The City shall manage and regulate parking by: a) Establishing programs to lower parking demand in commercial and business districts citywide by providing preferential parking for carpoolers, encouraging mass transit use, encouraging shuttle systems from external parking lots, and maintaining an adequate supply of strategically placed bike parking facilities.</p>



		<p><i>Public Transportation System</i></p> <p><i>Objectives:</i></p> <ul style="list-style-type: none">▶ Continue to develop public transportation services for the transportation disadvantaged▶ Reduce reliance on automobiles and develop public transportation facilities▶ Increase mobility and accessibility throughout the urban area▶ Continue to provide infrastructure and land use planning to support transit <p><i>Policies:</i></p> <p>7-44 With the MPO, the City shall support the Cascades East Transit Service's public transportation system to accommodate the needs of Bend residents and visitors in order to reduce reliance on the automobile.</p> <p>7-45 The City shall coordinate with the MPO and Central Oregon Intergovernmental Council to evaluate funding alternatives and seek appropriate resources to support a public transportation system. Effort should be made to evaluate creative funding techniques that may include the combination of public and private transportation resources in coordination with other agencies and transportation providers.</p> <p>The City shall work together with Central Oregon Intergovernmental Council to develop inter-urban public transportation services. Priority shall be given to high load ridership corridors.</p> <p>7-46 To accommodate a fixed-route transit system, land use ordinances and other regulations shall be implemented that establish pedestrian and transit-friendly design along potential or existing transit routes.</p> <p><i>Bend Central District Plan (BCD)</i></p> <p>7-83 The city will partner with property owners and developers to make improvements to transportation facilities within the District Overlay to improve connections for all modes of travel, including implementing a well-connected system for pedestrians, bicyclists, and transit users.</p> <p>7-86 The city will work with local businesses and property owners to develop and implement a parking strategy for the District that meets local parking needs while also encouraging us of alternative modes (e.g., bicycling, walking, and transit) to travel to, from, and within the District.</p> <p><i>General Growth Management Policies</i></p> <p>11-1 The City will encourage compact development and the integration of land uses within the Urban Growth Boundary to reduce trips, vehicle miles traveled, and facilitate non-automobile travel.</p> <p>11-2 The City will encourage infill and redevelopment of appropriate areas within Bend's Central Core, Opportunity Areas and transit corridors (shown on Figure 11-1).</p> <p><i>Centers and Corridors</i></p> <p>11-6 The City will encourage vertical mixed use development in commercial and mixed use zones, especially where those occur within the Central Core, Opportunity Areas and along transit corridors.</p> <p>11-9 The City will encourage development and redevelopment in commercial corridors that is transit-supportive and offers safe and convenient access and connections for all modes.</p>
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		<p><i>Residential Areas and Neighborhoods</i></p> <p>11-14 The City will support re-designation of suitable areas that are within a 1/4 mile walk to transit corridors from a lower density designation to a higher density designation, where plan amendment criteria are otherwise met.</p> <p>11-16 Medium-and high-density residential developments should have good access to transit, K-12 public schools where possible, commercial services, employment, and public open space to provide the maximum access to the highest concentrations of population.</p>
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Projects and Priorities	<p>The following represent project ideas being considered as part of TSP scenario exercises. A composite scenario will be derived from Scenarios A, B, and C in approximately mid-December 2018.</p> <ul style="list-style-type: none">▶ Scenario A: Build New Corridors Need: Barriers for bicyclists & pedestrians through central Bend; project idea:<ul style="list-style-type: none">▶ grade-separated crossing of US 97 & railroad at Hawthorne for walking, biking, and transit ▶ Scenario B: Widen and Enhance Existing Corridors<ul style="list-style-type: none">▶ Transit-related project ideas not identified under this scenario ▶ Scenario C: Maximize the Existing Transportation System Need: east-west corridor congestion; project ideas:<ul style="list-style-type: none">▶ increase CET transit service frequency to 10-min headways▶ high-capacity transit on Greenwood from downtown Bend to 27th▶ improve traffic signal coordination (possibly adaptive systems) on signalized corridors, including freight & transit signal priority on designated corridors▶ high-capacity transit on the Newport-Greenwood corridor, with mobility hubs at Central Oregon Community College (COCC), Downtown, and St. Charles Medical CenterNeed: US 97 Corridor Capacity/Safety (Empire to Cooley); project ideas:<ul style="list-style-type: none">▶ high-capacity transit on 3rd Street, with mobility hubs near Robal, Downtown, and Murphy▶ implement traffic signal priority for freight & transit at signalized intersections on US 97▶ add transit signal priority on Greenwood/Hwy20 and Newport▶ add transit signal priority on 3rd StreetNeed: US 97-Hwy 20 Triangle Ped/Bike Access; project idea:<ul style="list-style-type: none">▶ enhance ped/bike connections to transit along Robal and HunnelNeed: Butler Market Corridor Capacity and Safety Needs (US 97 to 27th); project idea:<ul style="list-style-type: none">▶ implement transit service options along Butler Market from downtown into the NE UGB expansion areaNeed: Transit Service to Outlying Areas; project ideas:<ul style="list-style-type: none">▶ enhance transit service from Bend to Mt. Bachelor and to key recreations areas (lakes, trailheads, etc.)▶ mobility Hubs (access to transit, bike share, car share, etc.) at key gateways and activity centers▶ enhanced transit service to Sunriver/La Pine, Tumalo/Sisters, and Redmond, connecting to Mobility Hubs▶ park-and-ride and/or transit hub facilities as part of Cooley Road project
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Bend Integrated Land Use and Transportation Plan (2016)	Background	<ul style="list-style-type: none"> ▶ The ILUTP is an appendix of the City's TSP. ▶ The purpose of the ILUTP is to: <ul style="list-style-type: none"> ▶ <i>Provide a policy framework for increasing transportation choices in Bend through an integrated set of long range land use and transportation strategies</i> ▶ <i>Address Transportation Planning Rule (TPR) and UGB Remand requirements related to reduction of VMT per capita and reduced reliance on the automobile</i> ▶ <i>Describe Bend's policies and standards to be used in demonstrating progress toward a reduction of VMT over time</i> ▶ The ILUTP addresses four types of strategies for reducing VMT growth including land use, transportation demand management, and transit planning.
	Policies	<ul style="list-style-type: none"> ▶ The following policies proposed in the ILUTP were created to be integrated into the City's Comprehensive Plan (Chapter 7, Transportation) and the City's TSP. <ul style="list-style-type: none"> ▶ <i>The City will conduct a planning study to evaluate the potential for Transportation Management Areas for the Opportunity Areas, Transit Centers, and public and private institutions and firms.</i> ▶ <i>The City will include streetscape projects in Opportunity and Core Areas and Transit Corridors when developing the transportation capital improvement plan (CIP) priorities and projects.</i> ▶ <i>The City will develop Transit Priority Corridors in the Opportunity and Core Areas that include a combination of land use policies and codes and transportation enhancements that encourage transportation options.</i> ▶ Transit corridors are shown in Figure 12 (Central Core Area, Transit Corridors, and Opportunity Areas). ▶ Standards or targets for reducing reliance on the automobile are set for 2014-2028. The targets include land use densities (housing units and employment) in "key transit corridors" and destinations (% housing units and % employment) within ¼ miles of transit (Table 3).
	Projects and Priorities	<ul style="list-style-type: none"> ▶ Land use strategies: (medium-term) Designate additional mixed use areas along transit corridors; and adopt design and development standards for key pedestrian areas and transit corridors. ▶ Transit strategies: <ul style="list-style-type: none"> ▶ Near-term: Support and maintain recent service improvements as of 2016; define and enhance transit centers and corridors in Opportunity and Core Areas; and propose new enhanced transit funding. ▶ Medium-term: Implement <u>most components of Bend Transit Plan</u> (the PTP is reviewed under "Regional Plans" in this memorandum), including additional hours of service, more frequent peak headways, and two new routes. ▶ Long-term: Implement additional hours of service, improved headways on specific routes primarily in Opportunity and Core Areas, and conversion of three routes from bus service to "pre" BRT types of service. ▶ Complete streets and connectivity strategies: Plan and prioritize streetscape corridors in Opportunity and Core Areas and Transit Priority Corridors and Centers.



La Pine Transportation System Plan (2013)	Background	Existing conditions/facilities: CET park-and-ride at the intersection of US 97 and Burgess Road in the Wickiup Junction area
	Goals	Goal 2 Provide a transportation system that incorporates a range of transportation options for all modes of travel.
	Policies	<p><u>TSP project evaluation criteria</u></p> <p>2C: Address key gaps in the bicycle system 2D: Address key gaps in the sidewalk and trail system 2E: Provides access to regional transit, including provision of park-and-rides</p> <p><u>La Pine Comprehensive Plan (date unknown)</u> <i>General Street Transportation Network Policies</i></p> <ul style="list-style-type: none"> ▶ The City recognizes that motor vehicle use is currently the primary form of transportation for the majority of La Pines citizens, but also recognizes that increased alternate mode use is essential to the livability of the community and to preserve valuable resources. <p><i>Transit Policies</i></p> <ul style="list-style-type: none"> ▶ The City shall: <ul style="list-style-type: none"> ▶ Encourage private efforts to supply forms of inter and intra city transit to the commuter. ▶ Cooperate with COIC and Commute Options to increase opportunities for access to transit, park and ride lots, and ride share. ▶ Provide adequate facilities to allow for safe operation of mass transportation vehicles, in cooperation with COIC.
	Projects and Priorities	<p>Projects in Table 4-8 (Transit Improvements) and Figure 4-6 (Existing Transit Service and Future Planned Improvements):</p> <ul style="list-style-type: none"> ▶ Maintain multimodal (pedestrian, bicycle, and vehicle) connections between park-and-ride lot and surrounding transportation system when the park-and-ride lot is relocated as part of Wickiup Junction plan.* ▶ Coordinate with CET to provide service to the city core. Consider options for new park-and-ride facility in the downtown area. ▶ Coordinate with CET to provide additional service (increased service hours) between La Pine and Bend. <p><i>*ODOT's Wickiup Junction project was designed to realign US 97 to the east and build a railroad overpass just south of the current at-grade crossing. However, due to rapid earth settling beneath earthen ramps and bridge girders being constructed, construction was suspended and de-constructed, and ODOT has been charged with using the remaining funding to evaluate alternatives for achieving the original goal for the project. (https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=09679)</i></p>



<p>Madras Transportation System Plan (Draft, March 2018)</p>	<p>Background</p>	<ul style="list-style-type: none"> ▶ The draft TSP has not yet been adopted, but project consultants do not expect it to change, particularly in terms of transit. (Public agencies are working through how to address road standards in urban reserves and urban growth areas.) ▶ Existing transit service: Dial-a-ride demand-response service is provided within the community through a contract with CET. Weekday CET also provides weekday inter-city Community Connector service to Warm Springs, Culver, Metolius, and Redmond. Service to Bend, Sisters, Prineville, Mt. Bachelor, and La Pine is available through connections in Redmond. Central Oregon Breeze offers daily service between Bend and Portland, with a stop in Madras.
	<p>Goals</p>	<ul style="list-style-type: none"> ▶ Goal 3: Safety Provide a transportation system that improves safety and multimodal accessibility throughout the city and especially within the downtown core. ▶ Goal 4: Multimodal Users Provide a multimodal transportation system that permits the safe and efficient transport of people and goods through active modes. ▶ Goal 6: Planning and Funding Maintain the safety, physical integrity, and function of the City's multimodal transportation network.
	<p>Policies</p>	<p><u>TSP objectives</u></p> <p>Goal 3</p> <ul style="list-style-type: none"> ▶ Promote a transportation system that facilitates safe multimodal corridors in Madras. <p>Goal 4</p> <ul style="list-style-type: none"> ▶ Support the development of regional public transit opportunities. ▶ Review facilities for compliance with the Americans with Disabilities Act (ADA). ▶ Develop and promote an interconnected network of bicycle, pedestrian, and transit facilities within Madras. ▶ Examine the need for specific pedestrian crossing locations. <p>Goal 6</p> <ul style="list-style-type: none"> ▶ Work with CET, ODOT, Jefferson County, and regional transit partners to enhance regional transit service. <p><u>Madras Comprehensive Plan (2003, last updated 2018)</u> There are a limited number of transportation policies in the Comprehensive Plan, which mainly address roadway projects and do not address transit.</p>



	Projects and Priorities	<ul style="list-style-type: none"> ▶ The TSP's Plan and Policy Review states that the updated TSP integrates regional transit plans and strategies including the ODOT Region 4 Park and Ride Lot Plan (a 2014 plan that includes a "Priority Lot Profile" for the Safeway in Madras), the COIC RTMP, and the Central Oregon Strategic Transportation Options Plan (COTOP). ▶ The TSP's Transit Plan makes the following recommendations regarding transit <i>Transit enhancements that may improve overall mobility for users within Madras include improvements to the Community Connector Service, including:</i> <ul style="list-style-type: none"> - Increased frequency - Additional time of day service - Additional route stops within the community - Addition of a deviated fixed-route service - Additional trips to the Portland metro area. <i>These improvements should be considered and prioritized in coordination with CET.</i>
Prineville Transportation System Plan (2013)	Background	Existing conditions/service: Community Connector service between Prineville and Redmond, with stops at the intersection of OR 126/US 26 (park-and-ride) and Stryker Park. Dial-a-ride service is also available through a contract with CET.
	Goals	<ul style="list-style-type: none"> ▶ No goals, objectives, or policies in the adopted part of the TSP (Volume 1). ▶ Goals and objectives are found in TSP Volume 2 (not adopted): <ul style="list-style-type: none"> ▶ Goal #2: Provide access to the transportation system for all users, including low income and minority populations.
	Policies	<p><u>TSP objectives (TSP Volume 2)</u></p> <p>2A. Provide transportation mode choices to all users of the transportation system.</p> <p>2B. Consider impacts to low income or minority populations when assessing the impacts of transportation infrastructure projects.</p> <p><u>Prineville Comprehensive Plan Policies (2007)</u></p> <ul style="list-style-type: none"> ▶ Investigate the possibility of a shuttle bus and staggered shifts with Prineville's major employers. ▶ Encourage private efforts to supply forms of inter- and intra-city transit to the commuter. ▶ Add loading zones in downtown core area and other commercial areas to facilitate loading and unloading of Senior Bus and other mass transportation options. ▶ Ensure proper facilities are in place to allow for safe operation of mass transportation vehicles.



	Projects and Priorities	<ul style="list-style-type: none"> ▶ Relocation of park-and-ride lot: The TSP refers to the ODOT Region 4 Park and Ride Lot Plan, which provides recommendations about priority park-and-ride lot locations as well as the number of parking spaces, features, and amenities that will support the use of park-and-ride lots and CET transit services. The plan recommends the parking lot at Erickson’s Thriftway as the priority park-and-ride location in Prineville. The property owner indicated interested in the partnership, the lot has bike and pedestrian access, and improvements would be needed for the park-and-ride lot including signs, lighting, a transit shelter, and ADA-compliant sidewalk improvements. ▶ Introduction of local flex route service: The TSP refers to the 2013 COIC RTMP, which indicates that population and employment density in Prineville could support a “flexible” fixed-route service. The RTMP provides service concepts for local flex route services that could replace local public bus service that requires advance reservations (previous day by 4 p.m.). The analysis in the RTMP indicates that flex-route services could be operated at the same cost as the existing dial-a-ride bus service. ▶ The Active Transportation Toolbox in the TSP refers to the COIC RTMP for transit-related tools.
Redmond Transportation System Plan (being updated)	Background	<ul style="list-style-type: none"> ▶ The TSP is in the process of being updated. The PMT indicated that it would prefer that update materials be used for this review instead of currently adopted materials. ▶ Existing conditions/service: CET fixed route and Community Connector services
	Goals	<p><u>Goals and Evaluation Approach Memorandum (January 10, 2018)</u></p> <p>Goal 3. Provide transportation choices and address the needs and safety of all travelers, including people of all ages, abilities, ethnicities, and incomes.</p> <p>Goal 5. Provide reliable and convenient transit service to Redmond residents and businesses as well as special transit options for the City’s elderly and disabled residents.</p> <p><u>Redmond Comprehensive Plan (2001)</u></p> <p><i>Housing Goals</i></p> <p>6. Provide for higher densities in proximity to schools, services, parks, shopping, employment centers, and public transit.</p> <p><i>Transportation Goals</i></p> <p>4. Increase the use of alternative travel modes through improved safety and service.</p>
	Policies	<p><u>TSP policies</u></p> <p>Policies have not yet been established for the updated TSP.</p> <p><u>Comprehensive Plan (2001)</u></p> <p><i>Housing Policies - Multi - Family Housing Development</i></p> <p>23. Criteria for the location of multi-family housing shall include proximity to the City core, neighborhood commercial centers, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.</p>



	<p>24. Higher density neighborhoods should complement the areas in which they are located. Development criteria should include: f) Multi-modal transportation facilities that provide pedestrian and bicycle users access to parks, schools, mass transit stops and convenience shopping.</p> <p>Affordable Housing</p> <p>27. Affordable housing should be permitted closer to schools, services, parks, shopping, employment centers or transit facilities.</p> <p><i>Transportation Objectives and Policies</i></p> <p>Objectives:</p> <p>d) Identify opportunities to expand transit service in conjunction with a Deschutes County Transit Study. e) Address linkages with the Deschutes County car pool program.</p> <p>Policies:</p> <p>48. The City shall cooperate with other City and County jurisdictions in the tri-county region, ODOT, COIC/CET, and any other transit service providers to complete an inter-City transit feasibility study. 49. Existing or planned transit shall be protected by identifying potential transit corridors and encouraging transit-compatible land uses and site planning. 50. The City will consider transit needs in the design and operation of street infrastructure. 51. The City will support transit service operations through the creation of development regulations that consider transit needs in subdivision and site design, with regard to streetscape and pedestrian connectivity. 52. The City will work with local transit provider(s) to consider improvements to existing bike and pedestrian access, including ADA access and other transit supportive amenities, along designated transit corridors. 53. The City will encourage connectivity between different travel modes and ensure transit facilities are pedestrian and cyclist accessible. 54. The City will consider increases in residential densities along transit corridors to encourage increased use and ridership.</p> <p><i>Urbanization Policies</i></p> <p>16. Great Neighborhood Principles...</p> <p>a. Transportation. Connect people and places through a complete grid street network and trail system that invites walking and bicycling and provides convenient access to parks, schools, neighborhood service centers, and possible future transit stops.</p>
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	Projects and Priorities	<p><u>Alternatives Analysis (August 13, 2018)</u></p> <ul style="list-style-type: none"> ▶ Key Transit Corridors <ul style="list-style-type: none"> ▶ The updated TSP will include key north-south and east-west transit within all quadrants of the City's UGB between the downtown urban core, residential neighborhoods, existing and planned pedestrian and bicycle corridors, and places of interest. ▶ These corridors correlate with the planned Redmond Transit Hub located at the corner of SW Kalam Avenue and SW Canal Boulevard. Multimodal infrastructure along these corridors will be pursued by the City to enhance the accessibility of future transit service. ▶ The City and CET will continue to work to refine key transit corridors and identify a program to implement more robust transit service within Redmond. (Corridors recommended by the PMT shown in Figure 10 in the Alternatives Analysis.)
Redmond Transit Master Plan (2009)	Background	<ul style="list-style-type: none"> ▶ The Redmond Transit Master Plan (TMP) was prompted by the Redmond population reaching 25,000, which triggers the need to conduct a transit feasibility study pursuant to the Oregon Transportation Plan. ▶ TMP goals <ul style="list-style-type: none"> ▶ Promote multi-modal transportation options that help to reduce reliance on single-occupant vehicles. ▶ Allow for a system that is fully accessible for persons with disabilities and that is ADA-compliant. ▶ Identify partner opportunities. ▶ TMP objectives <ul style="list-style-type: none"> ▶ Explore the feasibility of developing a fixed-route transit system within Redmond. ▶ Provide a conceptual service plan to outline implementation steps. ▶ The TMP was to be incorporated into Redmond's TSP update in process at the time (approx. 2009).
	Policies	<p>Specific policies are not proposed in the TMP but balancing "coverage" and "productivity" are discussed as a basis for community goals or policies.</p> <p><i>The coverage model says that transit should provide services to as many people as possible with at least a minimal level of service.</i></p> <p><i>Conversely, the productivity model says that transit should be provided in the densest locations and corridors or on intercity routes where service can be provided most efficiently, thereby resulting in higher ridership, farebox recovery, etc.</i></p>

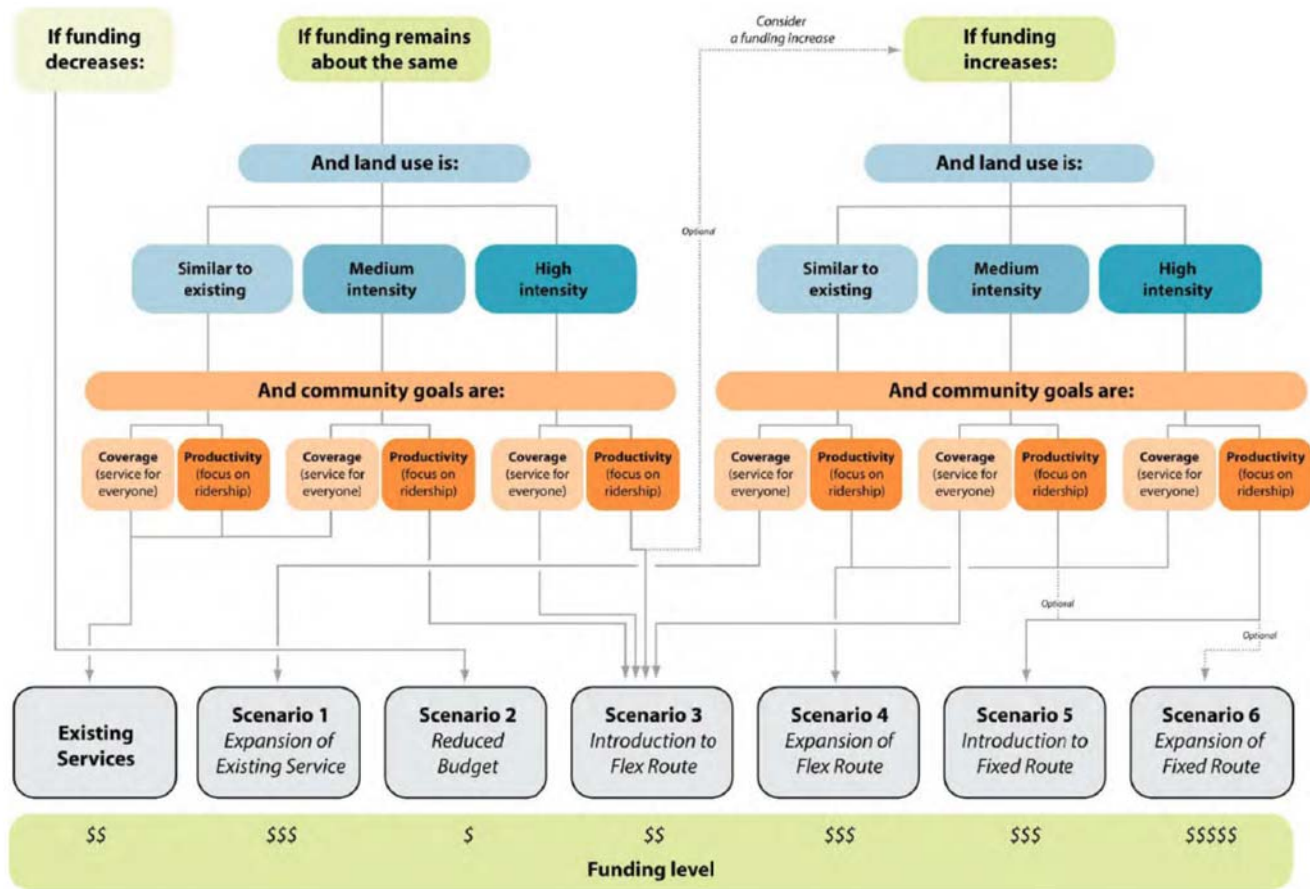


Projects and
Priorities

Service scenarios summarized and placed into decision process "tree" (instead of a recommendation)

- ▶ Scenario 1 – expand existing demand response and community connector
- ▶ Scenario 2 – reduce existing demand response and community connector
- ▶ Scenario 3 – add flex route and dial-a-ride (DAR) for elderly and disabled to existing service
- ▶ Scenario 4 – flex route and DAR adds Saturday service; expanded community connector
- ▶ Scenario 5 – add fixed route; free ADA paratransit; expanded community connector
- ▶ Scenario 6 – optimal route/reduced transfer/amenities fixed route; expanded connector

Figure 7-1 Scenario Decision Tree





		<p><u>Implementation guidance in the TMP for the following :</u></p> <ul style="list-style-type: none"> ▶ connectivity to transit stops ▶ transit stop guidelines (stop spacing, near side and far side placement, amenities/improvements, and management) ▶ accessibility and ADA compliance ▶ park-and-ride facility guidelines (location, size, circulation and access, and amenities)
Sisters Transportation System Plan (2010)	Background	<ul style="list-style-type: none"> ▶ Sisters Community Vision Statement, adopted by the City Council in 2007. <i>We have a modern western community that honors and preserves its history. Sisters is a safe community with an authentic village atmosphere and a variety of public gathering places that invites walking and cycling.</i> ▶ Community Goals Goal 2: Sisters has a public transportation system and a pedestrian and bicycle-friendly city core that minimizes motor vehicle use. ▶ Existing conditions/services: CET dial-a-ride service within community. CET Community Connector weekdays to Bend, with transfers to La Pine, Redmond, Prineville, Madras, and Metolius/Culver. ▶ Existing issues/concerns <ul style="list-style-type: none"> ▶ Transit connections to neighboring cities and other locations of interest are infrequent or nonexistent. ▶ Bicycles are prohibited on dial-a-ride transit service.
	Goals	<ul style="list-style-type: none"> ▶ Goal 1: Livability Design and construct transportation facilities in a manner that enhances the livability of the Sisters neighborhoods and business community. ▶ Goal 4: Sustainability Provide a sustainable transportation system that meets the needs of present and future generations. ▶ Goal 5: Travel Choices Plan, develop, and maintain a transportation system that provides travel choices and allows people to reduce the number of trips made by single-occupant vehicles. ▶ Goal 6: Quality Design Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.
	Policies	<ul style="list-style-type: none"> ▶ Goal 1: Livability Policy e. Construct a transportation system that is accessible to all members of the community. Policy f. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of all people and businesses, including people with low income, people with disabilities, children, and seniors.



		<ul style="list-style-type: none"> ▶ Goal 4: Sustainability Policy c. Decrease reliance on the automobile and increase the use of other modes to minimize transportation system impacts on the environment. ▶ Goal 5: Travel Choices Policy a. Provide a citywide network of convenient walkways and bikeways that are integrated with other transportation modes and regional destinations. Policy b. Support travel options that allow individuals to reduce single-occupant vehicle trips. ▶ Goal 6: Quality Design Policy c. Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and to adjacent rights-of way in accordance with adopted policies and standards. <p><u>Sisters Comprehensive Plan (2005, last updated 2014)</u> 3. The City shall cooperate with neighboring Cities and with Deschutes County in the development of an inter-city transportation plan. 4. The City shall participate in the Central Oregon Commute Options Program by assisting in implementing measures outlined in their programming.</p>
	Projects and Priorities	<p>Transit Plan</p> <ul style="list-style-type: none"> ▶ Due to the small size of the Sisters area, increased transit service around the city is not considered essential. ▶ However, transit connections to neighboring cities and other locations of interest may be desirable. Public opinion should be sought on the issue and used for guidance in developing a future transit plan if needed to meet livability goals as growth continues. ▶ The City should continue to coordinate with COIC to provide regional transit.
Warm Springs Reservation Transportation Plan (2014)	Background	<p><u>Vision in Warm Springs Comprehensive Plan</u> <i>We the people of The Confederated Tribes of Warm Springs, since time immemorial, carry forth the inherent rights of sovereignty and spirituality through unity and a respect for the land, water, each other and the many gifts given by the Creator.</i></p> <p><u>Transportation Plan Background</u></p> <ul style="list-style-type: none"> ▶ Existing transit services: CET Community Connector service to Madras. WST within community, flex route service. ▶ Transit service needs: WST provides limited midday service; growing demand for young families needing to access medical and other services within community and older residents needing to access medical services off-reservation (in Bend, Redmond, or Portland); and general interest in improving access to larger off-reservation communities such as Bend and Portland for tourism, medical, educational, and employment opportunities.



	Goals and Policies	<p><u>Transit objectives</u></p> <ul style="list-style-type: none"> ▶ Maintain funding for operations and maintenance and capital needs through grants from the state and Federal Transit Authority (FTA). ▶ Coordinate with regional transit providers when there are opportunities to improve efficiency, maximize service, or reduce costs.
	Projects and Priorities	<p><u>Transportation Plan's Transit Plan</u></p> <ul style="list-style-type: none"> ▶ The Transit Plan for the Warm Springs Indian Reservation (2014) guides future transit services and service decisions within the Warm Springs area. ▶ Transportation Plan Project No. 18: Ongoing Transit Services <ul style="list-style-type: none"> ▶ The Tribes provide various transit services as do regional providers. The Tribes are developing an integrated transit plan for transit services on the Reservation and to nearby communities. ▶ Annual funding will be required to maintain services. Over the short term, this is estimated at \$540,000. Funding is available from both the state and FTA for capital acquisition and operations/maintenance. ▶ Transit recommendations <ul style="list-style-type: none"> ▶ The Warm Springs Transit Plan should be implemented and reviewed annually to determine if any changes are warranted to better meet tribal objectives. ▶ The Tribes should continue to support the WST with annual funding from the Tribes' Transportation Improvement Program (TTP) shares for transportation improvements and through other state and federal grants.
Transit Plan for the Warm Springs Indian Reservation (2014)	Background	<p><u>Key transit needs:</u></p> <ul style="list-style-type: none"> ▶ WST currently [2014] provides a relatively low level of peak commute time and midday public transportation service to employment centers. ▶ Demand for transportation services is growing particularly for young families needing transportation to medical and other services in Warm Springs and older adults needing transportation to medical services off-reservation. ▶ Interest in increasing connections between Warm Springs and larger communities such as Bend and Portland was found, which could encourage tourism as well as enhance educational, medical and employment opportunities for tribal members.
	Goals and Policies	<p>The following principles guided the development of the Transit Plan:</p> <ul style="list-style-type: none"> ▶ <i>All communities on the reservation should receive some level of transit services.</i> ▶ <i>Funding should be equally split between local and regional services.</i> ▶ <i>There should be balance between meeting needs and the overall efficiency of the system.</i> ▶ <i>Transit providers in Warm Springs should strive to coordinate services to maximize resources and riders.</i>



	Projects and Priorities	<p>The plan presents a matrix of service options (Table 3 in the Transit Plan). Service recommendations represent a combination of Option 1 (Basic Coverage) and Option 2 (Basic Mobility); the other options include existing service and Option 3 (Mobility +).</p> <p>Overview of service recommendations:</p> <ul style="list-style-type: none">▶ Regional Services (Warm Springs-Madras) – Add one a.m. and p.m. trip and a midday flex route circulator▶ Regional Service (Warm Springs-Portland) – Add a formal stop one day each month to the Central Oregon Breeze service that currently provides informal “flag” stops in Warm Springs on weekdays▶ Local Services (Warm Springs Reservation Area) – Shift from a local fixed route service (with some off-route deviations) to a dial-a-ride service▶ Develop a working intergovernmental agreement with CET to provide both local and regional services for the Tribes.▶ Designate a Marketing and On-site Mobility Management Coordinator position.▶ Integrate plans for a transit center into the Downtown Warm Springs Redevelopment Plan.
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