



A Vision For the Future

The Role of Public Transportation in Central Oregon

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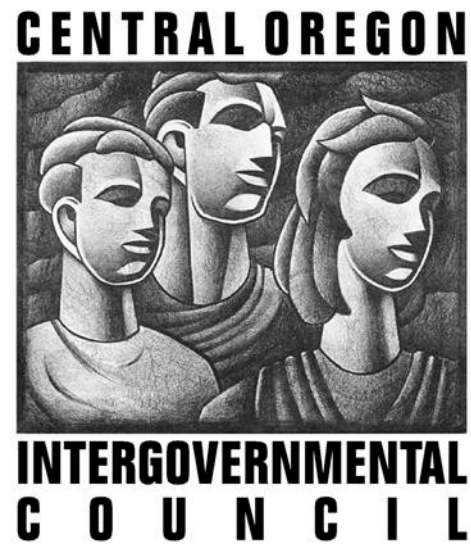
Presented

*Moving To The Future: Envisioning Better
Public Transit For Central Oregon*

Bend, Oregon

17 July 2013

Event Sponsors



Schedule

- 7:00 Presentation
- 8:00 Breakout groups
- 8:20 Report back
- 8:30 Discussion and Summary
- 9:00 End

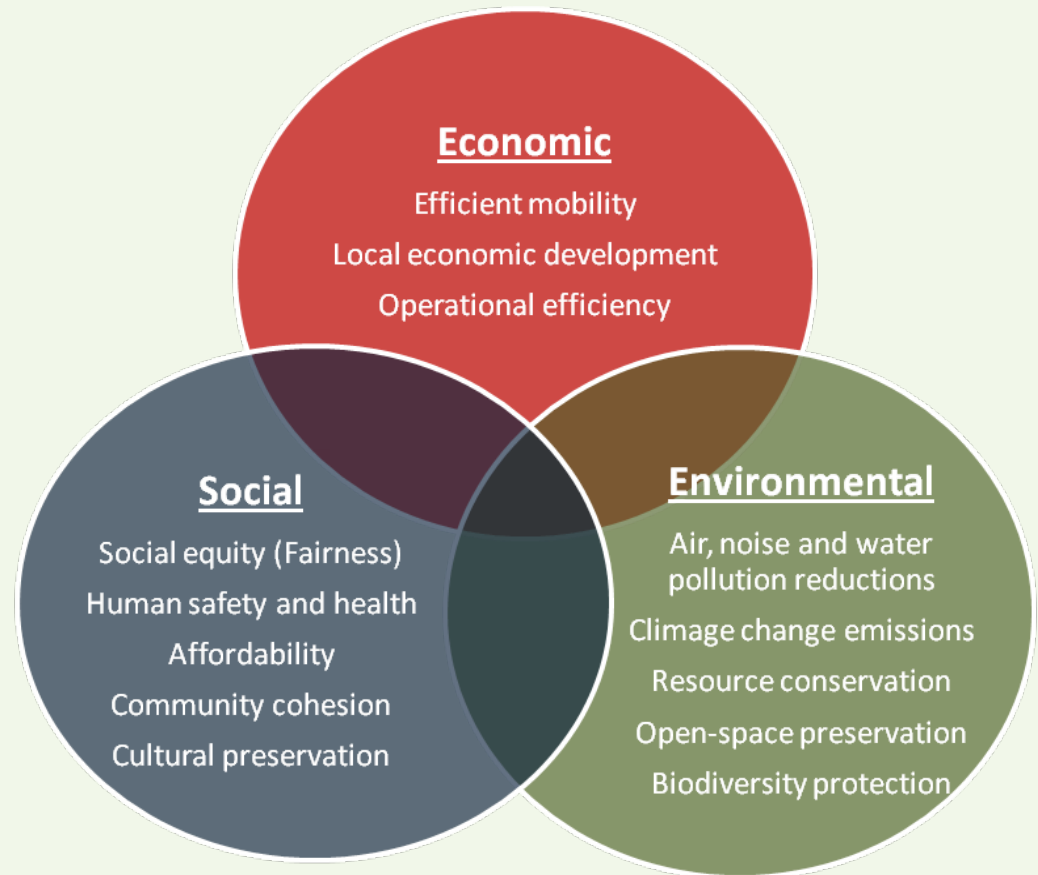
Creating Paradise

Paradise is not a
distant destination
- it is something we
create in our own
communities.



Sustainable Planning

Sustainability emphasizes the integrated nature of human activities and therefore the need to coordinate planning among different sectors, jurisdictions and groups.



Sustainable Transportation?

Is a transport system sustainable if all vehicles are electric powered?



Electric Power Does Not:

- Reduce traffic congestion
- Reduce accidents
- Reduce roadway costs
- Reduce parking facility costs
- Reduce vehicle purchase costs
- Improve mobility for non-drivers
- Improve social equity
- Improve public fitness and health
- Reduce sprawl
- Protect threatened habitat



Past Visions of Future Transport



1949 ConvAIRCAR Flying Car



Segways



Jet Pack



Audi Self-Driving Car



Supersonic Concorde

2001 A Space Odyssey



Wheeled Luggage



Valuing Transport Diversity

An efficient transportation system is diverse so users can choose the best mode for each trip. Current planning does a poor job of accounting for many of benefits of this diversity.

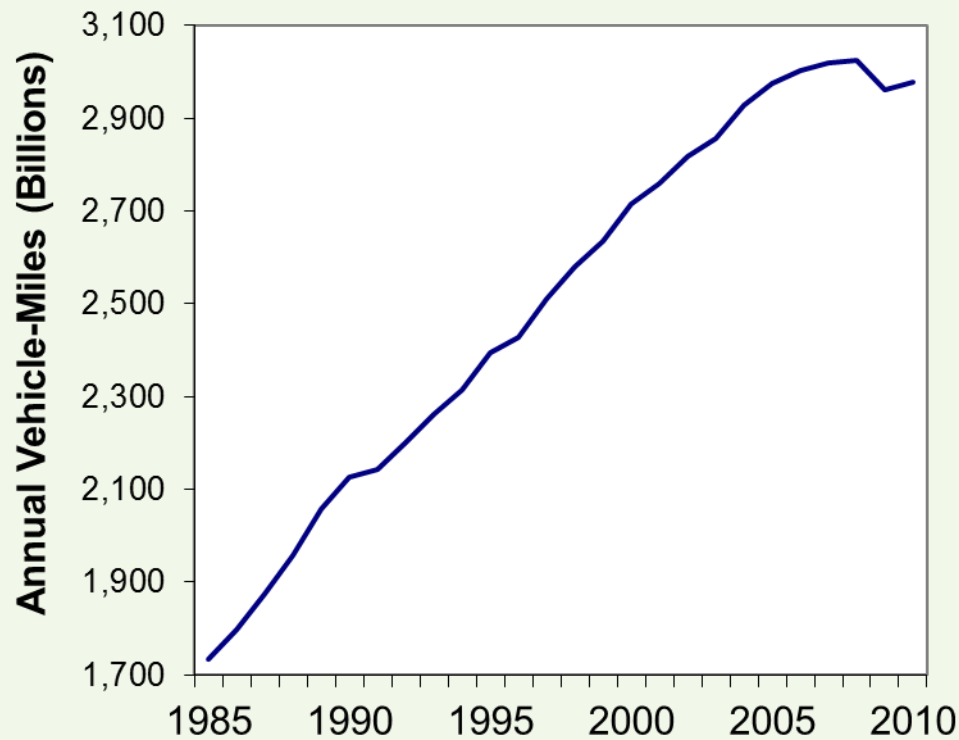
Research indicates that residents of communities with diverse transport systems:

- Save money
- Spend less total time driving
- Have lower traffic fatality rates
- Are healthier



Motor Vehicle Travel is Peaking

Annual Vehicle Mileage

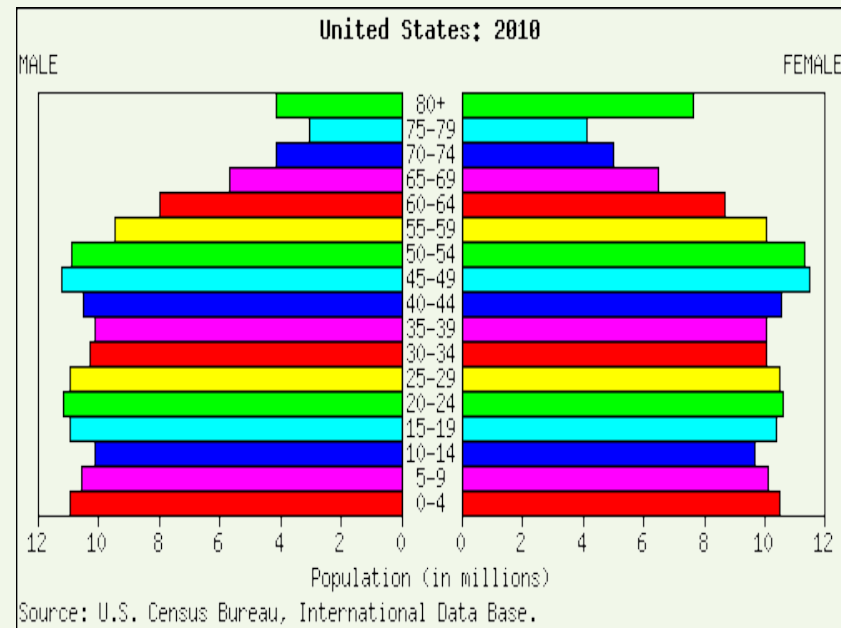


Vehicle travel grew steadily during the Twentieth Century but stopped about 2003.

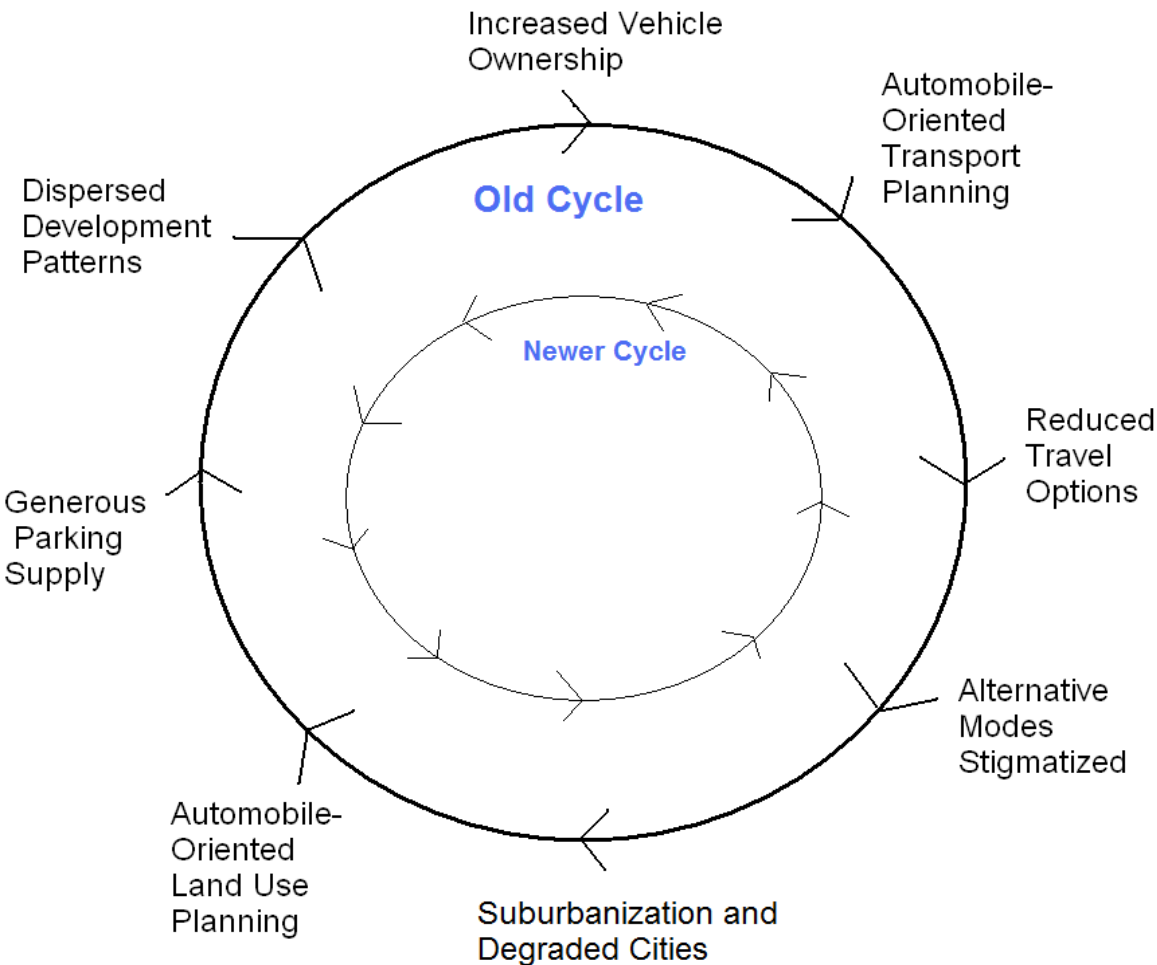
- Motor vehicle saturation.
- Aging population.
- Rising fuel prices.
- Increased urbanization.
- Increased traffic and parking congestion
- Improved transport options
- Changing preferences
- Health Concerns
- Environmental concerns

Who Benefits?

- Law-abiding drinkers.
- Youths 8-18 (about 20% of total population).
- Seniors over 70 who do not or should not drive (about 10% of total population and increasing).
- Adults who cannot drive due to disability (3-5%).
- Households with low incomes that want to minimize automobile expenses.
- People who walk or bike for enjoyment and health.
- Pets who walk or bike for enjoyment and health.
- Residents who don't want vehicle pollution.
- Motorists who want to avoid chauffeuring non-drivers.
- Motorists who want convenient parking.



Automobile Dependency and Sprawl



During the last century many transport and land use development practices tended to favor automobile dependency and sprawl. Many of these trends are now reversing, resulting in a new cycle of growing demand for multi-modal transportation systems and more compact communities.

"The Economist"

22 Sept. 2012

“Governments may find that changes in driving habits force them to rethink infrastructure. Most forecasting models that governments employ assume that driving will continue to increase indefinitely. Urban planning, in particular, has for half a century focused on cars.

If policymakers are confident that car use is waning they can focus on improving lives and infrastructure in areas already blighted by traffic rather than catering for future growth.

By improving alternatives to driving, city authorities can try to lock in the benefits of declining car use.”

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The future of driving

Seeing the back of the car

In the rich world, people seem to be driving less than they used to

Sep 22nd 2012 | from the print edition | [Like](#) 1.7k | [Tweet](#) 371



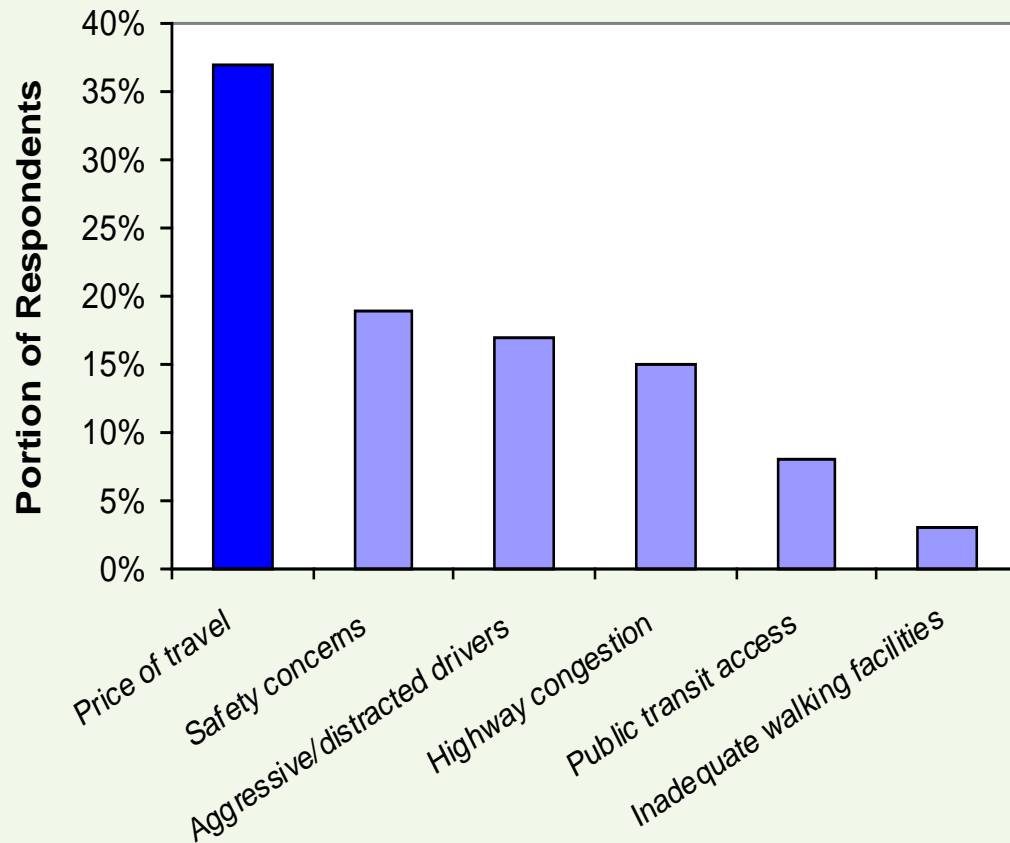
Corbis

"I'll love and protect this car until death do us part," says Toad, a 17-year-old loser whose life is briefly transformed by a "super fine" 1958 Chevy Impala in "American Graffiti". The film follows him, his friends and their vehicles through a late summer night in early 1960s California: cruising the main drag, racing on the back streets and necking in back seats of machines which embody not just speed, prosperity and freedom but also adulthood, status and sex.

Public Transit Benefit Categories

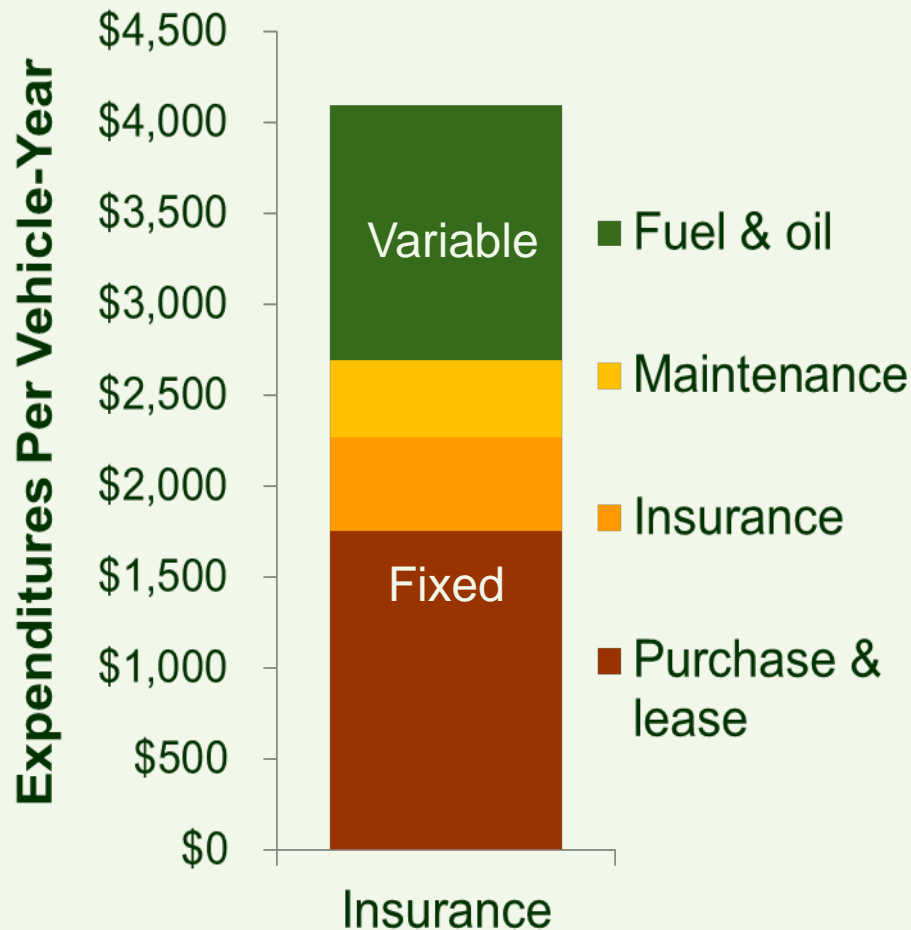
Improved Transit Service	Increased Transit Ridership	Reduced Automobile Travel	More Compact Development
<ul style="list-style-type: none">Improved passenger convenience and comfort	<ul style="list-style-type: none">User cost savingsUser enjoymentEconomic development benefits from increased access to education and employmentIncreased public fitness and health	<ul style="list-style-type: none">Reduced chauffeuring burdensReduced traffic and parking congestionRoad and parking cost savingsConsumer cost savingsReduced crash risk to othersAir and noise pollution reductionsEnergy conservationEconomic development benefits	<ul style="list-style-type: none">More livable communitiesReduced land consumption, heritage and openspace preservation, and public service cost savingsImproved accessibility, particularly for non-driversReduced vehicle ownership

Affordability as a Planning Issue



2009 National Household Travel Survey respondents ranked the “Price of Travel” most important of the six transport issues considered.

Transportation Affordability`



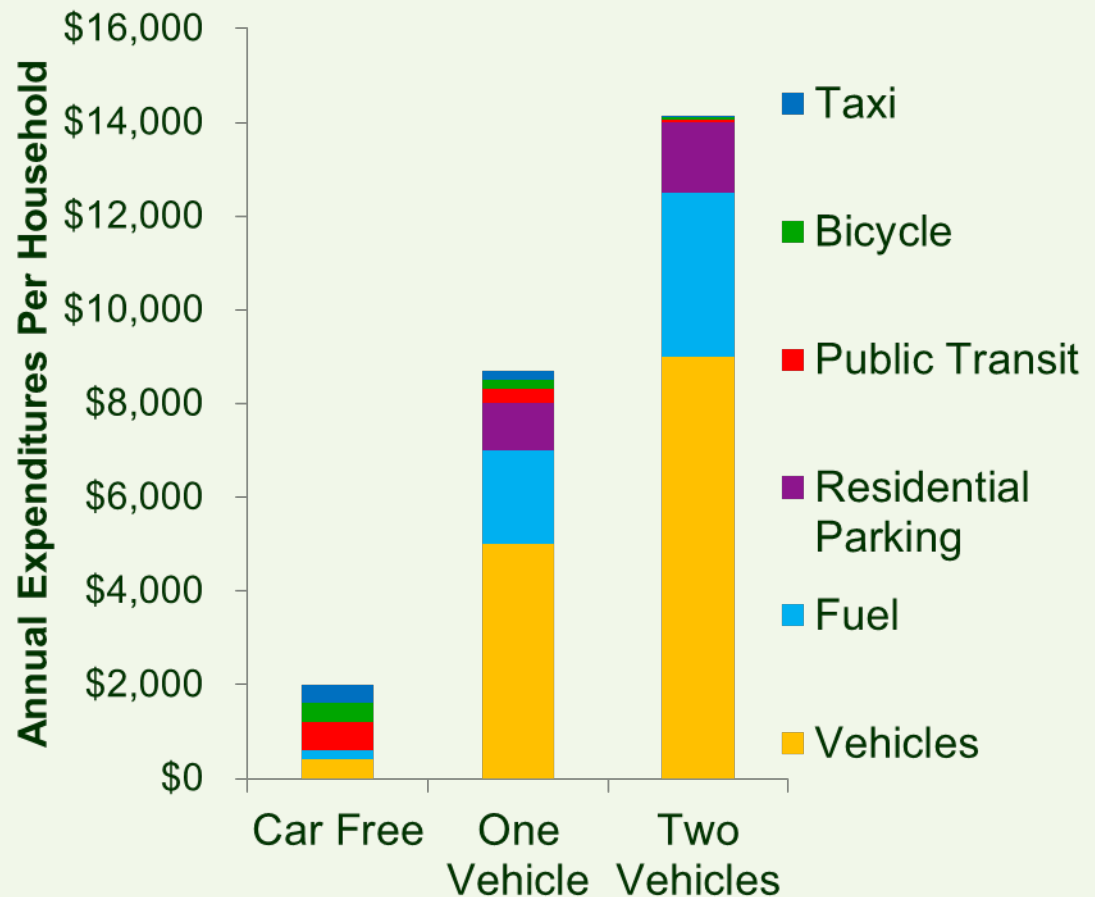
Most vehicle expenses (purchase, lease, registrations, insurance, and regular maintenance) are fixed – not directly affected by the amount a vehicle is driven. As a result, transportation affordability requires that households be able to reduce their vehicle ownership so they avoid fixed costs.

Affordability

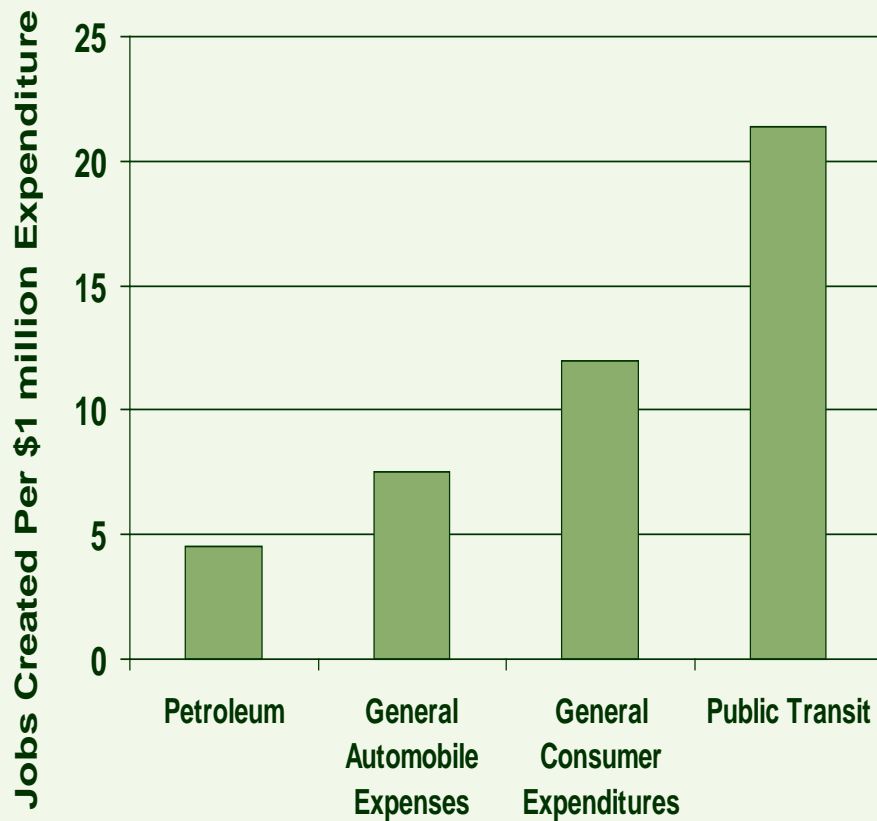
Households can save thousands of dollars annually by reducing their vehicle ownership.

This requires:

- Good walking and cycling conditions and convenient public transit and taxi services.
- Compact, mixed neighborhoods with services and activities near homes.
- Convenient vehicle rental services (such as carsharing)

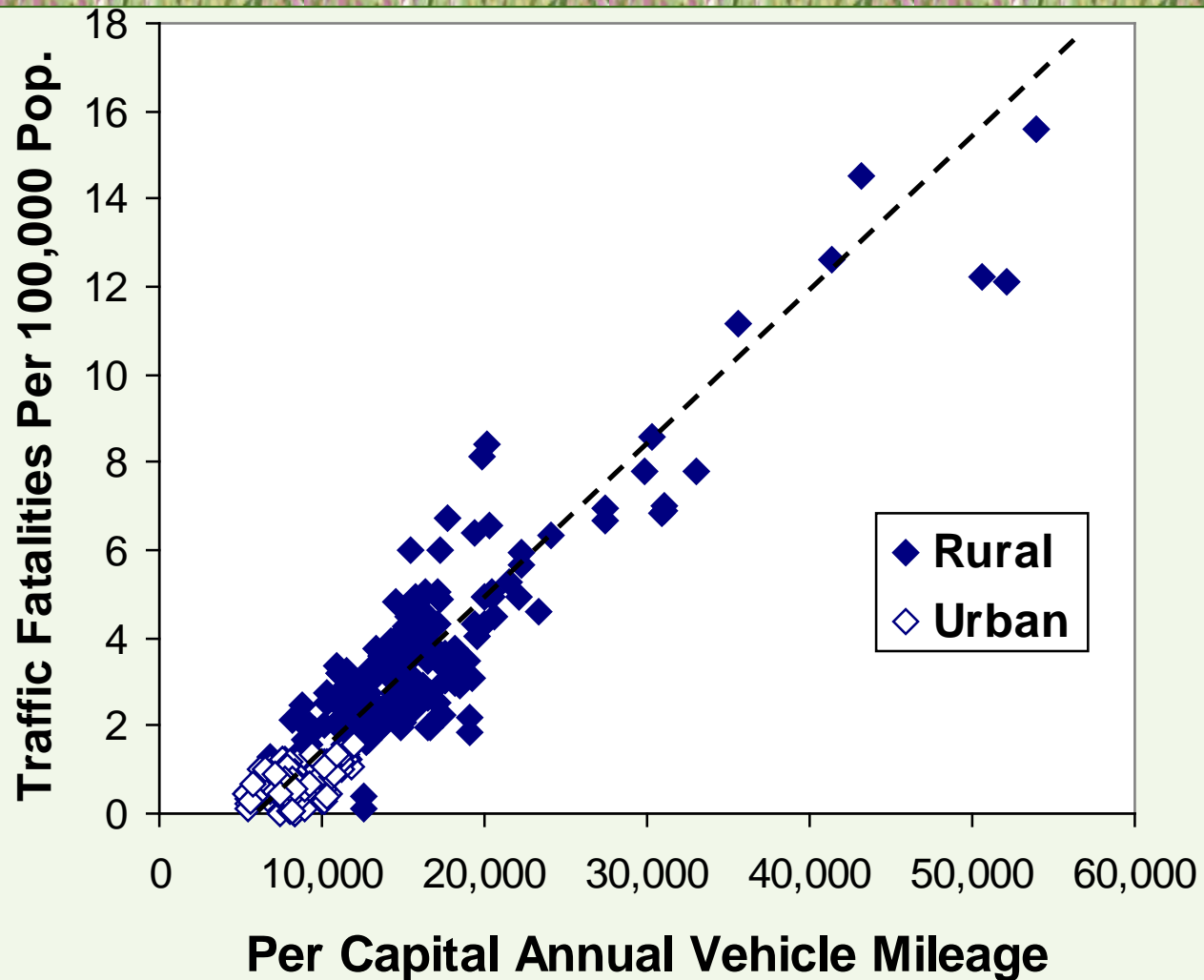


Community Economic Impacts

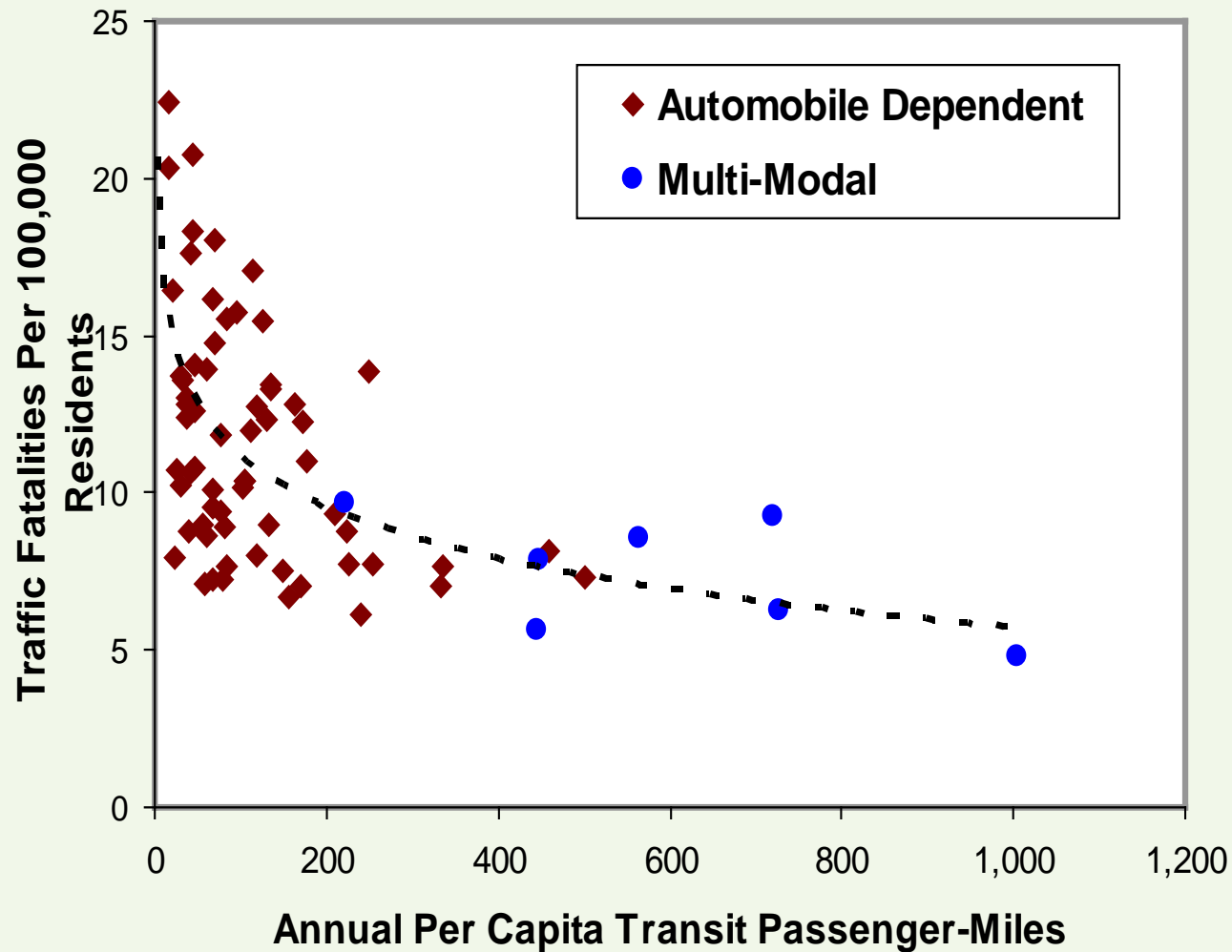


- Transport savings and efficiencies (congestion, parking, taxes) increases productivity and competitiveness.
- Reducing vehicle expenditures and expanding transit service increases regional employment and business activity.
- Agglomeration efficiencies.
- Supports strategic land use development objectives.
- Increases affordability, allowing businesses to attract employees in areas with high living costs.
- Changes in household expenditures on vehicles and fuel.

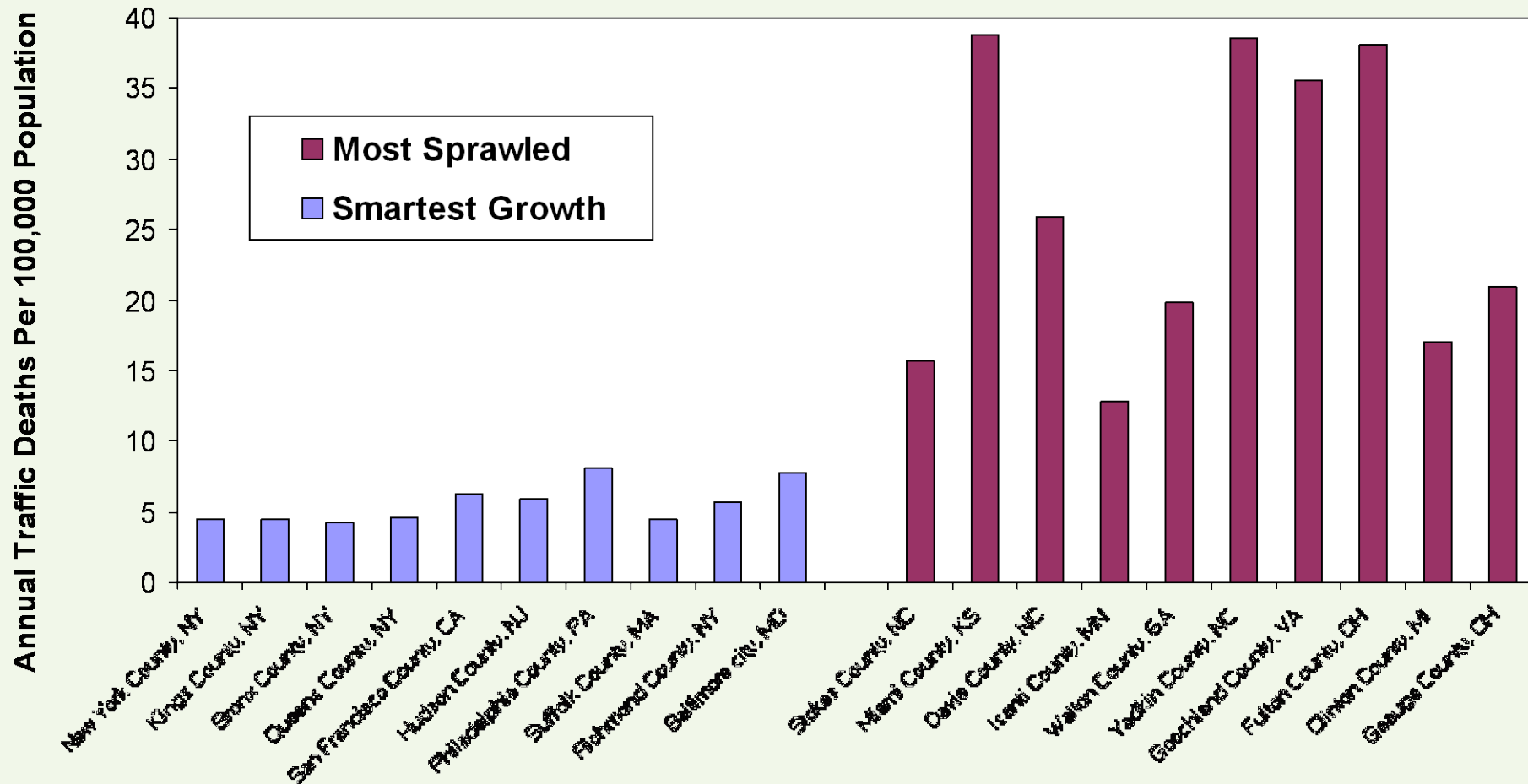
U.S. Crash Rates



Traffic Fatalities



Smart Growth Safety Impacts



What Gets People Moving?

Walking is a natural and essential activity. If you ask sedentary people what physical activity they will most likely to stick with, walking usually ranks first.



Memo From Future Self

Hope for the best but prepare for the worst:

- *Physical disability* – diverse and integrated transport with universal design (accommodates people with disabilities and other special needs).
- *Poverty and inflation* – affordable housing in accessible, multi-modal locations.
- *Higher energy prices* – improve efficient modes (walking, cycling and public transport).
- *Isolation and loneliness* – community cohesion (opportunities for neighbors to interact in positive ways).



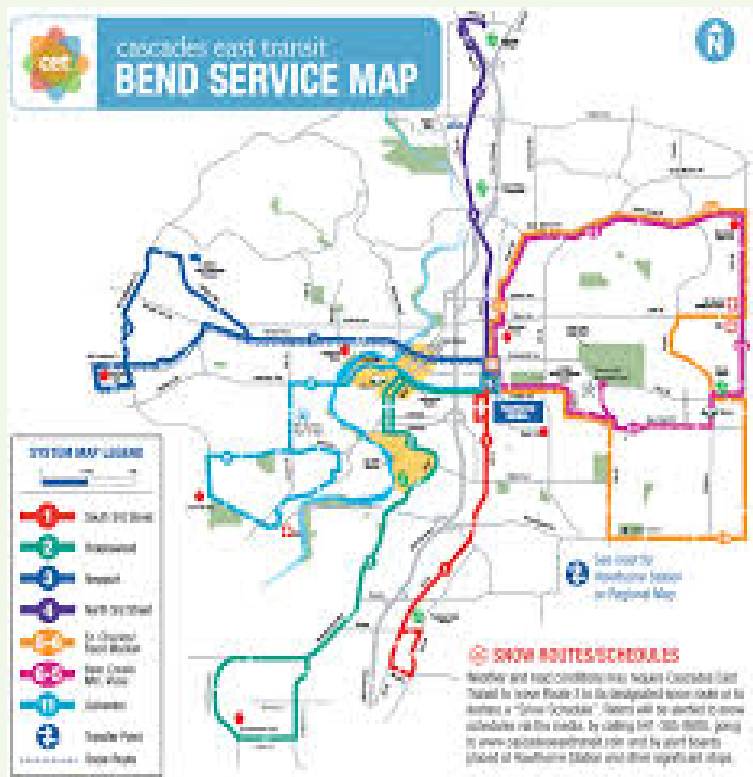
Transit's Roles

Public transit plays various roles in an efficient and equitable transportation system:

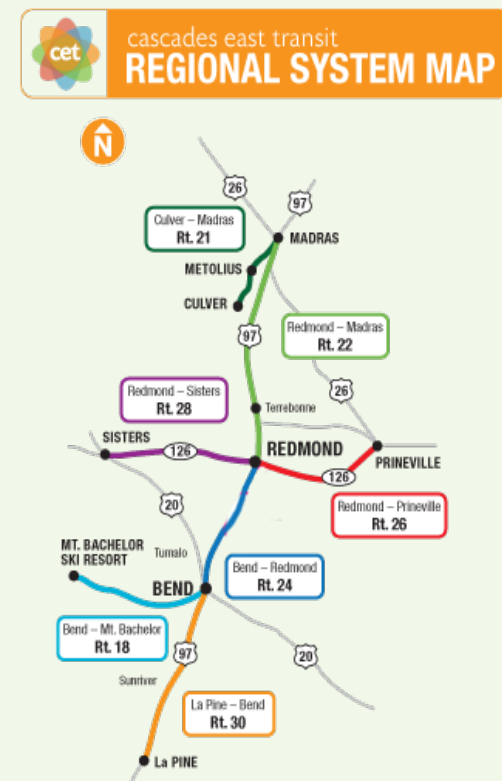
- Basic mobility for non-drivers. A portion of community residents (typically 20-40%) cannot or should not drive and so depend on walking, cycling, public transit and ridesharing. Without public transit they either lack mobility or require chauffeuring. Transit therefore reduces chauffeuring burdens.
- Affordable mobility, including fuel savings for longer trips and allows some households to reduce their vehicle ownership.
- Reducing traffic congestion on major corridors, and reducing parking problems (e.g., downtown and at university).
- Supports certain industries, such as higher education (colleges and universities), tourism, retirement industries, and businesses that require numerous lower-wage employees.
- Can be a catalyst for compact urban development (transit-oriented development).



Central Oregon Transit Services



- Relatively comprehensive and frequent service in Bend
- Infrequent service elsewhere in the region.
- Redmond is now large enough (over 25,000 residents) to begin planning frequent local service.



Regional Transit History

THE HISTORY OF BEND AREA TRANSIT

2006

The Bend City Council allocates \$1.5 million from the city's general fund to support transit. This funding is temporary and there is no contingency plan if it is redirected.

May 2008

The Bend City Council votes to decrease funding for BAT by 17 percent as part of an overall city budget cutback.

November 2008

In an attempt to garner sustainable revenue, the city asks voters to approve a property tax funding public transit. The measure is defeated.

September 2010

The Central Oregon Intergovernmental Council takes over operations of Bend Area Transit, cutting the administrative costs of running both a rural route system and the Bend system.

October 2012

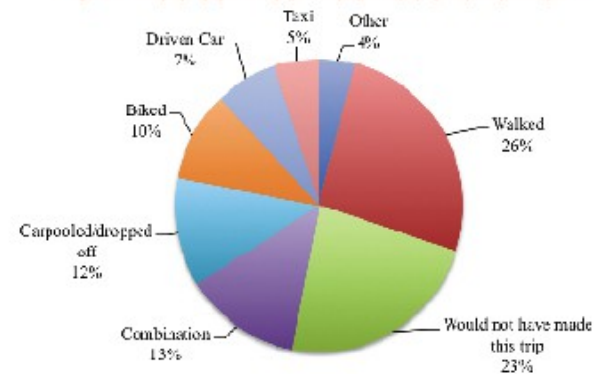
Rural routes are cut back by COIC due to lack of funding.

January 2013

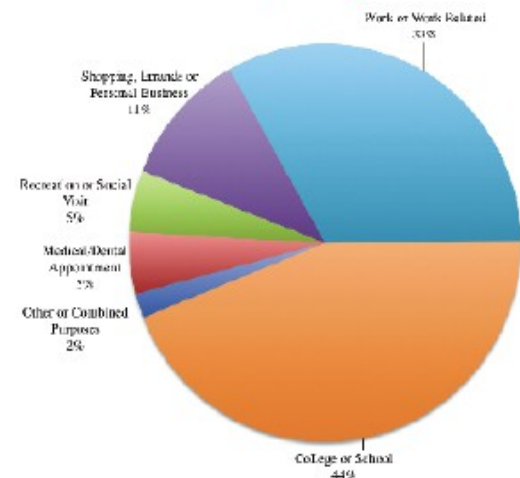
Studies are under way to determine the future of transit in Central Oregon and the possibility of creating a transit taxing district in Bend.

(Brianna Brey, *Source Weekly*, 2013)

How would you have made this trip if CET bus service was not available?



Trip Purposes



Central Oregon Transit Development

Public transit planning projects

Central Oregon Transportation Options (COTOP) project (COIC)

Central Oregon Regional Transit Master Plan (COIC).

Regional Transit Master Plan: Funding Sustainability Plan (COIC)

County Coordinated Human Services Public Transportation Plans (COIC)

Public Transit Plan And Transit Corridor Land Use Assessment: Future Opportunities (BMPO).

Key stakeholders

Oregon Depts. of Transportation and Land Conservation and Development

US Dept. of Transportation & FHWA

Central Oregon Intergovernmental Council (COIC).

Bend Metropolitan Planning Organization (BMPO)

Cities of Bend, Redmond and Prineville, and Deschutes County

Various business organizations



Short-term Transit Improvements

Bend System

- Additional local fixed routes to provide better service to St. Charles/27th St. area, the NE (Boyd Acres/Empire, etc.)
- Improve Route 11 to serve OSU-Cascades Campus and connect it to COCC
 - frequent buses to OSU/COCC/St. Charles/Central area.
- Enhanced Saturday service
- Introduction of Sunday service

Rural System

- Conversion to Fixed Route in Redmond
- Conversion to Flex Route (hybrid of fixed and demand-response) in Madras and Prineville
- Introduction of Saturday service

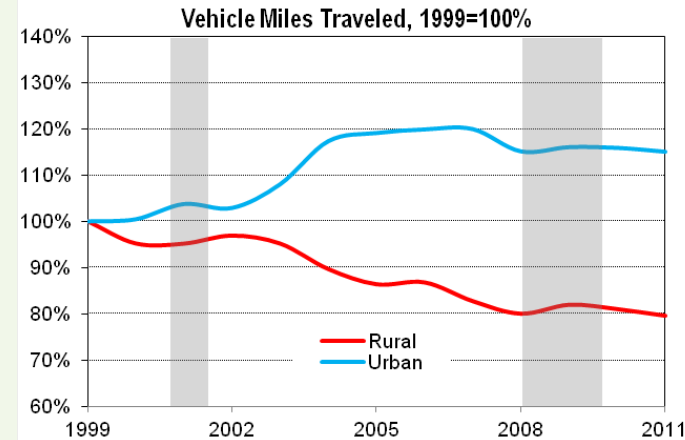


Whole System

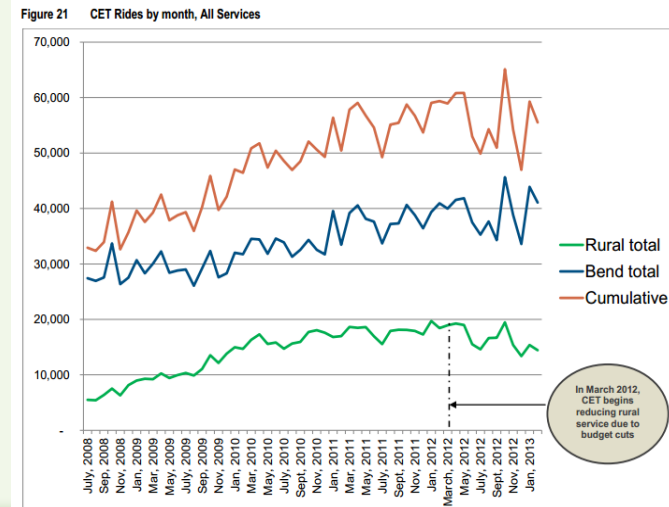
- Later evening service - all types of services
- Additional Community Connector Shuttle Runs
- Better, larger buses with wi-fi
- Better stops and improvements to transit hubs
- Better online/mobile real-time transit info
- Better overall customer experience

Demographic and Economic Trends

- Rapid regional population growth (73% between 1995 and 2007).
- Relatively high portion of seniors, retirees, people with disabilities and poverty rates.
- Growing employment, particularly in service industries (education, healthcare, tourism) and high technology.
- Rising fuel prices.
- Changing consumer preferences, particularly younger people who value living in more central, multi-modal communities.
- Increasing health and environmental concerns.
- Declining vehicle travel and growing transit demand.



<http://oregoneconomicanalysis.com/2013/06/10/vehicle-miles-traveled>



Strategic Development Objectives

- Supports growing economic sectors including education (colleges and university), tourism and retirement communities.
- Is a catalyst for compact, downtown redevelopment – a popular trend.
- Saves households money, particularly if they can reduce their vehicle ownership.
- Improves disadvantaged residents' economic opportunity, and expands the pool of potential low-wage workers available to businesses.
- Can help reduce road and parking facility cost, and traffic accident rates.
- Supports public fitness and health.



Social Services Perspective

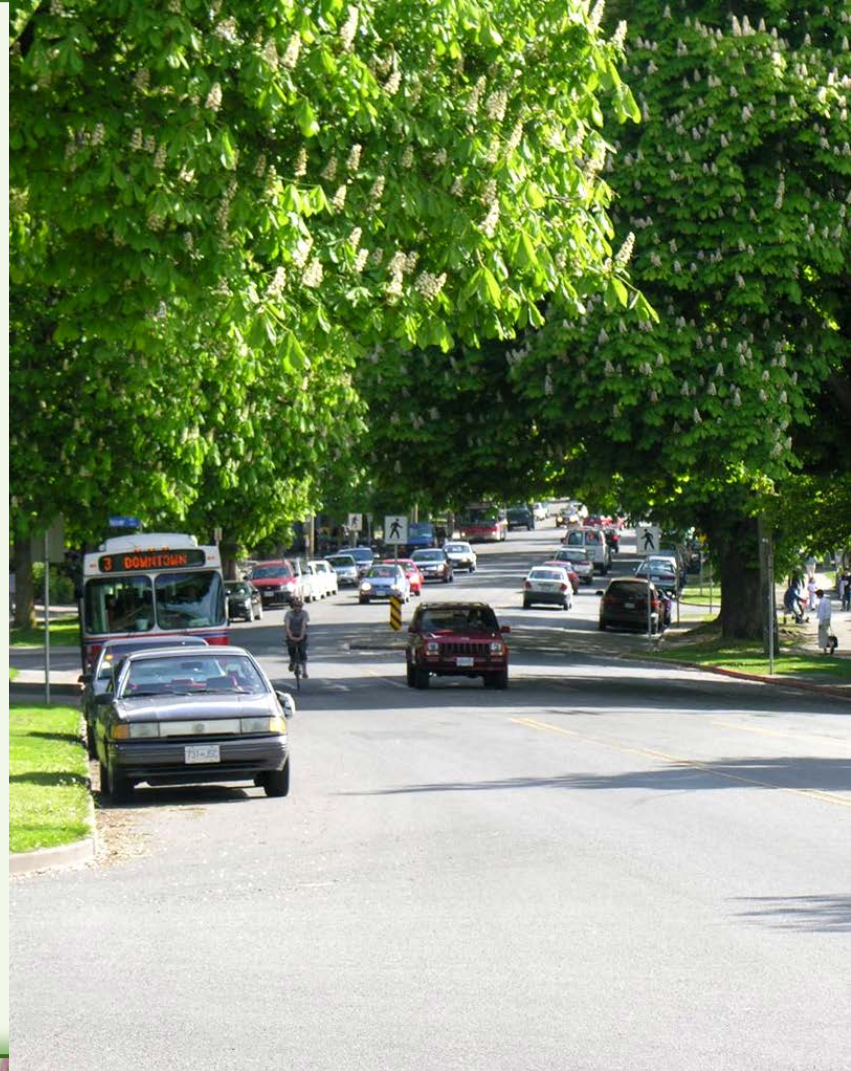
- Every community includes people who for various reasons cannot or should not drive. Many of them rely on public transit for basic mobility: access to schools, jobs, healthcare shopping and services.
- For example, the Opportunity Foundation of Central Oregon has 400 employees, many with disabilities. New state policies emphasize “community employment” which will increase demand for mobility services.
- Rural residents need mobility to critical services such as hospitals and government offices.
- Many motorists are sometimes unable to drive due to a disability or vehicle failure. Public transit provides “lifeboat” services when this occurs.
- Without adequate mobility services, drivers are forced to chauffeur non-drivers family members and friends.



Motorist Benefits

A more diverse transport system is no more “anti-car” than a healthy diet is anti-food. Motorists have every reason to support alternative modes because they can:

- Reduce traffic and parking congestion.
- Improve safety.
- Improve travel options.
- Reduce chauffeuring burden.
- Provide mobility if needed due to disability, vehicle failures or other problems.
- Improve driving conditions more quickly than roadway expansion.



Comparing Expenditures



Mode Shifts



How do we
convince people
who drive luxury
cars to shift mode?

Attracting Discretionary Riders

- Quality service (convenient, fast, comfortable).
- Low fares.
- Support (walkable communities, park & ride facilities, commute trip reduction programs).
- Convenient information.
- Incentives such as commute trip reduction programs and parking cash out.
- Positive Image



Transit Station Level-Of-Service

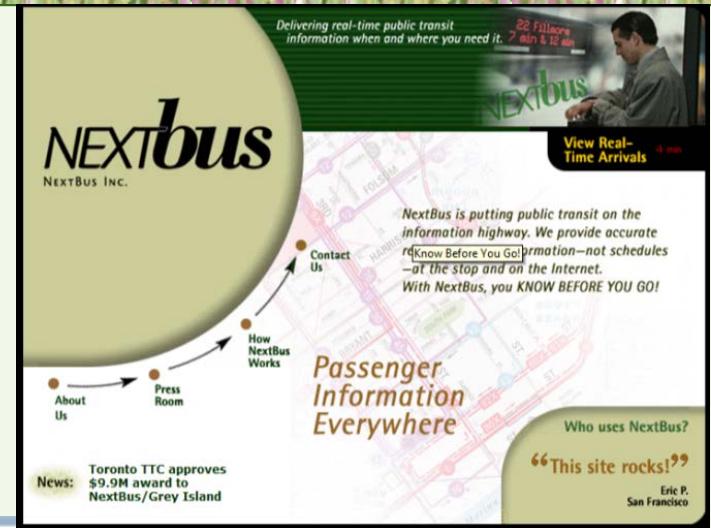
- Clean
- Comfort (seating, temperature, quiet).
- Use as a community activity center.
- Convenience (real-time user information, easy fare payment)
- Accessible (walkability, bike parking, nearby housing, employment, nearby shops)
- Services (washrooms, refreshments, periodicals, etc.)
- Security



User Information

Provide information when and where users need it:

- Transit route, schedule and fares
- Discounts and incentives.
- Real-time arrival.
- Navigation to bus stops, train stations and destinations.
- Travel times for various modes (e.g., transit vs. driving).
- Special problems (warnings of delays).
- On-board wifi services.
- Parking availability and price.



Tourist Transport Management

- Improve alternative modes (walking, cycling and public transit) to tourist destinations.
- Organize special programs and services to accommodate non-drivers and promote “car free” tourism.
- Implement transport management for workers and visitors during peak tourist seasons.



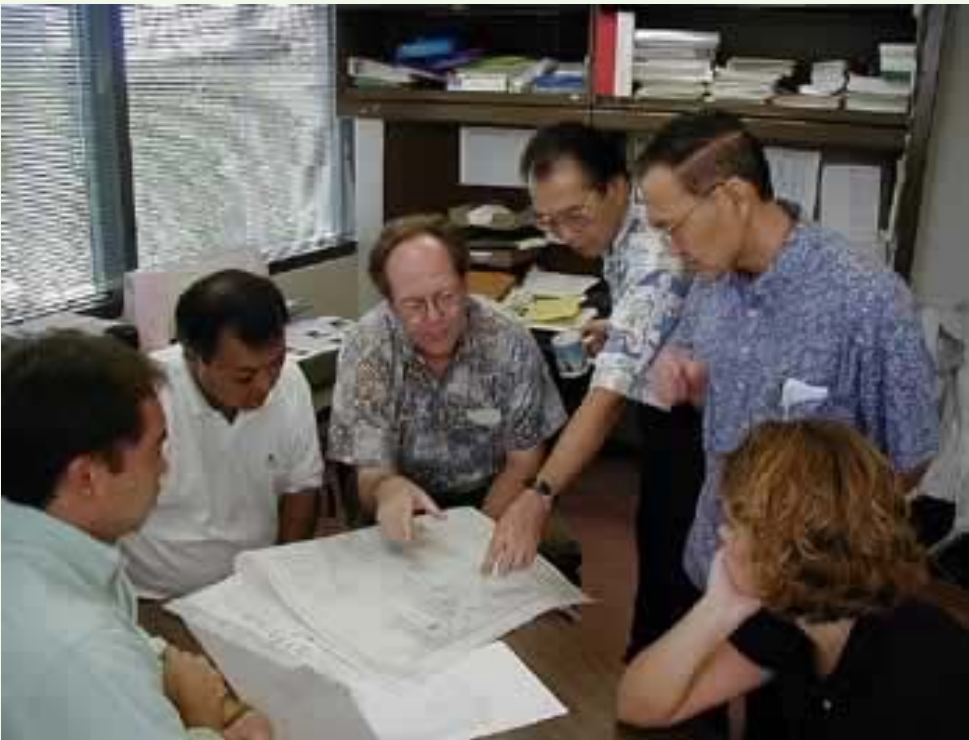
Ridesharing

Market studies suggest that a third of suburban automobile commuters would consider vanpooling, if it had:

- Flexibility.
- High Occupant Vehicle priority lanes and parking.
- Financial incentives.
- Integration with public transit.
- Employer support.



Employee Trip Reduction Programs



Employers encourage employees to walk, bicycle, carpool, ride transit and telework rather than drive to work.

Walking and Cycling Improvements

- More investment in sidewalks, crosswalks, paths and bike lanes.
- Improved roadway shoulders.
- More traffic calming.
- Bicycle parking and changing facilities.
- Encouragement, education and enforcement programs.



School & Campus Transport Management

Programs that encourage parents and students to use alternative modes to travel to schools, colleges and universities.



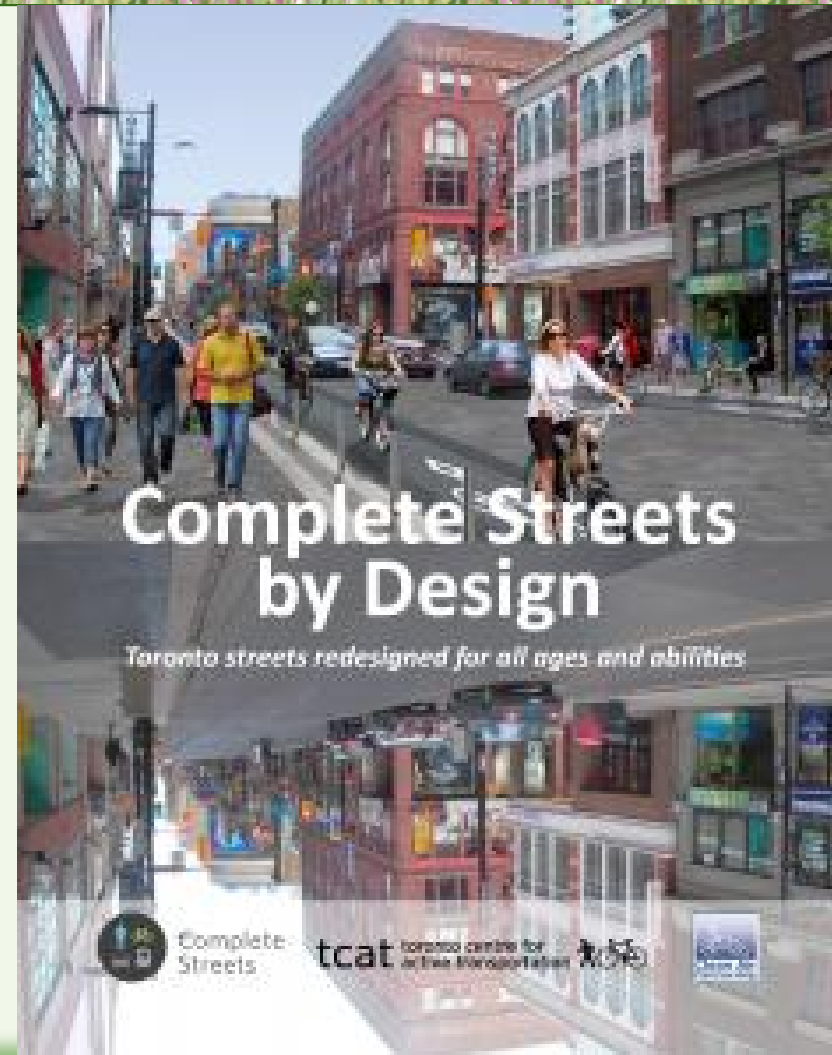
Affordable-Accessible Housing



- Locate affordable housing in accessible areas (near services and jobs, walkable, public transit).
- Diverse, affordable housing options (secondary suites, rooms over shops, loft apartments).
- Reduced parking requirements and unbundle parking.
- Reduces property taxes and utility fees for clustered and infill housing.

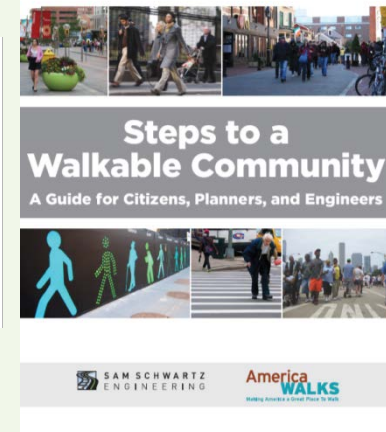
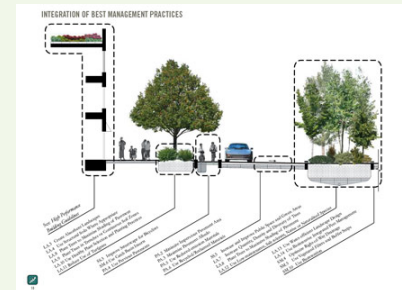
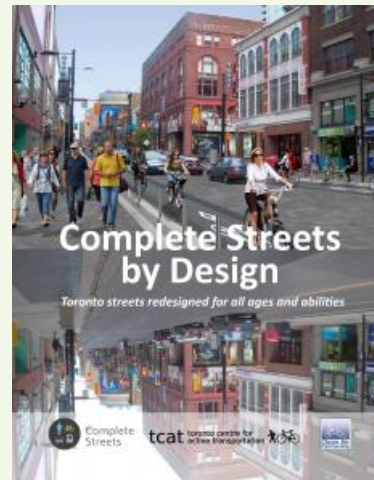
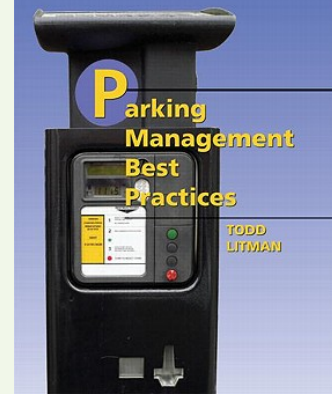
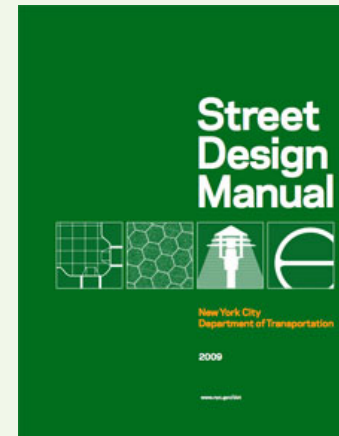
Complete Streets

A Complete Street is designed for all activities, abilities, and travel modes. Complete Streets provide safe and comfortable access for pedestrians, cyclists, transit users and motorists, and a livable environment for visitors, customers, employees and residents in the area.



New Planning Resources

Employee Transportation Coordinator



Rural Transportation Management

- Improve affordable transport options (walking, cycling, public transit, delivery services, particularly for non-drivers groups (people with disabilities, low incomes, adolescents and visitors).
- Improve walking and cycling facilities for transport, recreation, and public health.
- Improve user information concerning transport options.
- Preserve special community and environmental features through context sensitive design.
- Create attractive bus and rail stations and shelters where residents can wait in comfort and security.
- Address traffic congestion and parking problems associated with tourism and special events
- Use investments to support strategic objectives, such as redeveloping downtowns and supporting industries such as tourism and retirement communities.



Example – Linx Cooperative

Linx is a cooperative organization that integrates transport service providers across 27 counties in Idaho, Wyoming and Montana to improve access within the Greater Yellowstone region. It provides a centralized contact for information on all modes; trip planning and ticketing; marketing of existing and emerging services; route, schedule and transfer coordination that benefits transport service providers and their passengers.





Home

Plan My Trip

My Linx

Maps & Schedules

Join Linx

Where's My Bus

FAQs



Mobile office? Movie theater? Nap spot?
It's up to you when you ride Linx.

Quick Trip Planner

From

To

05/24/2010 08:00 AM

Find My Trip



[Need Help?](#)

[Traveling with Children?](#)



Connecting People and Places in Idaho, Montana and Wyoming



Popular Destinations

From Jackson Hole to West Yellowstone to the local zoo, Linx can get you there - while you enjoy the ride and let someone else worry about the driving.



Sweet Deals

Ride Linx to Yellowstone Business Partnership's annual conference (May 24-26). Busses departing from Idaho Falls, Billings and Bozmean.



Cool Things To Do

Soak in natural hot pools, attend a music festival or ski bottomless powder - Linx is the stress-free way to discover the region.



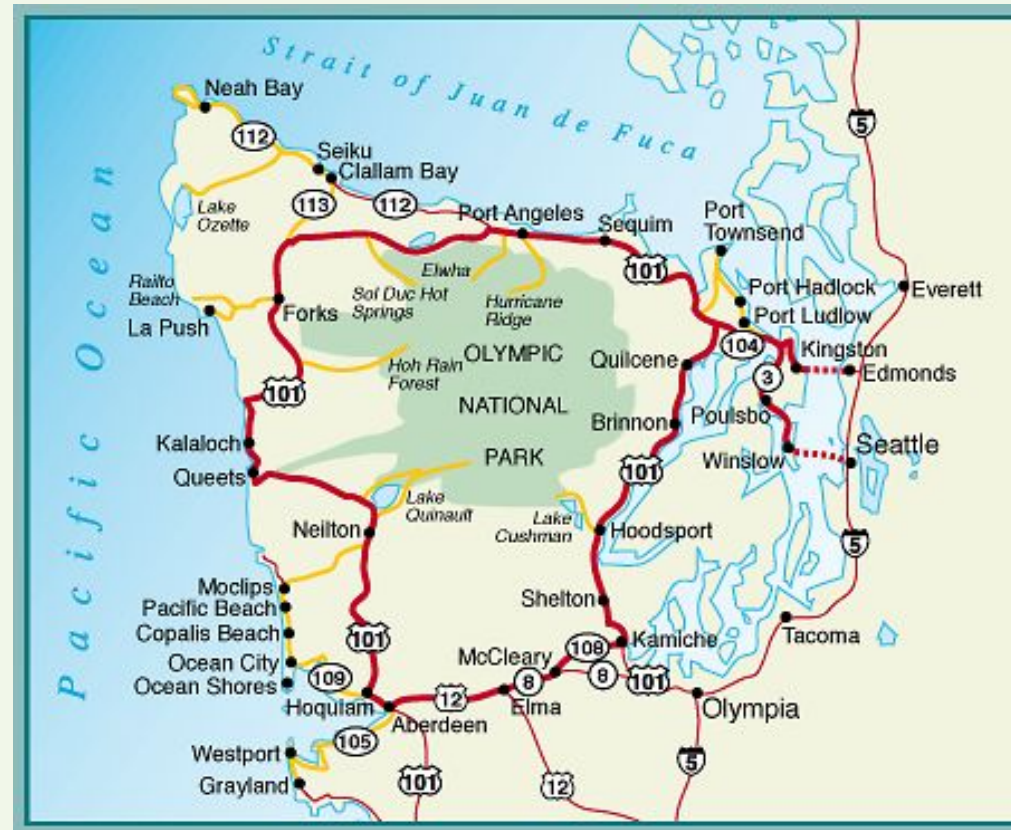
My Linx

Retrieve your itinerary, keep a list of places to go and things to do...

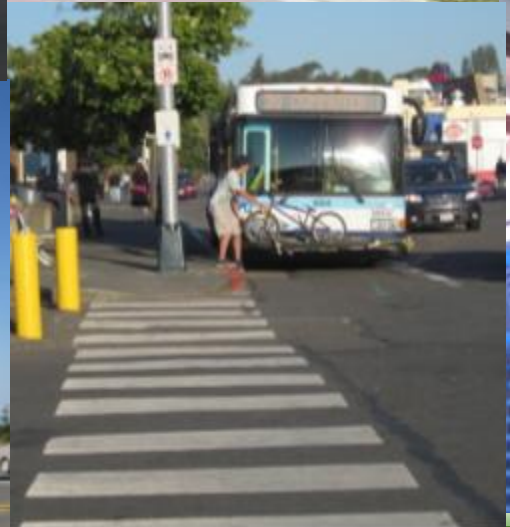
Example – Olympic Peninsula Transit

Washington State's Olympic Peninsula has numerous towns and villages located in six counties each with its own public transit system. It possible to travel between these communities by public transit.

- Terminals in each town.
- Convenient user information.
- Integrating schedules.
- Bike racks on all buses.
- Sidewalks and highway shoulders for cyclists.



Olympic Peninsula Transit Services



Next Steps

- Tonight is the kickoff of a 3-year outreach and engagement campaign COIC recently posted for a new Outreach and Engagement.
- Administrator Position (interested? See me after).
- Will be using tonight's information and feedback to help build the Outreach and Engagement Strategy.
- Continuing process in a small work session tomorrow - result will be draft Strategy.
- Implement strategy and survey leaders and residents to ID results of outreach.
- Pursuing partnerships with local governments and key partners such as COCC, OSU, St. Charles, and other major transit trip generators.
- Building coalitions: If you are interested in getting involved please sign the sheet and indicate your interests.

Discussion Questions

- What is your vision for public transit in our region?
- How can we communicate that vision?
- What obstacles do we face?
- How can we overcome those obstacles?



“Evaluating Complete Streets Benefits and Costs”

“Evaluating Public Transit Benefits and Costs”

“The New Transportation Planning Paradigm”

“Evaluating Transportation Equity”

“Smart Congestion Relief”

“Online TDM Encyclopedia”

and more...

www.vtpi.org