



Bend Metropolitan Planning Organization

PUBLIC TRANSIT PLAN AND TRANSIT CORRIDOR LAND USE ASSESSMENT

DRAFT Public Transit Plan

November 2012 – DRAFT

DKS Associates
TRANSPORTATION SOLUTIONS



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Related Documents

- Future Opportunities Technical Memorandum (Land Use Assessment)
- Existing Conditions Technical Memorandum

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1 INTRODUCTION AND PROJECT BACKGROUND

In November 2011, the Bend Metropolitan Planning Organization (BMPO) initiated this project to update the long-range Public Transit Plan (PTP) for the Bend area, to address existing and future public transportation needs, provide an assessment of land use conditions along current and potential future transit corridors, and recommend strategies to coordinate future transit investments with transit-supportive land uses.

Over the past decade, Bend has been one of the fastest growing communities in Oregon. With a current population of 76,639 residents, the Bend area is projected to grow to over 109,000 residents by 2025. Population growth is running about 5% behind estimated projections, which were developed prior to the economic downturn.¹ The area's historically rapid population growth and rates of development dictate the need to think strategically about how BMPO, the City of Bend (City), and Cascades East Transit (CET) plan for and accommodate public transit and transit supportive land uses.

The City of Bend launched its fixed-route transit system service in 2007 as Bend Area Transit (BAT). Utilization of the system has grown significantly and the local system is integrated with a regional transit network, both now operated by CET. As Bend continues to grow and demand on the transit system increases, the presence and quality of transit will become increasingly important criteria for land use development and, at the same time, land use will be a key criterion for determining the level of transit service required.

This interdependence raises the following questions that motivated this project:

- How can the MPO and City of Bend encourage denser, transit-supportive development in areas where transit service investment is needed?
- What are the areas that are most appropriate to focus transit supportive land uses?
- How can transit and transit-oriented development be a catalyst for achieving other goals in Bend, such as economic development, social justice, and preservation of the environment?

This plan aims to address this “chicken-and-egg” issue by identifying:

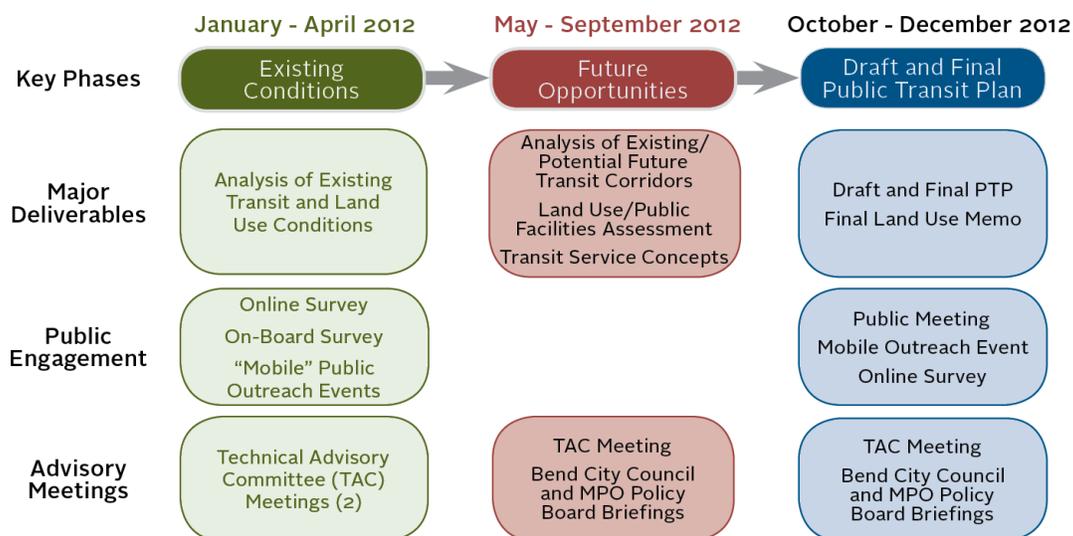
¹ Current population from 2010 U.S. Census. Projections from Deschutes County, Coordinated Population Forecast, 2004.

- A set of future service improvements that can be implemented in response to future population/employment growth and funding availability.
- A network of corridors where the highest-quality service is planned and where transit-intensive land uses are located in close proximity to the best transit service.
- Land use policies that help ensure development and street design along those corridors take a transit-oriented form.

PLANNING PROCESS

The project involved three major phases: (1) analysis of existing conditions, (2) assessment of future land use opportunities and development of transit service concepts, and (3) development of the long-range transit public transit plan (PTP). Figure 1-1 illustrates these phases in relation to key deliverables, public outreach opportunities, and meetings with the Technical Advisory Committee (TAC) for the project as well as briefings to provide updates to and receive input from the MPO Policy Board and Bend City Council. The next section describes the role of the TAC and Chapter 4 summarizes the input received from the public.

Figure 1-1 Planning Process



PROJECT OVERSIGHT

This section describes the role of the project management team and TAC in providing direction and input at key stages of the project.

Project Management Team

The project management team included representatives from BMPO, the City of Bend, the Oregon Department of Transportation (ODOT), the Oregon Department of Land Conservation and Development (DLCD), and CET. Core project management team members met regularly throughout the project. City of Bend staff provided BMPO and the consultant team with specific input and direction at key stages of the project, particularly related to land use and transportation, and CET planning and operations staff helped develop and validate transit service concepts.

Technical Advisory Committee (TAC)

The Technical Advisory Committee, working with MPO and CET staff and the consultant team, played an important role in guiding the public transit plan. The full TAC met four times, providing valuable input and discussion. TAC members reviewed and provided comments on plan deliverables throughout the project.

In addition to Project Management Team members, the TAC included representatives from human services and non-profit service providers, Deschutes County, Bicycle and Pedestrian Advisory Committee (Deschutes County), Central Oregon Community College (COCC), St. Charles Medical Center, Downtown Bend (Chamber), and Bend Park & Recreation District.

PROJECT DELIVERABLES

The project includes the following two major deliverables, in addition to an Existing Conditions Memo that helped inform both deliverables:

- **Public Transit Plan (PTP).** The PTP is contained in this document and identifies short- and long-term transit improvements and strategies for the Bend area. The PTP will serve as a component of the overall land use and transportation planning process in Bend and can be adopted as an element of (or otherwise incorporated into) the BMPO Metropolitan Transportation Plan (MTP) and the City of Bend Transportation System Plan (TSP).
- **Future Opportunities Memo.** This companion document provides an assessment of opportunities for land use changes that can support public transit within BMPO boundaries and identifies additional strategies for coordinating transit with land use. This document will inform future land use planning in Bend, in particular as it relates to the City of Bend's proposed Urban Growth Boundary (UGB) expansion and the State of Oregon Land Conservation and Development Commission's (LCDC) partial acknowledgement/remand of this proposal in 2010.

PLAN OUTLINE

The PTP is structured into the following chapters:

- **Chapter 1: Introduction and Project Background.** Provides an overview of the project and describes the planning process and oversight structure.
- **Chapter 2: Community Profile and Demographics.** Presents demographic and land use trends that impact transit demand.
- **Chapter 3: Existing Land Use, Transit Services, and Public Facilities.** Provides an overview of existing land use, transit services, and public facilities in Bend.
- **Chapter 4: Community Input.** Summarizes results of public outreach efforts, including a survey conducted on-board CET local buses in Bend, an online community survey, and project outreach events.
- **Chapter 5: Key Findings and Transit Needs Assessment.** Summarizes key findings from the demographic analysis, review of existing conditions, and community input.
- **Chapter 6: Goals and Objectives.** Recommends updates to the transit goals and objectives for the City and MPO. The following two chapters describe elements of a “Complete Transit System” that function together to achieve the desired local outcomes for transit in Bend.
- **Chapter 7: Service and Land Use Element.** Describes service quality and land use, and provides a flexible service plan for the short-, mid-, and long-term time frames.
- **Chapter 8: Non-Service Element.** Describes facilities, access, transportation demand management, and marketing/branding.
- **Chapter 9: Implementation.** Describes operating/capital costs and actions for implementing the recommended improvements.

The PTP provides references to more detailed information provided in the following appendices, or the related documents outlined on the previous page.

- **Appendix A: Land Use Transit Demand.** Summarizes research into the relationship between density and transit ridership.
- **Appendix B: Future Service Concepts.** Provides additional detail related to topics discussed in Chapters 7, 8, and 9.
- **Appendix C: Funding Options.** Summarizes transit funding options.
- **Appendix D: Updated Bend Urbanized Area Map.** Provides a map of the revised 2010 Census Boundary for the Bend Urbanized Area.