

BEND METROPOLITAN PLANNING ORGANIZATION  
**Public Transit and Land Use Study**  
Technical Advisory Committee Meeting #4  
**Minutes**

October 4, 2012

Hawthorne Station Conference Room, Central Oregon Intergovernmental Council  
334 NE Hawthorne Avenue, Bend, Oregon

**1. CALL TO ORDER – INTRODUCTIONS**

Mr. Deke called the fourth and last meeting of the Public Transit Plan Technical Advisory Committee (TAC) to order at 9:41 a.m. without a quorum present. All present introduced themselves. Attending during the meeting were:

TAC members

Wendy Robinson, *City of Bend Long-Range Planning*

Chris Doty, *Deschutes County Road Department*

Jeff Monson, *Commute Options*

Joe Viola, *Central Oregon Community College*

Rick Root, *City of Bend Transportation Planning*

Ryan Oster, *City of Bend Engineering Department*

Scott Aycock, *Central Oregon Intergovernmental Council/Cascades East Transit (CET)*

Nonvoting TAC members

Karen Swirsky, *Oregon Department of Land Conservation and Development (DLCD)*

Staff

Tyler Deke, Manager, *Bend MPO*

Jovi Anderson, Program Technician, *Bend MPO*

Cameron Prow, TYPE - *Write II*

Visitors

Chris Maciejewski, *OTAK*

Oren Eschel, *Nelson/Nygaard Consulting Associates Inc.*

Thomas Brennan, *Nelson/Nygaard Consulting (consultant project manager)*

**2. WELCOME and PROJECT UPDATE**

Mr. Deke welcomed everyone to the fourth and last TAC meeting for the Public Transit Plan. Work is continuing on future service concepts and the land use component.

**3. UPDATE – FUTURE SERVICE CONCEPTS**

\* Handouts: Recommended Transit Goals and Objectives; Project Update #4: Future Service Concepts, and Public Transit Plan and Transit Corridor Land Use Assessment

\* Maps: Short-Term Improvements, OSU Facility Service Concept (early mid-term), and Mid- and Long-Term Service Concepts

Mr. Brennan said that service concepts were developed in response to public outreach, earlier study analysis, and TAC feedback. In August 2012, the project team briefed City Council and released a draft Future Service Concepts memo that proposed modifications and enhancements to Bend's fixed-route system. He discussed the transit needs assessment, service concepts and timeframes, criteria for service expansion, estimated operating costs, and next steps. The project team is scheduled to update City Council and the Bend MPO Policy Board on November 7, 2012.

Mr. Eschel summarized public outreach results, draft plan chapters, and timeline for project completion. Based on study results and economic efficiency, the highest level of service should be on primary corridors.

TAC members discussed *transit demand* (elementary, secondary, and college students; NorthWest Crossing), *permanent site for Oregon State University-Cascades campus*, *cost effectiveness of OSU shuttles vs. transit bus*, *leveraging 5307 funding*, *improved marketing strategies* (Bend Area Transit vs. other communities), and *establishing criteria for off-primary corridor needs* (case-by-case decisions vs. policy).

#### **4. UPDATE – OVERVIEW OF DRAFT PUBLIC TRANSIT PLAN**

Mr. Brennan discussed service concepts, service standards, relationship between transit demand and land use development (density thresholds and distribution), impact of activity centers, and guidelines for service design and stop development. He has adjusted some short-term plans based on discussions with CET.

TAC members expressed concern about *implementation measures*, *impact on Bend's urban growth boundary remand*, *node vs. corridor density metrics*, *transit incentives* (parking supply and cost), *geothermal-heated bus stops*, *impacts of Oregon State University-Cascades campus and Bend Central Area Plan*, *considering transit when siting new schools*, *measurable reduction of vehicle miles traveled (VMT)*, *impact of mixed-use development in Murphy Crossing*, *transit selling points outside the social service concept* (transportation efficiency), and *development density drivers* (sewer and water availability).

#### **5. REMAINING LAND USE ASSESSMENT WORK – TRANSIT OVERLAY ZONE**

Mr. Brennan defined a transit overlay zone (TOZ) as a set of code requirements and/or incentives that is applied on top of other zoning to encourage an environment more friendly to transit. Other names include “pedestrian/transit overlay corridor” or “neighborhood overlay district.” TOZs have been implemented in Eugene, Oregon, Palo Alto, California, and East Coast cities under 100,000 population. He outlined key elements, potential outcomes, and factors for success.

TAC discussion covered *code changes necessary to support transit* (floor area ratio, taller buildings, parcel size), *potential locations*, *market assessment study*, *condensing destination uses* (auto mall), *residential density needed*, *VMT*, *impact of underground parking garage on the St. Charles Medical Center-Bend campus*, *affordable housing*, *citizen acceptability* (walkable neighborhoods, more parks, mobility, increased property values), *impact of TRIP 97*, *street classifications*, *challenges to implementation*, and *implementation incentives financially attractive to developers* (density bonuses).

#### **6. PROCESS, WRAP-UP, and NEXT STEPS**

Mr. Brennan said that the draft transit plan will be released next week for a two-week comment period. The project should be completed by December 2012.

TAC members commended the project team for the thoroughness of the study and quality of its presentations.

There being no further business, Mr. Deke adjourned the meeting at 11:30 a.m.

Tyler Deke  
Bend MPO Manager

TD:cp