

# Bend Metropolitan Planning Organization Public Transit Plan (PTP) and Transit Corridor Land Use Assessment



## PROJECT UPDATE #4

September 2012

### Project Activities

In August, the project team released a draft “Future Service Concepts” memo, available on the project website, that proposes modifications and enhancements for the fixed-route system in Bend. The team also briefed the Bend City Council at its August 15 work session.

### Future Service Concepts

#### Transit Needs Assessment

The draft future service concepts were developed to respond to the major public transportation needs for the Bend area as identified through surveys and earlier analysis conducted as part of the study. The needs were prioritized with assistance from the project Technical Advisory Committee (TAC).

The table at right identifies the prioritized major transit needs, which include later evening service, additional weekend service, and increased weekday frequency of service. Numerous additional needs were identified, including:

- » **Route 5 (Wells Acres–NE).** Issues with on-time performance and overcrowding.
- » **Route 11 (Galveston–SW).** Longer service hours, consistent headway, Saturday service.
- » **Better information, clarity.** E.g., “Hard to plan around 40-minute schedules.”
- » **Improved regional connections.** E.g., direct service to Redmond Airport, no reservations, etc.
- » **Additional service coverage.** E.g., in NE Bend and SE Bend.

### Upcoming Public Outreach Events

Two outreach events have been scheduled to update community members and bus riders on the Bend Public Transit Plan update and provide an opportunity for input on the draft Public Transit Plan.

**Wednesday 10/3, 5:00-7:00 PM**

**Downtown Bend Public Library**  
601 Northwest Wall St., Brooks Room

**Thursday 10/4, 1:00 – 3:30 PM**

**Hawthorne Station**  
SE Hawthorne Ave, bet. 3rd and 4th St.

*An online survey will also be available on the project website to obtain feedback from anyone who cannot attend one of the events.*

#### Major Transit Service Needs

Expressed Major Service Needs	Overall Priority Assessment
Early Evening Service Hours (6:00 – 8:00 PM)	High
Increase Saturday Frequency	High
Provide Sunday Service	High
Increase Weekday Frequency	High
Later Evening Service Hours (8:00 – 10:00 PM)	Medium
Expand Saturday Hours	Medium
Early Morning Service Hours (Start at 5:00 AM)	Medium
Provide Faster, More Direct Service	Low-Medium
Expand Service Coverage	Low-Medium

The Draft Future Service Concepts Memo and other project documents can be accessed on the project website:

<http://bendoregon.gov/transitplan>

## Service Concepts and Time Frames

The proposed service concepts are developed around the following time frames:

### SHORT-TERM MODIFICATIONS (1-3 YRS)

Short-term concepts focus on the most pressing operational issues. They assume no additional operating revenues will be available. The “Short-Term Service Modifications” map (P. 4) details the proposed changes:

» **Restructure Route 5 (Wells Acres) and Route 6 (Bear Creek).** The purpose of these changes is to allow Route 5 to run on the standard 40-minute pulse<sup>1</sup> schedule all-day. Earlier in 2012, Route 5 was pulled off of this schedule for several hours each day due to congestion and high passenger loads that did not allow it to complete within 40 minutes.

- Route 5 will turn around at St. Charles Medical Center. It will not serve 27th St. and Purcell Blvd. between Neff Rd. and Greenwood Ave. Instead, Route 6 will be extended to serve 27th - Neff - Purcell.
- A connection between Routes 5 and 6 will be available at St. Charles.
- Planned signal improvements on 27th St. will also help alleviate traffic delays.

» **Route 4 (North 3rd).** Route 4 will run on 3rd St. north of Greenwood to help it stay on schedule; Route 5 will run on 4th.

» **Additional enhancements.** Other short-term service strategies include:

- Use interlining<sup>2</sup> to pair each trip on Route 3 (COCC) with Route 5 or Route 6 to provide more direct service to COCC.
- Use the Bend-La Pine Community Connector to serve Deschutes River Woods, e.g., stop near Riverwoods Country Store.
- Acquire low-floor buses for use on routes with the most wheelchair boardings.
- Use vanpools to serve dispersed job sites for both regional and local employees.

1 Pulse refers to coordinated departures from Hawthorne Station, to allow connections between routes.

2 Interlining is the use of one bus to serve multiple routes in succession, i.e., providing a “one-seat” ride.

- Improve marketing and coordination of regional connections, e.g., Redmond Airport.

### MID-TERM IMPROVEMENTS (4-10 YEARS)

The mid-term concepts propose to restructure the system to be more flexible and scalable in order to support continued growth. The table on the next page and the “Restructured Service Concepts” map (P. 5) detail the proposed restructuring:

» **Restructure Routes 3 and 11 to provide a direct connection between the planned OSU facility on Colorado and COCC (near mid-term, contingent on the OSU facility).**

#### • Route 3 (Newport to COCC).

Shorten the Route 3 terminal loop (see map) to provide a more direct connection to COCC. Route 3 would no longer serve Northwest Crossing or Summit High School, which would instead be served by a modified Route 11.

- **Route 11 (Galveston).** Modify Route 11 to serve the planned OSU facility on Colorado and extend it to COCC, also serving Northwest Crossing and Summit High School. Route 11 would be enhanced to operate all-day and on Saturdays. Route 11 would run hourly, and would not fully coordinate with the schedule of other routes, until other routes are restructured to run every 30 or 60 minutes (see below).

» **Restructure the system with 30- and 60-minute cycle times<sup>3</sup> and 30- or 60-minute headways<sup>4</sup>.** The existing system uses 40-minute cycle times and headways for all routes. The change would allow each route to be customized to the time needed to make a round trip and to ridership demand. Schedules will also be consistent each hour and easier to remember. This would include:

- **Early Evening and Saturday Service.** Service would run until 8 PM on weekdays. Buses would operate hourly on Saturdays (30 minutes on some routes).

3 Cycle time is the amount of time it takes a bus to complete a single round-trip along its route.

4 Headway is the time interval between consecutive buses arriving at a particular stop along a route (in the same direction).

- **New Route 7 (Greenwood).** This route would serve Greenwood Ave. between Hawthorne Station and the Forum Shopping Center and St. Charles Medical Center, serving portions of existing Routes 5 and 6. Route 7 would be interlined (paired) with Route 3 to COCC; both would run every 30 minutes.

» **Changes to existing routes:**

- Route 1 (S. 3rd) would run every half hour.
- Route 2 (Brookwood) would run hourly.
- Route 3 (COCC) would run every half hour.
- Route 4 (N. 3rd) would run every half hour during peak times and hourly midday.
- Routes 5 and 6 would run hourly, but would be connected to create a bidirectional loop. Route 7 would serve parts of these routes.
- Route 11 would run every half hour to the planned OSU facility and hourly to COCC.

### LONG-TERM CONCEPTS (UP TO 20 YEARS)

Longer-term concepts are designed as a set of flexible service options that can be implemented in phases, linked to land use (see service expansion criteria on P. 6) and

available funding. The table below and the “Restructured Service Concepts” map detail the proposed long-term concepts, which include:

» **Early Morning, Later Evening, Saturday, and Sunday Service.** Service would start an hour earlier (5 AM) and run until 10 PM (as warranted by demand on each route). Saturday hours would be longer (7 AM - 7 PM) and buses would run on Sundays (8 AM - 5 PM).

» **More Frequent Service.** Service could run more often based on demand, at least every 30 minutes on primary transit corridors (P. 6) and every 15 minutes (peak) on some routes.

» **Route 2 (Brookwood).** Route 2 could run every 30 minutes through the Old Mill, then serve the existing loop on Poplar St. hourly and the planned extension of Murphy Rd. hourly (alternating trips) to provide more coverage in SE Bend.

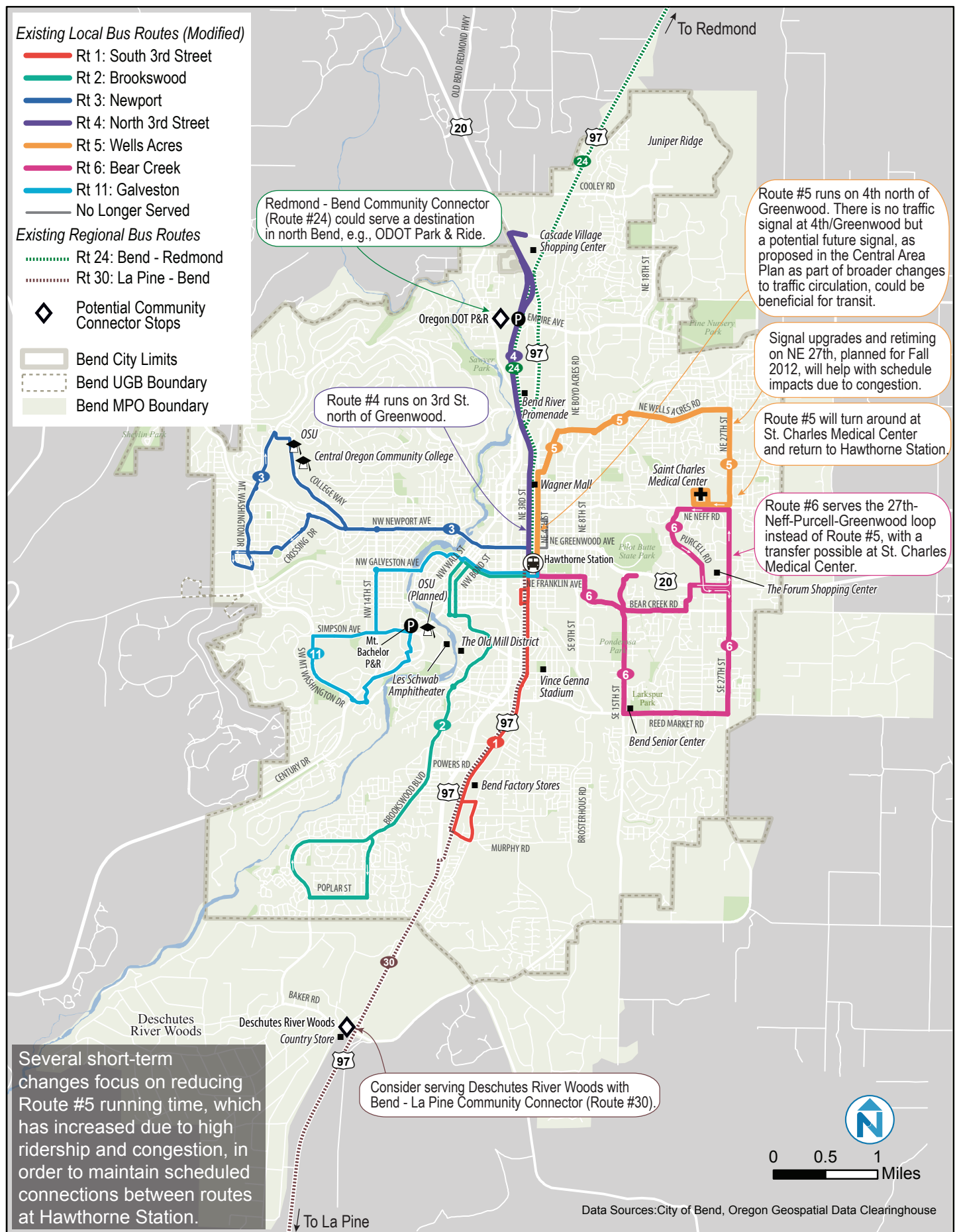
» **Route 4 (N. 3rd) and new Route 8 (8th/Boyd Acres/Empire/18th).** An extended Route 4 and/or new Route 8 could serve Juniper Ridge and expand coverage in NE Bend.

### Existing and Mid- to Long-Term Recommended Service Characteristics

	Existing System and Short-Term	Near Mid-Term: New OSU Facility	Mid-Term: Initial Restructuring Concept	Long-Term Restructuring Concept
Weekday Service Hours	6:15 AM – 6:15 PM Route 11 runs only 6 hours per day	No Change Route 11 runs all day	6:00 AM – 8:00 PM	5:00 AM – 10:00 PM 60 minute service after 8:00 PM
Weekday Headways	40 minutes	40 minutes 60 min. on Route 11	30 or 60 minutes	15, 30 or 60 min. (variable by route and time of day)
Saturday Service Hours	7:00/8:00 AM – 4:00/5:00 PM No Route 11 service	No Change Saturday service on Route 11	8:00 AM – 5:00 PM	7:00 AM – 7:00 PM
Saturday Headways	80 minutes	No Change	60 minutes *	30-60 minutes
Sunday Service Hours	None	None	None	8:00 AM – 5:00 PM
Sunday Headways	N/A	N/A	N/A	60 minutes
# of Routes	7	No Change	8	9
# of Peak Buses	7	No Change	9	20

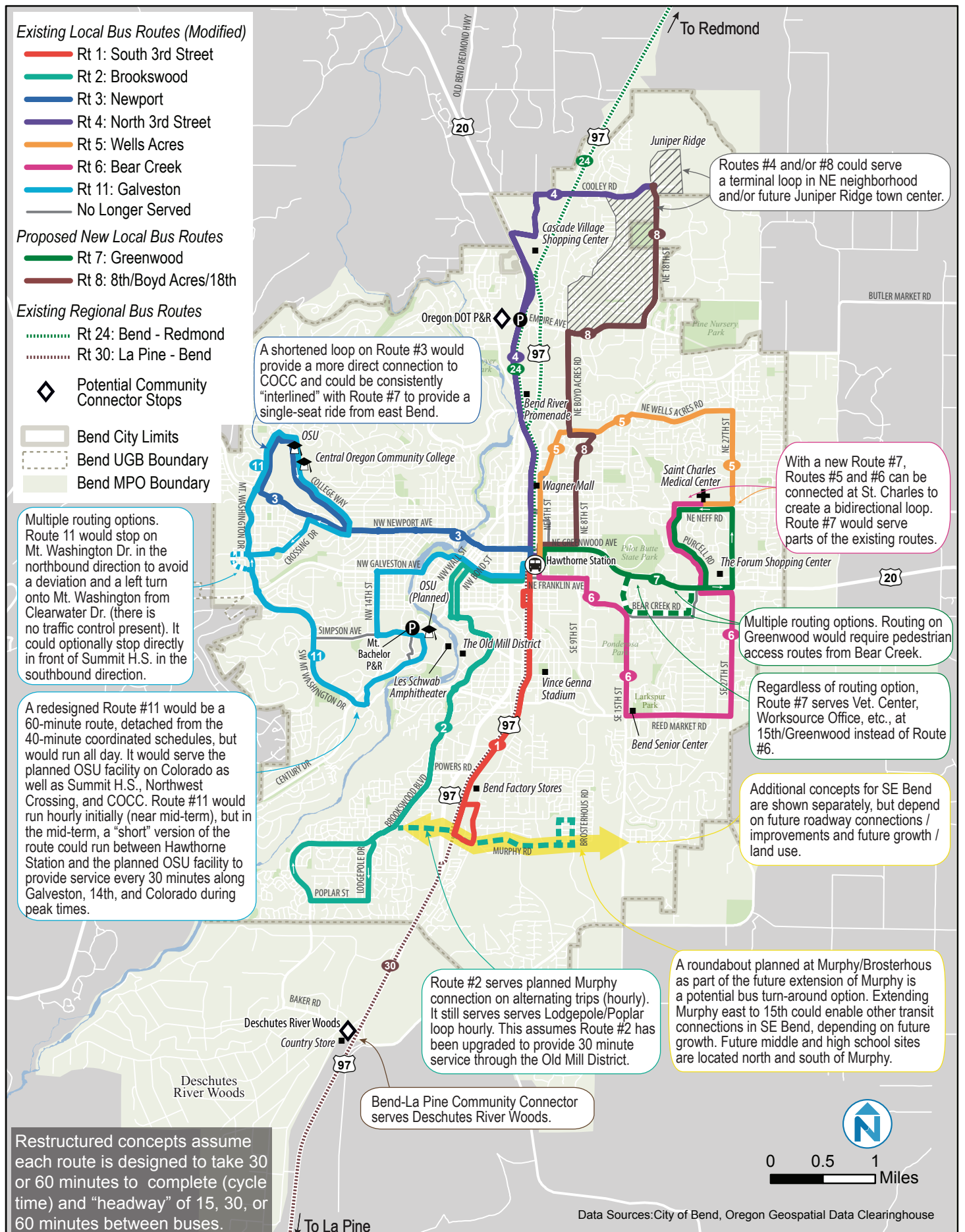
Notes: Headway is the time interval between consecutive buses arriving at a particular stop along a route (in the same direction). \*Routes serving primary transit corridors could run every 30 minutes on Saturdays.

## Proposed Short-Term Service Modifications





## Proposed Restructured Service Concept (Mid- and Long-Term)



## Criteria for Service Expansion

One objective for this project is to provide guidance as to how service expansion should be prioritized. The concept of primary transit corridors, described in the service concepts memo and the August project update, is intended to identify where the City of Bend and Cascades East Transit (CET) should prioritize the highest quality transit service, accessibility, and amenities, and where the City should plan land use (housing and jobs) to support the desired level of transit service.

The following land use threshold is recommended as a guideline for where primary service (i.e., with an eventual goal of 15-minute service) is warranted:

- » Average density within a quarter-mile radius of each stop along a defined corridor should be at least:
  - 18 residents (about 7 housing units) per gross acre;
  - 22 combined residents and jobs per gross acre; or
  - 25 jobs per gross acre.

## Estimated Operating Costs

The table below provides operating costs associated with each set of service options and time frame. Based on a review of service provided in several peer cities, Bend currently has the lowest operating investment per capita and the fewest service hours among the peer group, although its density is in the middle of the group. Even with the mid-term concept, Bend would have the second lowest operating spending per capita.

Time Frame	Option Description	Total Annual Operating Costs*	Total Peak Fixed-Route Vehicles
Current	Existing System	\$1.5 M	7
Short-Term	Route 5 & 6 Modifications	\$1.5 M	7
Mid-Term	Initial restructuring with some enhancements (includes near mid-term service to OSU facility)	\$2.35 M (+\$850,000)	9 (+2)
Long-Term**	Restructuring with all enhancements**	\$5.25 M (+\$3.75 M)	20 (+13)

\* Does not include additional ADA Paratransit (Dial-A-Ride) operating costs, which are addressed in the service concepts memo and draft public transit plan. \*\* The long-term options are designed as a flexible set of service options that can be implemented incrementally based on available funding, future priorities, and service/land use targets.

## Next Steps

- » **Draft Public Transit Plan (PTP).** The team will post a draft plan for review in late September.
- » **Public Meeting.** An outreach event will be held on **Wednesday, October 3** at the Bend Downtown Public Library (5:00 - 7:00 PM in the Brooks Room) to receive community input on the service concepts and draft Public Transit Plan.
- » **Transit Rider Mobile Outreach.** An outreach event will be held on **Thursday, October 4** at Hawthorne Station (1:00 - 3:30 PM).

» **Technical Advisory Committee Meeting.** The final (4th) meeting of the project TAC is scheduled for **October 4**.

» **City Council and MPO Policy Board Briefing.** The project team is scheduled to update the City Council and MPO Policy Board on Wednesday, **November 7**.

