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The professed effort(s) by State and City planners and local politicians to regulate fewer cars, relieve congestion and penalize car operators is unfortunately misguided and blatantly hypocritical. All of them have and operate motor vehicles in their pursuit of business, livability and convenience. Why, because personal vehicles are the only timely, convenient, and dependable means of transportation in Bend, and largely in the USA. In this city, weather is a heavily contributing factor. One cannot depend on public transit because there is none meeting the criteria for the mass of the population who are the same folks who drive all the cars.

Only an unrealistic idealist would posit that motor vehicle operators will swarm to use the undependable, untimely, and inconvenient means of mass transportation presently installed in Bend and the surrounding areas. Time is money, convenience is essential, and dependability a mandate for a community that runs to the minute to deliver junior to school, get to doctor appointments, shop for food, and attend city council meetings. There is just no alternative for the citizen who values time and convenience over all else.

The only effective smaller public transit I've seen in this country has been shuttle systems that run with 15-18 minute frequency between common terminals with parking or easy walking distance to centers of commerce, education, or medical services. The frequency and dependability of service is essential. The vehicles must be reasonably comfortable with space to handle a backpack, brief case, groceries, children, etc. A system designed to serve all uses will fail and have an impossible price tag.

A hub and wheel system is the best plan for Bend. Rock is hard to tunnel so subway is out. Use existing infrastructure (roads) and this can also be a solution for reasonably priced housing. The destination hub(s) are the 5-6 common downtown/urban/education-medical sites where parking structures (or surface parking) can be acquired or already exists. No vehicle will go to more than 3 destination Hubs to conserve time. Each wheel hub may have 2-3 vehicles serving it. Decisions have to be made if time permits for mid-route drop off or pick-up along the way. No transfers planned. Sell transit only parking decals for transit users. The out-lying terminals (with parking) are largely peripherals hubs roughly surrounding the city (even the West Side.) These by necessity are/may be in unincorporated areas surrounding Bend with very large affordable housing set-asides (at least 5-8 thousand units EACH). There may be only a few stops (or none) along each route because each terminal to terminal ride may be only 12-15 minutes long and frequency of departure every 15 minutes. There must be dedicated pull-outs or stopping space for fast load/unload.

The Low Income Housing set-asides must feature quality building and features necessary to preserve real estate value and community values. It is most likely they will feature apartments, condominiums, as well as other compatible structures generally allowed within this type of district. Within the set-aside, businesses featuring a mixture of food, entertainment, and general merchandise availability should be present to encourage local pedestrian activity. Care must be taken to build interfaces melding into unrestricted permitted construction adjacent.

Assisted handicap users must be serviced by Dial-A-Ride or existing city bus services. Clearly this is not a universal solution. It favors new development and is an effort to not clog up surface arterials, downtown commercial, educational, and employment centers. It facilitates relatively easy service to large urban shopping, employment and education centers. It is not a panacea. It is not meant to be universally fair – it is based on efficiency and cost effectiveness. Efforts to cover every eventuality will doom success. There are specialized solutions for those situations.