

WASCO COUNTY  
**TRANSIT**  
**DEVELOPMENT PLAN**  
THE LINK PUBLIC TRANSIT



MARCH 25, 2022

## ACKNOWLEDGEMENTS

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The development of this plan was guided by the Project Management Team (PMT), Advisory Committee (AC), and members of the public. Each individual devoted their time and effort to provide valuable input and feedback and their participation was instrumental in the development of the plan.

### Project Management Team (PMT) Members

- Kate Drennan, Mid-Columbia Economic Development District (MCEDD)
- Jessica Metta, MCEDD
- Theresa Conley, Oregon Department of Transportation (ODOT)
- Devin Hearing, ODOT
- Tyler Stone, Wasco County

### Advisory Committee Members

- Amy Schlappi, Columbia Area Transit
- Patty Fink, Columbia Area Transit
- Dan Spatz, Columbia Gorge Community College
- Tiffany Prince, Columbia Gorge Community College
- Lexi Stickel, Pacific Source, Columbia Gorge CCO
- Buck Jones, Columbia River Inter-Tribal Fish Commission
- Rachelle Begay, Columbia River Inter-Tribal Fish Commission
- Alice Cannon, City of the Dalles
- Stephanie Bowen, Mid-Columbia Medical Center
- Travis Dray, Mid-Columbia Medical Center
- Kenny LaPoint, Mid-Columbia Community Action Council
- Kathy Fitzpatrick, MCEDD
- Kathy Clark, Wasco County
- Justin Zeulner, The Wave Foundation

### Consultant Team

- Susan Wright, PE, Kittelson & Associates, Inc.
- Krista Purser, PE, Kittelson & Associates, Inc.
- Amy Griffiths, EIT, Kittelson & Associates, Inc.
- Paul Ryus, PE, Kittelson & Associates, Inc.
- Darci Rudzinski, MIG | APG
- Shayna Rehberg, MIG | APG
- Brandon Crawford, MIG | APG
- Andrew Parish, MIG | APG

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## INTRODUCTION

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Wasco County currently contracts with the Mid-Columbia Economic Development District (MCEDD) to provide intercommunity and demand-response service within the county and connecting to regional destinations. MCEDD also receives its own direct grants to provide deviated fixed-route and demand-response service in Wasco County.

MCEDD currently provides one inter-county route to Hood River, a shuttle to South County, a shopping shuttle between The Dalles and Hood River, two loop routes in The Dalles, and Dial-a-Ride services within Wasco County.

This Transit Development Plan (TDP) evaluates a program of service improvement alternatives and presents options to pursue over the 20-year plan horizon, including planned service modifications.

### Plan Development

A series of technical memoranda were developed during the TDP process and provided the building blocks for the project, addressing existing conditions and performance. As work progressed, future conditions were evaluated and mobility needs and opportunities were identified. The Project Management Team (PMT) guided the preparation of these technical memoranda in coordination with the Advisory Committee (AC) and input from community meetings. These interactions helped guide the development of the Transit Development Plan as well as build necessary consensus and support. Members of these groups are listed in the Acknowledgements section. The memoranda developed during the process are provided in Appendix A and include:

- Memo #1: Public Involvement Plan
- Memo #2: Existing System
- Memo #3: Unmet Transit Needs and Transit-Supportive Development Strategies
- Memo #4: Evaluation Framework
- Memo #5: Future Service Opportunities

- Memo #6: Goals, Policies, and Practices
- Memo #7: Future Service Design and Supporting Programs

A summary of the recommendations in this plan can be found in Figure 1.

## Public Involvement

The project process included several touchpoints where stakeholders and the public could provide input.

### Project Webpage

MCEDD created and maintained a Project Webpage on the MCEDD website that provided project information, schedule, technical memoranda, and opportunities to provide input.

### Stakeholder Outreach Events

Two rounds of virtual outreach events were held with small groups of stakeholders. The first round introduced the project, solicited comments about how well existing transit services addressed community needs, and generated ideas for future or improved services. The second round gathered input on service opportunities.

### Online/On-board Survey

A questionnaire was provided both online and on-board during the summer of 2021. The survey asked about peoples' origins and destinations, reasons why they take transit, and ideas for improving transit service. The survey response provided an important picture of how and where people are using the system.

### Open House

An open house was held in the Spring of 2022. This open house included a livestreamed virtual meeting and an in-person event at the Transit Center. The open house provided information about draft service opportunities and solicited the public's input on those opportunities.

## Updating the Plan

The TDP should be updated periodically to reflect changing needs, as well as lessons learned from implementing the plan's short-, medium-, and long-term recommendations. These updates will allow the County to monitor progress toward implementing projects, update the financial outlook, and verify the population, land use, and growth trends used to determine and prioritize service enhancements. Wasco County needs to update its STIF plan every two years per the STIF rules, but such a plan does not necessitate updating the TDP. The County and local jurisdictions can supplement the TDP by considering transit improvements and walking and biking access to transit in their other planning efforts.

# WASCO COUNTY TRANSIT DEVELOPMENT PLAN RECOMMENDATIONS

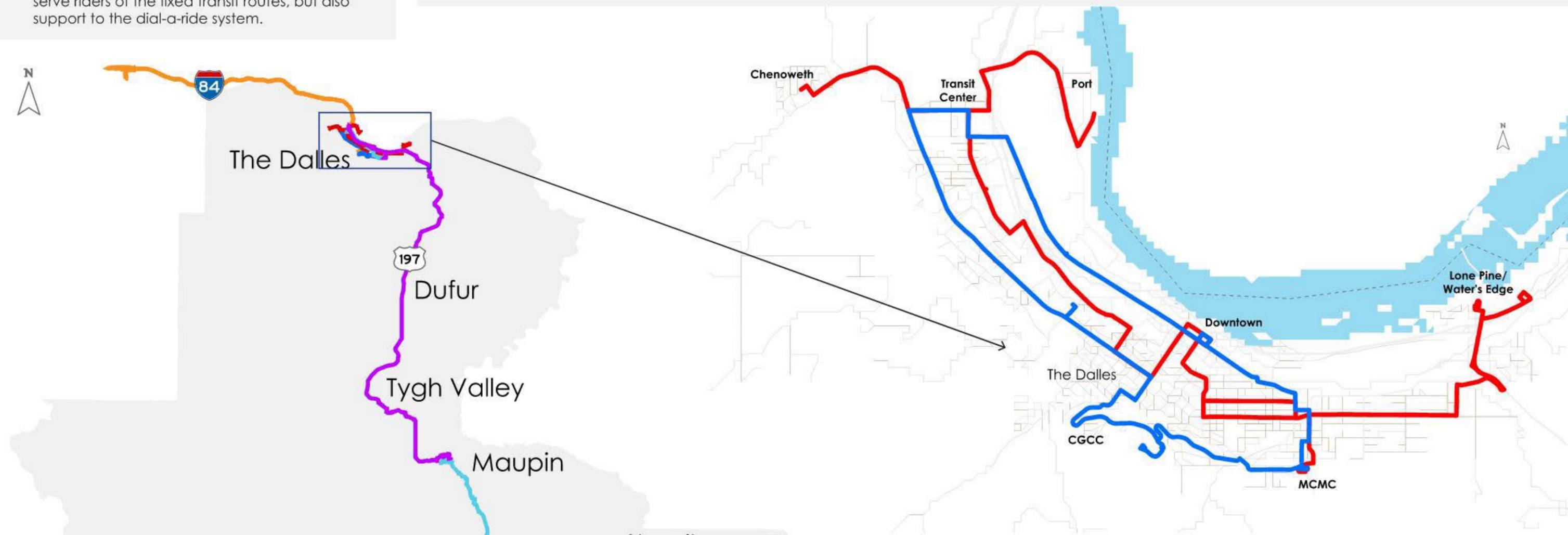


## Continuous Improvements

- The LINK should use the proposed monitoring program and new technologies to continuously assess community needs and service performance, and update the plan's recommendations as needed.
- In addition to the plan's route recommendations, providing information and technology improvements (trip planning apps, real-time vehicle arrival information) and enhancing the vehicle fleet (electric/hybrid fuels) will help improve rider experience and service reliability.
- These recommendations are meant to not only serve riders of the fixed transit routes, but also support to the dial-a-ride system.

## Short-Term Improvements

- **Extend the Intercity Express Route between The Dalles and Hood River:** Extending The Dalles–Hood River service to connect to Columbia Gorge Community College (CGCC) campuses at both ends of the route could help students, faculty, and staff travel between campuses.
- **Expand Out-and-Back Route to Maupin:** The LINK could serve Maupin more frequently by replacing the existing South County service, rather than providing as much by-request dial-a-ride service. The more consistent schedule would make it easier for people to plan trips.
- **Convert the Red Line from a loop to an out-and-back route and revise the Blue Line to serve 2nd Street:** The revised Red Line is intended to meet riders' need to travel between Water's Edge, the Transit Center/Chenoweth, and destinations in between. To reduce travel time, the route alternates between stopping at the Port (which is located near a health clinic and transitional housing) and stopping in Chenoweth. It also provides access to the high school, Mid-Columbia Medical Center, the Veterans Service Office, Goodwill, and neighborhoods throughout the city. Once the Red Line is converted from a loop to an out-and-back route, the Blue Line can be modified to serve 2nd Street rather than the Port. This change would increase the overall area served by transit while shortening the Blue Line's total length and the time it takes riders to get to their destination. In addition, **add stops to the Blue Line**. Frequent stops along the route makes it easier to catch the bus at permanent stops rather than having to schedule pick-ups and drop-offs in advance.



## Mid-Term Improvements

- **Create New Out-and-Back Route to Madras:** With additional funding sources and inter-county coordination, The LINK could investigate providing a new intercity express route with stops in Madras, Maupin, Tygh Valley, Dufur, and The Dalles. This route could be a modification to the South County Shuttle, with fixed time-points and potential deviation areas or zones where riders can request a more direct pick-up or drop-off at the curb, reducing the resources needed to implement the route. This service would support transfers to Cascades East Transit services in Warm Springs/Madras, Central Oregon Breeze, and bus routes in The Dalles, providing transit connections from Wasco County to central and eastern Oregon.
- **Create New Out-and-Back Route Connecting Warm Springs Reservation, Madras, Shaniko, and Antelope:** The LINK could further investigate demand to provide a new route with stops in the Warm Springs Reservation, Madras, Antelope, and Shaniko. The route could be operated to provide two trips per day, two times per month. This route would need a bus to be based in this area to reduce the travel time and cost for a vehicle to come from The Dalles, potentially through a partnership with Cascades East Transit. The service would have zones where riders can request pick-ups and drop-offs off of the normal route.

## Long-Term Improvements

- Monitor future development near the Port and revise the **Red Line** as needed
- Add new downtown express service in The Dalles or accomplish via **The Dalles to Hood River** extension
- Upgrade the **Downtown Transit Stop** to a transit center
- **Expand service hours** on routes

The following capital improvements could improve the experience of riding the bus and support the recommended changes described above:



Secure funding to replace vehicles according to their expected useful life to increase service reliability and decrease maintenance costs



Upgrade the Downtown Transit Stop to have more amenities, such as covered areas and more bike racks



Pursue charging and alternative fueling facilities to support the purchase of hybrid or fully electric vehicles, which not only provides environmental benefit but can lower fueling and maintenance costs



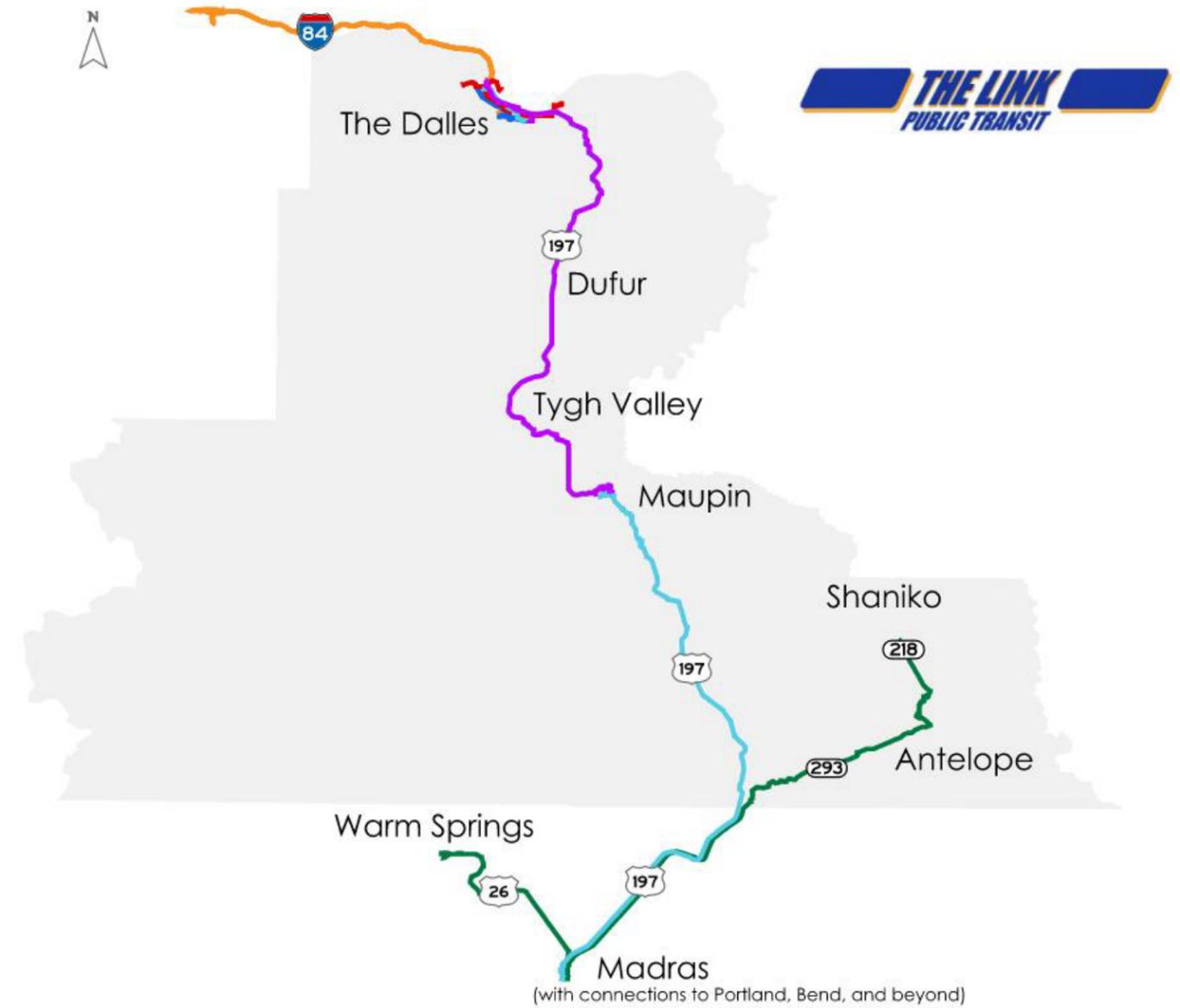
Provide additional route signage, benches, and transit shelters at bus stops that are commonly used



Pending the availability of charging and alternative fueling facilities and funding grants, purchase hybrid or fully electric vehicles



Improve branding through new vehicle wraps and signs at bus stops



The following technology improvements could improve the experience of riding the bus and support the service opportunities described above:



Support mobile apps and online resources to help plan trips. For example, integrate route information into Google Maps so that the public can get information about how to travel between destinations using transit.



Provide real-time vehicle arrival information that shows riders where the bus is, and whether the bus is on-time. Real-time information helps improve the ridership experience by reducing passenger wait times, providing confidence that a bus has not been missed, and generally creating a more informed and comfortable rider.



Provide additional education and support for understanding ways to pay transit fares. The LINK currently provides mobile ticketing through The GORge Pass via Token Transit, and for The LINK via the Hopthru app.

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## GOALS, POLICIES, AND PRACTICES

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A set of TDP goals and policies were developed to serve as a framework to guide Wasco County's future transit planning and investments. The goal and policy language was drawn from a number of resources, including the goals, policies, objectives, and strategies identified in relevant federal, state, and local plans and documents. In particular, the MCEDD Gorge Regional Transit Strategy and the Wasco County Coordinated Human Services Public Transportation Plan (2020–2024) helped shape the proposed goals and policies. These plans were developed recently and specifically for Wasco County and the region, with a focus on increased coordination and serving those who are transportation-disadvantaged.

This TDP project's objectives, as well as "best practices," were developed based on input from the Advisory Committee and reflected in the goal statements for the evaluation framework. Proposed city and county transit-supportive policies also influenced the TDP's policy language.

The TDP's goals and policies are as follows:

**Goal 1: Customer-Focused Services** – Provide services that are safe, attractive, and convenient for all riders.

Policy 1A. Facilitate access to transit service for all community members, with a focus on services for community members who may be transportation-disadvantaged due to age, abilities, and/or income.

Policy 1B. Improve safety for transit riders through transit facility design such as lighting and transit stop location.

Policy 1C. Improve safety for transit riders through coordination with other agencies regarding pedestrian and bicycle crossings near transit stops and complete, low-stress walking and biking connections to transit stops.

Policy 1D. Focus transit service on destinations that are important to community members, particularly those who are transportation-disadvantaged, including employment centers, training and education facilities, stores and shopping centers, human and health services, and recreation locations.

Policy 1E. Improve convenience through expanded fare payment options, fare integration with other transit systems in the region, and mobile tools and apps.

Policy 1F. Determine customer needs through direct outreach, consultation with service providers, and findings from other planning efforts.

Policy 1G. Improve transit education and marketing, particularly through outreach to transportation-disadvantaged and underserved groups that focuses on bilingual marketing and outreach and travel training.

**Goal 2: Accessibility and Connectivity** – Improve access and connections within and between communities in the county as well as key destinations outside the county.

Policy 2A. Coordinate with local planning and roadway authorities to ensure that transportation system-related improvements such as pedestrian and bicycle crossings, transit

stop infrastructure, and ADA-accessible connections to transit stops are incorporated into planned projects.

Policy 2B. In coordination with local jurisdiction partners, facilitate first- and last-mile connections to transit stops, such as making arrangements with shared mobility facilities and services (e.g., taxis, shuttles, bike sharing, and other mobility sharing).

Policy 2C. Coordinate with the local jurisdiction and property owners on potential park-and-rides and transit hubs where multiple modes could connect.

Policy 2D. Support improvements in access and connections to transit that are appropriate for the context and size of the community and its existing and planned transit service.

Policy 2E. Adopt transit stop design and construction standards, including amenities that must be provided at major transit stops, to serve as a planning and coordination tool.

**Goal 3: Coordination** – Collaborate with public and private partners to maximize services.

Policy 3A. The transit service provider should participate in the review of land use proposals that may impact transit service or existing or planned transit uses and improvements.

Policy 3B. Coordinate with local jurisdictions and development applicants regarding any transit-related improvements, such as shelters, benches, and/or lighting, that are identified in adopted transportation and transit plans.

Policy 3C. Continue to explore and develop connections between transit and other existing and potential transportation services, such as taxis, The Dalles Downtown tourism shuttle, and ride hailing services, and emerging technologies such as micromobility services (e.g., scooter and bike sharing).

Policy 3D. Continue and strengthen collaborations with other transit service providers in the region, human and health service providers, and major employers to expand the efficiency and reach of transit service.

Policy 3E. Ensure decisions regarding future transit service and coordinated transportation improvements align with the TDP and key policy documents including the latest Wasco County Human Services Public Transportation Coordinated Plan and the Gorge Regional Transit Strategy.

**Goal 4: Health** – Foster public health by increasing use of active travel and improving access to the outdoors, health care, healthy food, and similar healthy places.

Policy 4A. Support safe and complete walking and biking connections to existing and planned transit stops so that community members and visitors have active transportation options to access transit.

Policy 4B. Increase transit access to health-supporting destinations such as grocery stores, parks and open spaces, community spaces, health care, and human services.

Policy 4C. Improve transit access to local and regional recreation destinations for community members and visitors.

Policy 4D. Integrate transit into emergency response planning to bolster the resiliency of communities in Wasco County.

**Goal 5: Sustainability** – Foster environmental, economic, and fiscal sustainability through transit investments.

Policy 5A. Promote and rely on transit to reduce single-occupancy vehicle trips and greenhouse gas emissions and to increase energy conservation.

Policy 5B. Encourage the use of transit as a way to conserve land, including as a way to reduce land needed for parking in cities and at trailheads in Wasco County.

Policy 5C. Where recreation destinations are experiencing over-use, consider transit service to help regulate access and protect the resource.

Policy 5D. Promote transit service as a tool in economic development, including business and employee recruitment and retention, community revitalization, and tourism enhancement.

Policy 5E. Establish stable and effective transit funding through the following: establishing diverse sources; strategically leveraging local funding to compete for state and federal funding; and securing efficiencies by coordinating services with other transit and transportation service providers.

## NEEDS SUMMARY

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Transit needs were identified through the following methods:

1. Conducting an onboard and online survey that was available from July to August 2021. A total of 49 responses were received related to bus use, locations where people would like to use transit, tools that would make riding the LINK more convenient, improvements the LINK transit service needs, and barriers to using transit in Wasco County.
2. Reviewing other planning processes in the area, including the Coordinated Human Services Transportation Plan Update.
3. Analyzing the existing transit system, including reviewing historic ridership data.
4. Conducting outreach calls to community organizations, agencies, and businesses, such as the Wasco County Business Alliance.

Through this process, the following needs were identified:

- **Improve efficiency of route service:** The two existing transit routes in The Dalles largely travel east–west in a counterclockwise loop direction. Adding more north–south connections, converting routes from loops to out-and-back lines, and adding or shifting a route to serve clockwise travel could improve the efficiency of passengers' trips.
- **Increase service frequency, extend service hours, and provide weekend service:** The highest-priority improvements for survey respondents to the first survey were increased frequency (how often a bus goes to a stop), extended service hours, and weekend service. Survey respondents also ranked “service to more destinations” highly. Non-riders stated that they do not use transit services due to service coverage (where the bus goes), frequency, and/or hours of operation that do not meet their needs.
- **Improve bus stop amenities and access:** Individual bus stops on existing and proposed transit routes could be improved with amenities, sidewalk access, park-and-ride access, and more.

- **Update vehicle fleet:** The LINK recently replaced several vehicles that were beyond their useful service life, and will need to continue to replace vehicles as they reach the end of their useful service life. Cleaner fuel sources, such as electricity, could be considered for future vehicle purchases and facilities.
- **Increase education and marketing:** Bus stops are not widely used by riders, in part due to The LINK operating as a dial-a-ride system for more than two decades, leading to many riders being unfamiliar with how to plan a trip by catching the bus at an existing bus stop. The survey also identified a lack of awareness of The LINK's shuttle services. A lack of information about service is cited in non-riders' responses to Questionnaire #1 as a barrier to using transit service. Establishing trip-planning tools for users and marketing the availability of stops would help improve the usage of The LINK's services.
- **Update tools and technology:** Tools that respondents felt would increase the convenience of their trips include more fare payment options, mobile trip-planning tools, real-time vehicle arrival information, and more bicycle racks. Difficulty planning trips was cited in non-riders' responses to the first survey as a barrier to using transit service.

Additionally, new and/or modified transit routes and services can be tailored to serve a diverse set of transit markets in Wasco County. The table below summarizes the existing and potential future service types to address transit market needs in Wasco County.

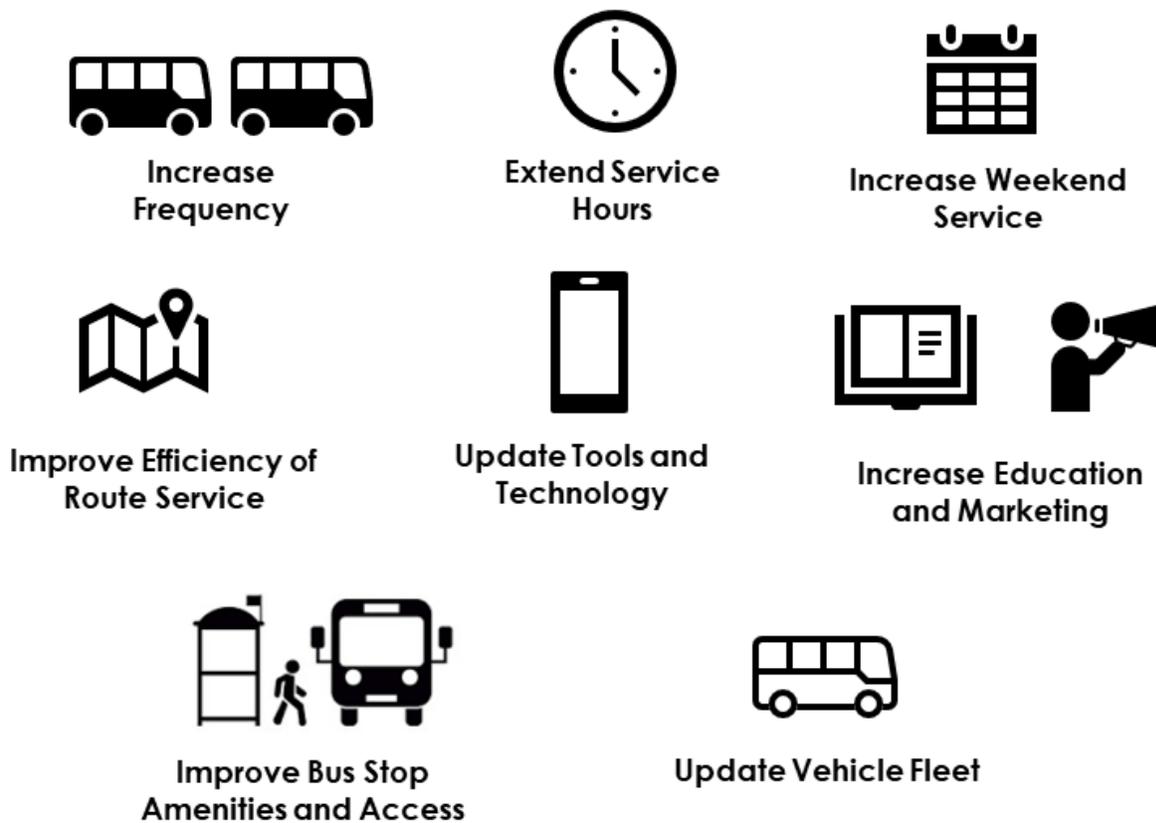
**Table 1: Service Types to Address Transit Market Needs**

| Transit Market                                     | Local Fixed-Route  | Shuttle/Deviated Fixed-Route | Intercity/Express | Vanpool   | Demand-Response |
|--|--|------------------------------|-------------------|-----------|-----------------|
| Existing Transit Users within The Dalles           | Potential  | Existing                     | —                 | —         | Existing        |
|  | Potential new stop locations could support a transition from deviated-fixed route to fixed-route without deviations (or with fewer deviations than currently made). This change could make it easier for people who need to take trips daily (such as to go to work) or who have spontaneous trips (like going to a restaurant) without having to schedule the trip in advance. Existing users have a need for expanded service hours and weekend service. |                              |                   |           |                 |
| Increasing Development inside The Dalles           | Potential  | Existing                     | —                 | —         | Existing        |
|  | Upcoming development in The Dalles can generally be served by the same routes. New stops could be added to existing routes and/or new routes could be added to serve developing areas of The Dalles.   |                              |                   |           |                 |
| Transit-Dependent Populations in Rural Areas       | —  | Existing                     | —                 | —         | Existing        |
|  | Continuing to provide shuttle services and demand-response services to rural areas is likely the most efficient way to meet the needs of this market.  |                              |                   |           |                 |
| Growing Populations inside Urban Growth Boundaries | —  | Existing                     | Existing (CAT)    | Potential | Existing        |
|  | Population growth primarily affects The Dalles, where the greatest population growth is expected. Some growth is expected in Mosier and Maupin, while limited growth is expected in unincorporated areas. Partnering with other agencies in the Gorge TransLink Alliance to expand transit services between populations within Urban Growth Boundaries and encouraging use of vanpools can help serve growing populations in these areas.                  |                              |                   |           |                 |

| Transit Market   | Local Fixed-Route   | Shuttle/Deviated Fixed-Route | Intercity/Express | Vanpool            | Demand-Response |
|--|---|------------------------------|-------------------|--------------------|-----------------|
| Users Making Personal/Miscellaneous and Recreational Trips | Potential   | Existing                     | Existing          | Existing (private) | Existing        |
|  | Adding stop locations and expanding service hours for existing services can improve access for users who want to make personal and recreational trips to locations within Wasco County outside of typical working hours.  |                              |                   |                    |                 |
| Tourism and Service Industry                               | Potential   | Existing (private)           | Existing (CAT)    | —                  | Existing        |
|  | There is currently an existing private shuttle between hotels and restaurants in The Dalles. The LINK provides weekday, and the CAT provides weekend, service between The Dalles and Hood River, with connections to Portland. Additional shuttle service and intercity services to connect tourists and workers in the industry could meet the needs for these markets and support a "Safe Ride Home" program. |                              |                   |                    |                 |

More information about these needs and how they were identified is provided in [Memo #3: Unmet Transit Needs and Transit-Supportive Development Strategies](#).

**Figure 2. Transit Needs**



## FUTURE SERVICE OPPORTUNITIES AND SERVICE PLAN

Future routing service opportunities are identified by timeframe. The prioritization of these opportunities considered several factors, including evaluation results, funding availability, and other factors influencing decision-making, including other services and capital purchases.

Table 2 shows recommendations for short-term, mid-term, and long-term implementation of the recommended service opportunities.

- **Short-term (0–5 years) plan** includes items that are low cost to implement, have high ridership potential, and improve connectivity to other providers. No new buses are needed for these opportunities.
- **Medium-term (5–15 years) plan** includes items that are low-to-medium cost and improve travel time, connectivity, and access. Some of these opportunities require purchasing additional buses.
- **Long-term (15+ years) plan** includes items that are medium-to-high cost to implement, have moderate to higher ridership potential, increase connectivity, and increase service availability and frequency.

The intent of these implementation tiers is to provide a plan for implementing service opportunities that considers the complexity and capital requirements. The **unconstrained** column in the table outlines additional opportunities The LINK could implement if and when additional funding becomes available.

**Table 2: Recommended Service Opportunities**

| Route                                     | Short-Term  | Medium-Term | Long-Term  | Unconstrained   |
|---|---|-------------|--|---|
| <b>Red Line</b>                           | Convert the Red Line from a loop to an out-and-back line and add stops  | --          | Adjust route to serve future development near the Port | --  |
| <b>Blue Line</b>                          | Add stops and reduce Blue Line frequency to allocate time to Red Line. Revise Blue Line for future development at the same time as converting the Red Line. | --          | --   | Add a clockwise version of the Blue Line  |
| <b>Downtown The Dalles Express Route</b>  | --  | --          | --   | Create new out-and-back route in The Dalles (via 6th Street and 7 <sup>th</sup> Street) |
| <b>Service Enhancements in The Dalles</b> | Provide dial-a-ride service on Sundays  |             | --   | Extend service hours in The Dalles. Provide weekend service in The Dalles.              |
| <b>Hood River</b>                         | Extend The Dalles – Hood River service to connect to CGCC   | --          | --   | Increase service frequency between The Dalles and Hood River                            |

| Route   | Short-Term  | Medium-Term  | Long-Term  | Unconstrained  |
|---|---|--|--|--|
| <b>South County – Maupin</b>  | Expand South County route to Maupin, operating 2 days/week; 2 trips/day   | --   | --   | --   |
| <b>South County – Madras</b>  | --  | Create route to Madras, operating 2 days/week; 2 trips/day   | --   | Increase service frequency to more days per week     |
| <b>South County – Warm Springs Reservation, Madras, Shaniko, Antelope</b> | --  | Provide service 2 days/month; 2 trips/day  | --   | Increase frequency of service to more days per month |
| <b>Information and Technology</b>   | Provide real-time vehicle arrival information   | Monitor the reliability of real-time vehicle arrival software and trip planning software. Monitor and consider implementing emerging technologies. |  | --   |
| <b>Education and Marketing</b>  | Provide continued education and marketing; update Link branding on buses, stops and signs. Provide information about where the service goes, how to ride the bus/use stops, and how to pay fares. |  |  | --   |
| <b>Capital Plan</b>   | Add bus shelters and route information to bus stops<br><br>Replace vehicles at the end of service life  | Purchase new buses<br><br>Electrify vehicle fleet  | Purchase new buses<br><br>Add a second transit center in Downtown The Dalles | --   |

### Short-Term Service Plans

Short-term service plans include service opportunities that could be implemented within the next five years. Under the fiscally constrained scenario, The LINK cannot make changes that increase service costs in the short-term unless they receive discretionary STIF or FLAP funding for service to extend/expand South County. Within the Dalles, the recommended Blue Line and Red Line changes reallocate existing resources and provide minimal increases to dial-a-ride service, staying within existing funding sources.

### Update Existing Routes in The Dalles

Existing routes within The Dalles can be modified to better serve existing travel patterns and identified needs. Generally, these route modifications provide additional connections to/from employment and residential areas. Recommended updates to the deviated-fixed route services are shown in Figure 3<sup>1</sup> and described below.

<sup>1</sup> The grey circles show a ¼-mile walking-distance radius around potential transit stop locations. Transit stops along the deviated fixed-route lines are needed every ¼ – ½ mile. Stop locations shown in the map are approximate and need to be further refined to confirm that there is available space for transit stop amenities and there is a safe place for a bus to stop.

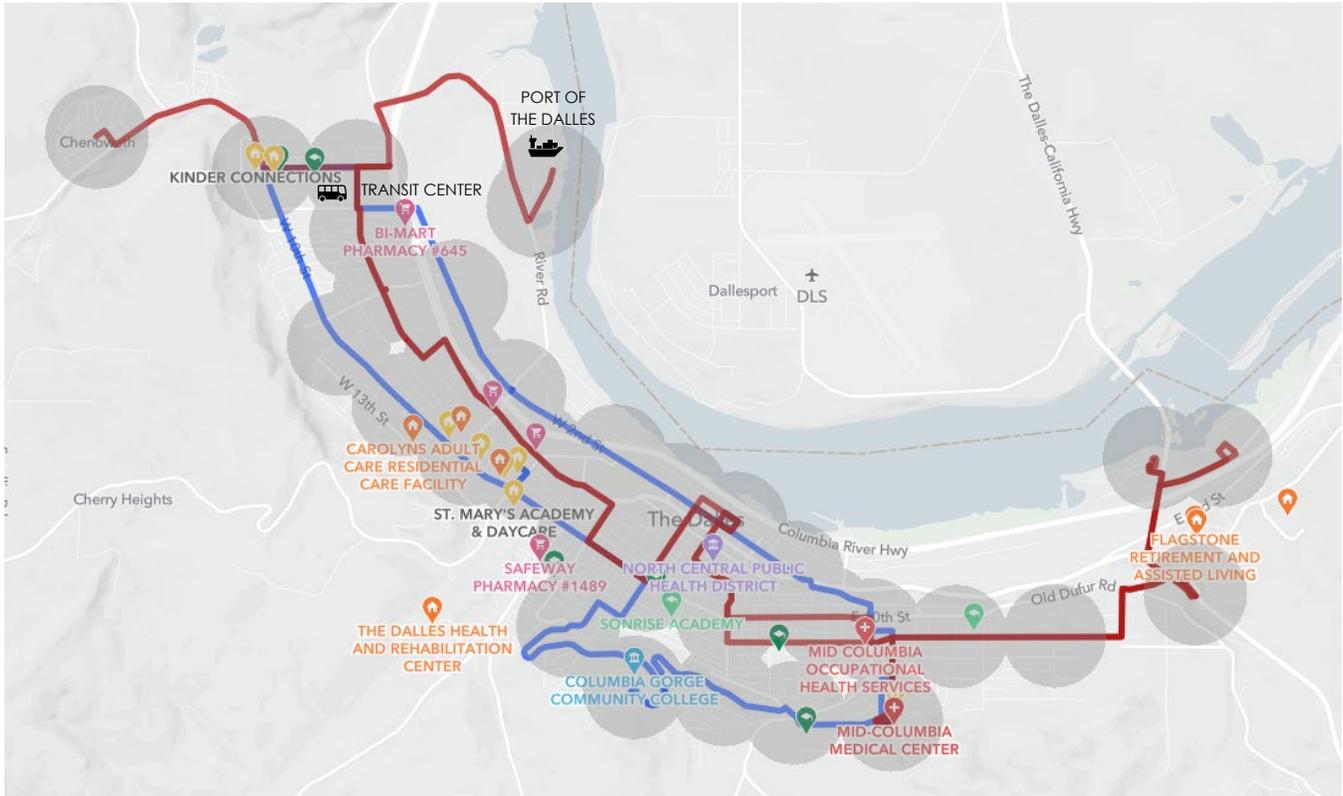
- Add stops to the Blue Line
  - The Blue Line is currently the more established deviated-fixed route within The Dalles. Maintaining the established route or similar in the short-term can help decrease the impact changes have on existing ridership.
  - Frequent stops along the route can encourage riders to catch the bus at fixed stops rather than requesting deviations and using dial-a-ride. They also facilitate more frequent connections to other services. These stops can initially be placed with minor amenities, such as signage and possibly a simmi seat, and include buses stopping in traffic where safe, while stop locations are being refined.
- Convert the Red Line from a loop to an out-and-back route and revise the Blue Line to serve future transitional housing
  - Currently, both of The LINK's routes operate as counterclockwise loops. Converting the Red Line from a loop to an out-and-back route can facilitate direct travel through The Dalles and support faster connections to locations and other routes.
  - The route is intended to meet existing riders' need to travel between Water's Edge and the Transit Center/Chenoweth. To reduce travel time, the route alternates between stopping at the Port (which is located near a health clinic and current transitional housing) and stopping in Chenoweth. It also provides access to the high school, Mid-Columbia Medical Center, the Veterans Service Office, Goodwill, and neighborhoods throughout the city.
  - Once the Red Line is converted to an out-and-back route, the Blue Line can be modified to serve future planned transitional housing rather than the Port. This change would increase the overall area served by transit while shortening the Blue Line's total length.
  - Frequent stops along the route can encourage riders to catch the bus at fixed stops rather than requesting deviations and using dial-a-ride. They also facilitate more frequent connections to other services.

The **Bus Stop Design Guidance** in the Capital Plan discusses best practices in locating bus stops and recommended amenities based on activity, neighboring land uses, and other factors.

Under a fiscally constrained scenario, these modifications require reallocating service from the Blue Line to the Red Line so that both routes can operate at hourly headways. Additionally, under a constrained scenario it would be feasible to provide dial-a-ride service on Sundays from 9:00 AM to 4:00 PM or to provide an additional hour of dial-a-ride service each weekday. Ground testing conceptual schedules to ensure timing and driver breaks, reworking staff schedules, and potential hiring additional staff would be needed to make these changes.

Under a fiscally unconstrained scenario, the Blue Line could maintain its existing headway, which ranges between 30 and 60 minutes depending on the time of day. In addition, a clockwise version of the Blue Line could be added so that people could travel from the resource center located near the transit center back to transitional housing without having to take the full loop.

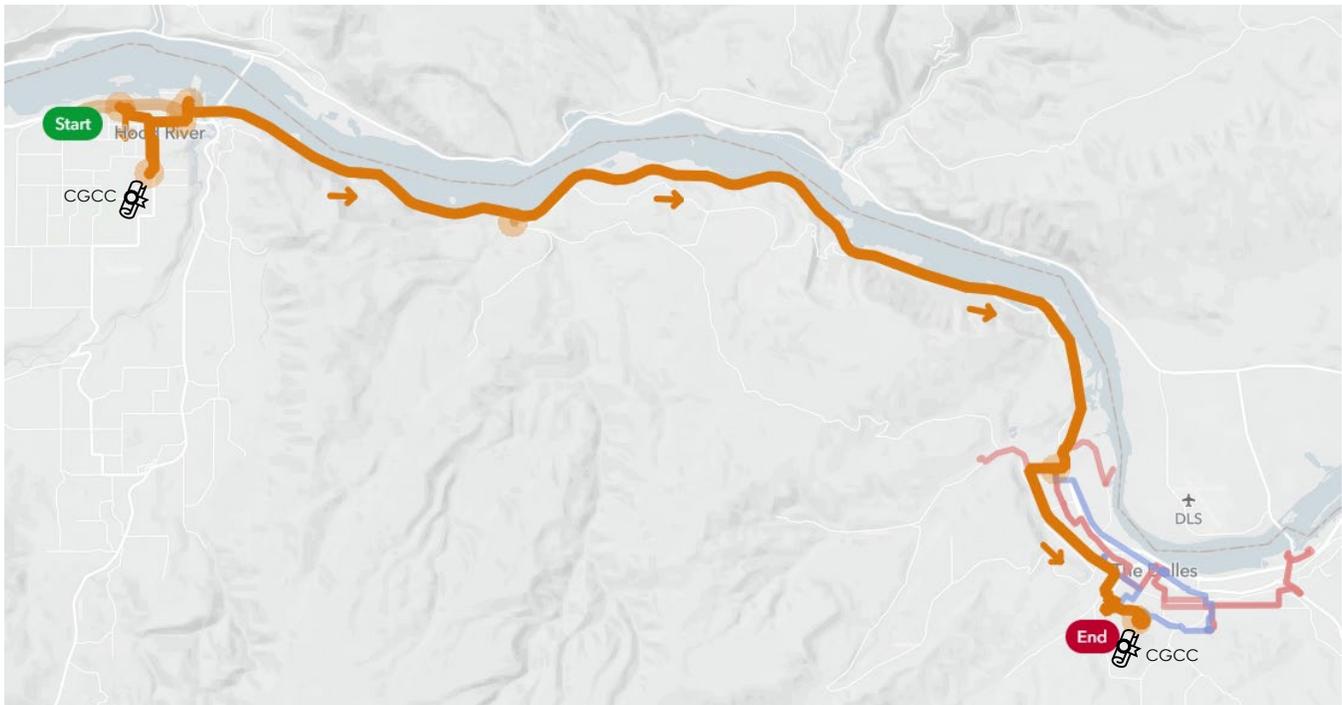
**Figure 3: Convert the Red Line from a Loop to an Out-and-Back Line and Revise Blue Line for Future Transitional Housing**



**Extend the Intercity Express between The Dalles and Hood River**

Extending The Dalles–Hood River service to connect to Columbia Gorge Community College (CGCC), as shown in Figure 4, could help students, faculty, and staff use the intercity route to travel between campuses. This connection could also be achieved by interlining<sup>2</sup> The Dalles – Hood River Intercity Express with the local fixed-route in Hood River and the Blue Line in The Dalles. Based on existing service hours and resources, under a fiscally constrained scenario, the college campuses would be served 2–3 times per day. Alternatively, this route could interline with local services to downtown instead or on alternating runs of the service, depending on connections with the Blue and Red Routes which serve CGCC and downtown, respectively.

<sup>2</sup> Interlining is using the same bus to travel to regional destinations, such as Hood River, after it completes the local route. Interlining can provide a one-seat ride and not require additional service or vehicles.

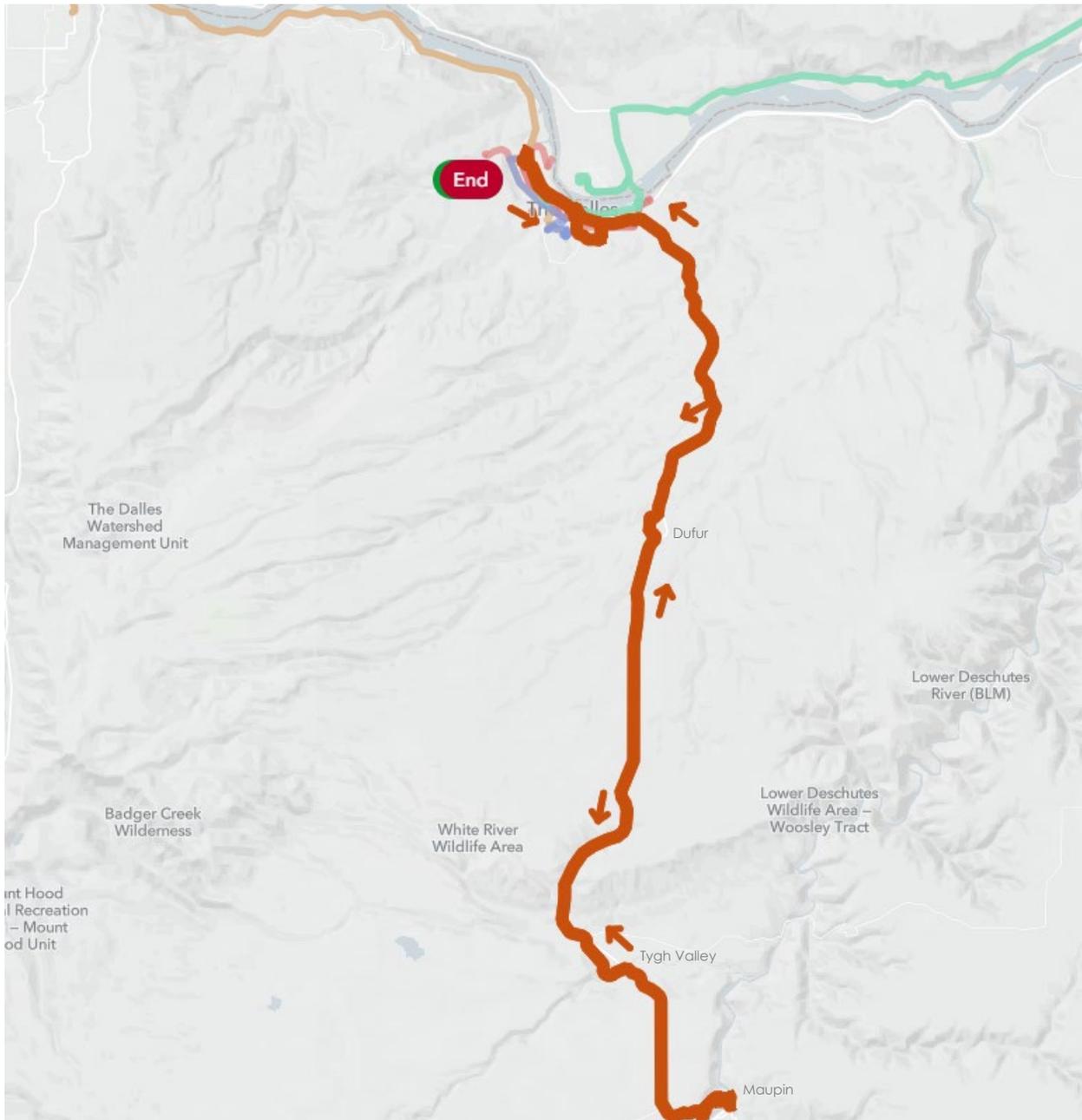
**Figure 4: Extending The Dalles – Hood River Service to Connect to CGCC**

### Provide Additional Service to and Around South County

Deviated fixed-route transit service to South County could be expanded. Recommended short-term service expansions and updates are illustrated and described below.

- Replace the South County shuttle with an expanded intercity express route with stops in The Dalles, Dufur, Tygh Valley, and Maupin. The route is illustrated in Figure 5 below, and the potential stop locations are shown in Memo #5: *Future Service Opportunities*.
  - This route would have fixed timepoints and potential deviation areas or zones, reducing the resources needed to implement the route. Deviation areas or interlined local service can support a “dumbbell”-shaped route, providing both local and regional connectivity.
  - Operate the route two consecutive days per week, providing two trips per day. This schedule allows riders to complete their trip within a single day, or to return home on the following day when timing precludes a same-day return.

**Figure 5: Expanded Out-and-Back Route to Maupin**



Under a fiscally constrained scenario, where The LINK does not receive new STIF, FLAP, or other funding, The LINK could provide the route to Maupin by replacing the existing South County service. The more consistent schedule would make it easier for people to plan trips, and deviations could occur for people unable to access the fixed stops.

## Information and Technology Updates

In the short-term, the following information and technology updates are recommended:

- Enhance trip planning support.
  - Online mobile trip planning tools can help the public get travel information at any day or time. Monitoring Google Maps and checking the GTFS data set should be part of a regular routine to ensure that riders are able to utilize this tool to plan routes.
- Provide real-time vehicle arrival information.
  - Real-time information helps improve the ridership experience by reducing passenger wait times, providing confidence that a bus has not been missed, and generally creating a more informed, comfortable, and secure rider. This information can be made accessible via The LINK's website, smartphones, and through "push" technologies such as text messages.
- Provide continued education and marketing.
  - Provide information about where the service goes, how to ride the bus and use stops, and how to pay fares.
- Add bus shelters and route information to bus stops.

## Vehicle Fleet Updates

In the short-term, replace vehicles according to their expected useful life.

- One additional operating vehicle would be needed for the fleet in the fiscally constrained scenario, should South County service expansions receive funding. Additionally, The LINK would continue to need to replace approximately one vehicle a year, on average, based on anticipated mileage.
- Pursue charging and alternative fueling facilities to support the purchase of hybrid or fully electric vehicles in the medium-term.
- In the unconstrained scenario, additional vehicles or faster replacement may be needed, depending on frequency and/or added service hours and resulting mileage.

## Short-Term System Maps and Conceptual Schedule

Table 3 shows a conceptual schedule for the services. Recommendations include shifting the departure times of The Dalles – Hood River route to allow for both the Blue Line and Red Line to complete all or part of their route, and return to the Transit Center for connections to Hood River. To allow enough time for South County residents to conduct errands and appointments in The Dalles, a South County or Madras service would depart The Dalles earlier than other fixed-route services. Alternatively, The LINK could partner with Cascades East Transit (CET) to alternate runs beginning in The Dalles versus Madras or Maupin. The conceptual schedule includes an additional hour of weekday dial-a-ride service (6:00 AM to 7:00 PM) to allow for transfers from the intercity routes back to the local routes. Alternatively, these transfers could be served by fixed-route, potentially reducing the costs of providing the last-mile connections depending on demand.

**Table 3: Weekday Departure and Arrival Times at The Dalles Transit Center**

| Time of Day                     | The Dalles – Hood River  | Madras            | or | Maupin            | Blue Line  | Red Line    | Dial-a-Ride     |
|---------------------------------|--------------------------|-------------------|----|-------------------|------------|-------------|-----------------|
| <b>Est. Runtime<sup>1</sup></b> | 60 minutes               | 320 minutes       |    | 160 minutes       | 60 minutes | 100 minutes | -               |
| <b>Est. Headway<sup>2</sup></b> | -                        | -                 |    | -                 | 60 minutes | 60 minutes  | -               |
| <b>Early Morning</b>            |                          | Departs: 6:00 AM  |    |                   |            |             | Begins: 6:00 AM |
|                                 |                          |                   |    |                   | 7:00 AM    | 7:00 AM     | ~               |
|                                 | Departs: 8:00 AM         |                   |    | Departs: 8:00 AM  | 8:00 AM    | 8:00 AM     | ~               |
|                                 | Arrives: 9:00 AM         |                   |    |                   | 9:00 AM    | 9:00 AM     | ~               |
| <b>Late Morning</b>             | Departs: 10:00 AM        |                   |    | Arrives: 10:40 AM | 10:00 AM   | 10:00 AM    | ~               |
|                                 | Arrives: 11:00 AM        | Arrives: 11:20 AM |    |                   | 11:00 AM   | 11:00 AM    | ~               |
|                                 |                          |                   |    |                   | 12:00 PM   | 12:00 PM    | ~               |
| <b>Early Afternoon</b>          |                          | Departs: 1:20 PM  |    |                   | 1:00 PM    | 1:00 PM     | ~               |
|                                 |                          |                   |    | Departs: 2:20 PM  | 2:00 PM    | 2:00 PM     | ~               |
|                                 |                          |                   |    |                   | 3:00 PM    | 3:00 PM     | ~               |
| <b>Later Afternoon</b>          | Departs: 4:00 PM         |                   |    |                   | 4:00 PM    | 4:00 PM     | ~               |
|                                 | Arrives/Departs: 5:00 PM |                   |    | Arrives: 5:00 PM  | 5:00 PM    | 5:00 PM     | ~               |
|                                 | Arrives: 6:00 PM         | Arrives: 6:40 PM  |    |                   | 6:00 PM    | 6:00 PM     | ~               |
|                                 |                          |                   |    |                   |            |             | Ends: 7:00 PM   |

<sup>1</sup>Runtime is the amount of time it takes a single bus to operate the entire route once.

<sup>2</sup>Headway is the amount of time between transit vehicle arrivals at a stop.

### Medium-Term Service Plans

Medium-term service plans include opportunities that could be implemented within the next 5–15 years. These plans include service expansions, which requires hiring additional staff.

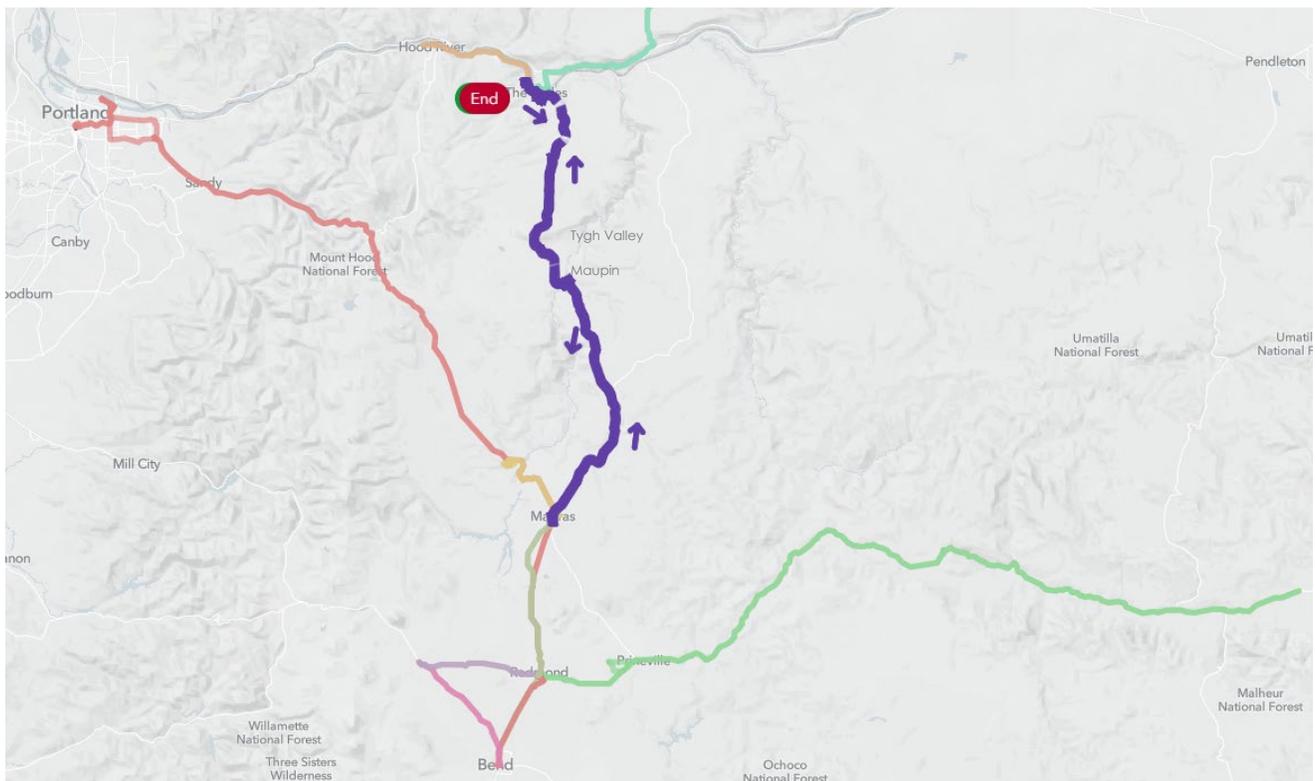
### Provide Additional Service to and Around South County

Deviated fixed-route transit service to South County could be expanded to provide connections to around South County. Recommended medium-term service expansions are illustrated and described below.

- Provide a new intercity express route stops in Madras, Maupin, Tygh Valley, Dufur, and The Dalles (shown in Figure 6). Potential stop locations are shown in *Memo #5: Future Service Opportunities*.

- This route could be a modification to the South County Shuttle, with fixed time-points and potential deviation areas or zones, reducing the resources needed to implement the route. Deviation areas or interlined local service can support a “dumbbell”-shaped route, providing local and regional connectivity.
- Operate the route two consecutive days per week, providing two trips per day. This schedule allows riders to complete their trip within a single day, or to return home on the following day when timing precludes a same-day return.
- This service could support transfers to Cascades East Transit services in Warm Springs/Madras, Central Oregon Breeze, and deviated fixed-routes in The Dalles (shown in faded colors in the figure below), providing transit connections from Wasco County to central and eastern Oregon.
- Under an unconstrained scenario, where The LINK receives ample STIF and FLAP funding, The LINK could provide both the route to Maupin and the route to Madras, providing service to South County four days per week.

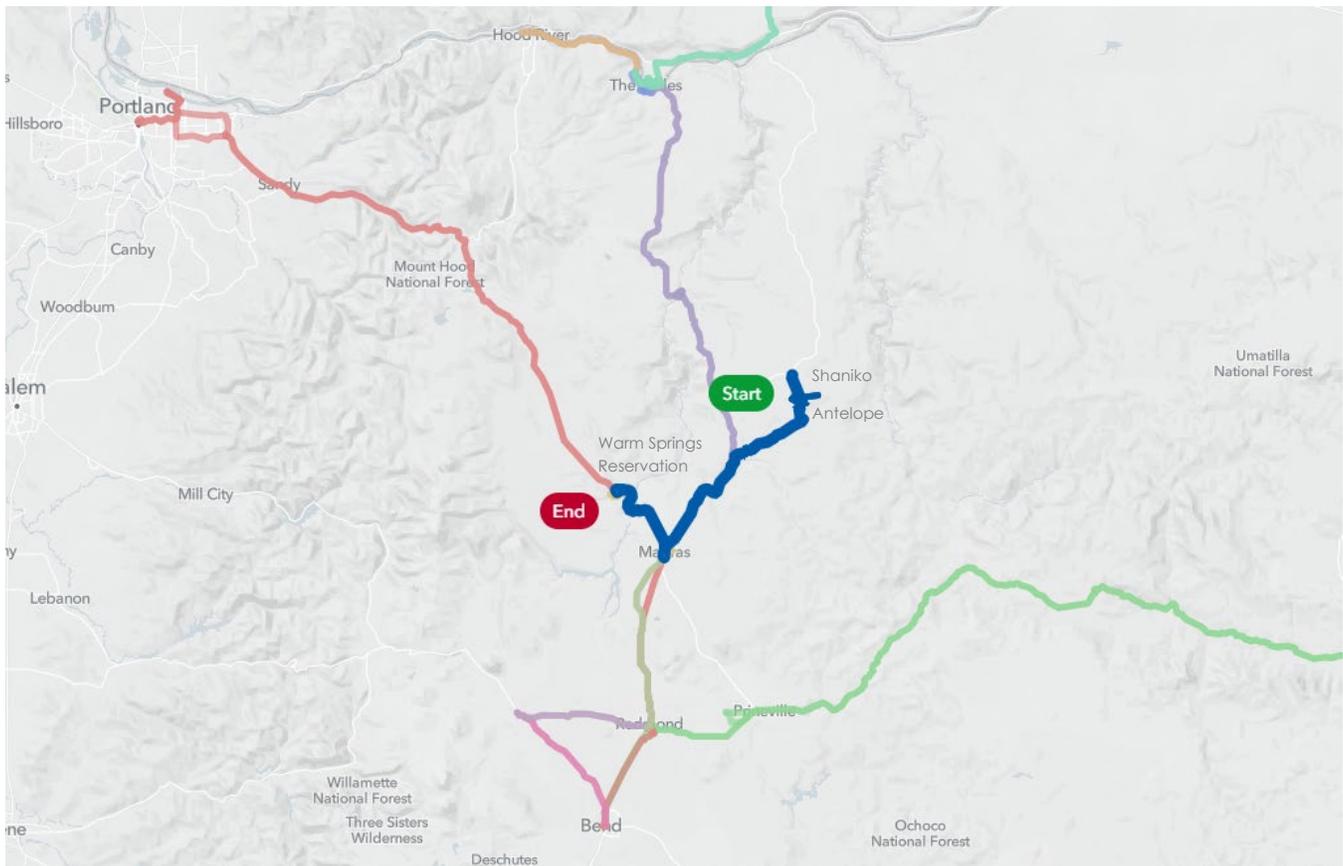
**Figure 6: New Out-and-Back Route to Madras**



- A new intercity route with stops in the Warm Springs Reservation, Madras, Antelope, and Shaniko, shown in Figure 7, could be provided. The route could be operated to provide two trips per day, two times per month. This route would need a bus to be based in this area to reduce deadheading, potentially through a partnership with CET. Given the low land use densities, deviations should be provided.
  - This service would only be feasible under the unconstrained scenario given the high cost and challenges associated with the distance from the Transit Center and the low population density in the vicinity of the route. It may also be feasible to pair this service with

the weekly service Wheeler County Community Transportation provides between Fossil and The Dalles to help reduce costs and improve intercity connectivity.<sup>3</sup>

**Figure 7: New Out-and-Back Route Connecting Warm Springs Reservation, Madras, Shaniko, and Antelope**



### Service Enhancements in The Dalles

There is an existing need for extended service hours and weekend service. Under a fiscally constrained scenario, it is not feasible to provide weekend service or extended service hours across all services.

Under a fiscally unconstrained scenario, The LINK should provide the following services:

- Extend service hours on all routes to provide deviated-fixed route service Monday – Thursday from 6:00 AM – 8:00 PM and Friday from 6:00 AM to 11:00 PM.
- Provide a modified version of a deviated fixed-route in The Dalles that serves stores, restaurants, and recreational locations in the Dalles.
- Extend dial-a-ride service hours to provide service Monday – Thursday from 6:00 AM – 8:00 PM, Friday from 6:00 AM to 11:00 PM, Saturday from 9:00 AM to 11:00 PM, and Sunday from 9:00 AM to 8:00 PM.

### Information and Technology Updates

In the medium-term, it is recommended that The LINK continue to monitor and check information and technology to ensure that riders are able to successfully utilize real-time vehicle arrival information and trip-planning tools.

<sup>3</sup> More information about this service is provided in the Wheeler County Coordinated Human Services Public Transportation Plan: <https://digital.osl.state.or.us/islandora/object/osl%3A822851/datastream/OBJ/view>

## Vehicle Fleet Updates

In the medium-term, hybrid or fully electric vehicles could be purchased, pending the availability of charging and alternative fueling facilities and funding grants in 5–10 years.

- Additionally, The LINK would continue to need to replace approximately one vehicle a year, on average, based on anticipated mileage.
- In the unconstrained scenario, additional vehicles or faster replacement may be needed, depending on frequency and/or added service hours and resulting mileage.

## Long-Term Service Plans

Long-term service plans include opportunities that would likely take 15+ years to implement. These plans include projects that require large capital improvements.

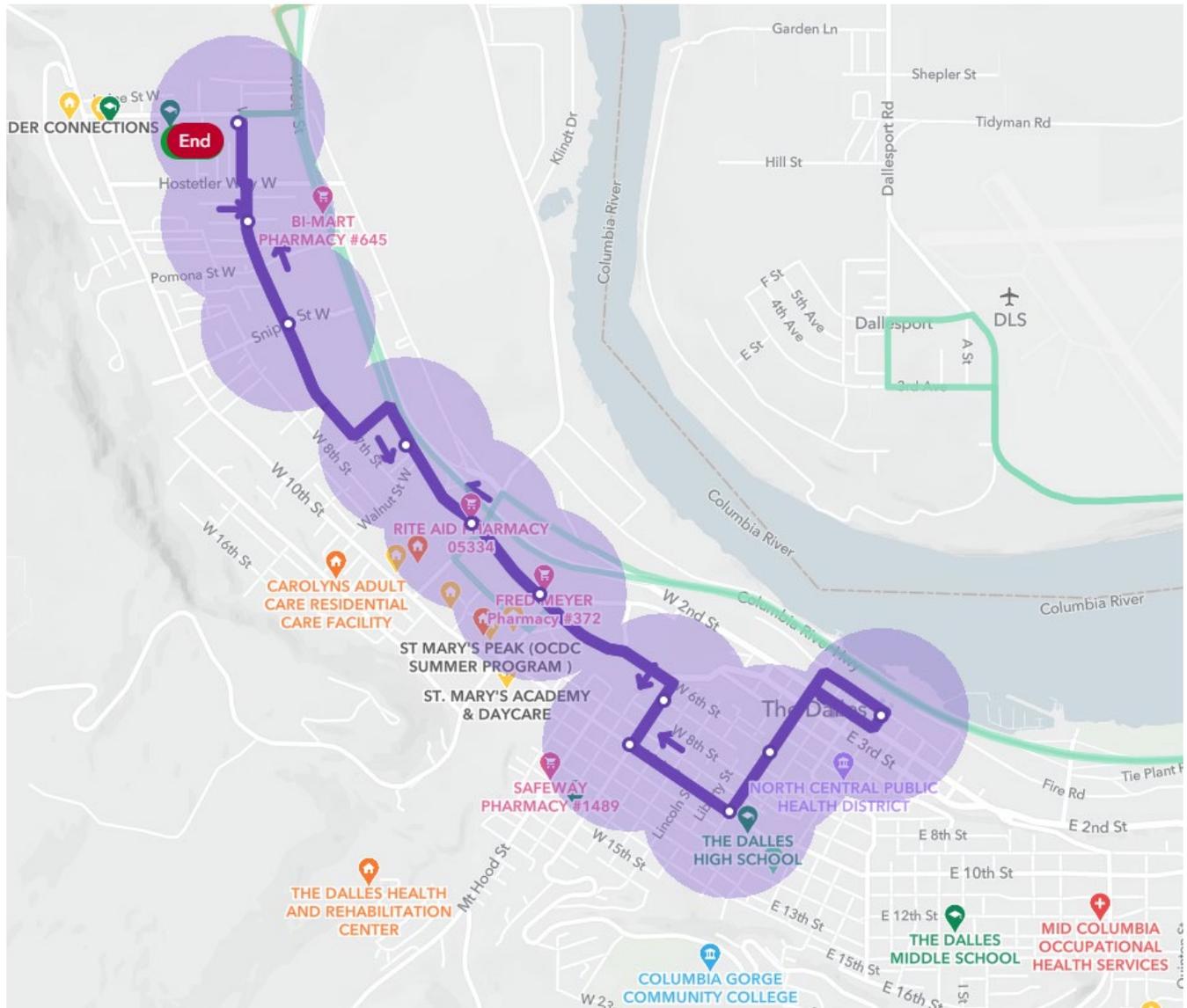
### Revise the Red Line to Serve Future Development Near the Port

There is long-term development planned near the Port. As this development occurs, the Red Line should be revised so that stops connect directly to the hub of this development. Under an unconstrained scenario, another bus should be added to the Red Line so that both Chenoweth and the Port can be served every run while maintaining hour headways or better.

### Create a New Out-and-Back Route Serving Downtown The Dalles

Under a fiscally unconstrained scenario, a new out-and-back route on 6<sup>th</sup> Street and 7<sup>th</sup> Street, as shown in Figure 8, would directly connect major destinations located between the Transit Center and downtown. Major destinations would include neighborhoods, healthcare facilities, The Dalles High School, and grocery stores. This route would overlap with the modified Red Line shown in the short-term service plans, providing increased service frequency in the 6<sup>th</sup>/7<sup>th</sup> Street corridor during peak time periods and providing more frequent connections between downtown and the other transit services that connect at the Transit Center.

**Figure 8: New Out-and-Back Route in The Dalles (via 6th Street and 7th Street)**



**Upgrading the Downtown Bus Stop to be a Transit Center**

Transit centers provide a transfer point for bus routes, while major transit stops are typically provided at major activity centers. In addition to providing greater passenger amenities that improve rider comfort, transit centers and major transit stops provide visibility for the transit service, reminding residents and visitors of the availability of the service within their community. Currently, the only designated transit center is The LINK's facility in northwest The Dalles. In the long-term, upgrading the downtown stop to be a transit center, potentially at the Veteran's Services office in coordination with the city's First Street Project, could improve recognition of The LINK's services and enhance access to and from downtown The Dalles. Upgrading in conjunction with the First Street Project would allow for cost savings in constructing additional seating, bike storage, or covered areas. The LINK should coordinate with the City to understand opportunities to expand this location, or work to identify alternate sites with appropriate space for bus dwelling, amenities, and walking and biking connections.

## Service Enhancements in The Dalles

As noted in the medium-term service plan, there is a need for extended service hours and weekend service. Under a fiscally unconstrained scenario, The LINK should provide the following services:

- Extend service hours on all routes to provide deviated-fixed route service Monday – Thursday from 6:00 AM – 8:00 PM and Friday from 6:00 AM to 11:00 PM. Later evening service may need to be adjusted based on seasonal business hours.
- Provide a modified version of a deviated fixed-route in The Dalles that serves stores, restaurants, and recreational locations in the Dalles on the weekends (determine routing based on feasible service hours). This route could be similar to the route shown in Figure 8, but would need to be modified to also serve residential areas on the eastern side of town. It may also need to provide access for students living on CGCC campus.
- Extend dial-a-ride service hours to provide service Monday – Thursday from 6:00 AM – 8:00 PM, Friday from 6:00 AM to 11:00 PM, Saturday from 9:00 AM to 11:00 PM and Sunday from 9:00 AM to 8:00 PM.

## Intercity Service Enhancements

The need for extended service hours and weekend services includes service for and to the communities and recreational areas throughout Wasco County. Under a fiscally unconstrained scenario, the following service enhancements could be made to intercity routes:

- Increase frequency of service between The Dalles and Hood River.
- Increase the number of days per week service is provided to Madras.
- Increase the number of days per month service is provided to Shaniko and Antelope.

## Vehicle Fleet Updates

- No additional vehicles are needed in the fleet for the fiscally constrained scenario. As noted, The LINK will need to replace approximately one vehicle a year on average.
- In the unconstrained scenario, additional vehicles or faster replacement may be needed, depending on frequency and/or added service hours and resulting mileage.

## Service Type

The LINK currently operates deviated fixed-route, dial-a-ride, and intercity express services. This service model continues to be recommended in the service plans described above. In the future, The LINK could provide fixed-route and complimentary ADA paratransit services instead of providing deviated fixed-route and dial-a-ride services in The Dalles. The remainder of Wasco County would still need to be served with dial-a-ride service due to the dispersed nature of the unincorporated areas and small cities.<sup>4</sup>

Table 4 shows trade-offs involved with providing deviated fixed-route and dial-a-ride services in Wasco County, compared to fixed-route and paratransit services.

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<sup>4</sup> Intercity express route do not trigger complementary ADA paratransit requirements.

**Table 4. Differences between Deviated Fixed-Route and Fixed-Route Requirements**

|   | Deviated Fixed-Route and Dial-a-Ride  | Fixed-Route and Paratransit   |
|---|---|---|
| <b>Certification of Qualifying Riders</b> | <ul style="list-style-type: none"> <li>• Certifications are optional</li> </ul>   | <ul style="list-style-type: none"> <li>• Certifications are required for using ADA paratransit</li> </ul>   |
| <b>Prioritization</b>                     | <ul style="list-style-type: none"> <li>• Prioritization of dial-a-ride trips is optional. Recommended trip purpose priorities for dial-a-ride are, in descending order: medical, employment, education, nutrition, shopping, recreation, other, same-day medical, same-day non-medical.</li> <li>• For dial-a-ride services, requests can be prioritized for people who meet ADA paratransit eligibility as well as other criteria set by the agency.</li> <li>• Deviations on the fixed-route service must be first-come, first-serve and cannot be prioritized like dial-a-ride.</li> </ul> | <ul style="list-style-type: none"> <li>• Paratransit services are only available to people who are certified for meeting ADA paratransit eligibility<sup>5</sup>. Eligibility categories may include:                             <ul style="list-style-type: none"> <li>• Individuals who cannot board, ride, or disembark from an accessible vehicle.</li> <li>• People who can use an accessible vehicle, but none is available on their desired route or time of trip (for example, if a wheelchair lift is blocked at a particular stop).</li> <li>• People who have specific impairment-related conditions that prevent their getting to or from a stop.</li> </ul> </li> </ul> |
| <b>Ride Requests</b>                      | <ul style="list-style-type: none"> <li>• Requests for dial-a-ride are typically required no later than the day before.</li> </ul>   | <ul style="list-style-type: none"> <li>• Requests for paratransit must be honored, as long they occur no later than the previous business day.</li> </ul>   |
| <b>Flexibility</b>                        | <ul style="list-style-type: none"> <li>• Complimentary ADA paratransit service is not required under this model, and there is flexibility with where and how deviations are provided. Under this model, The LINK is allowed to deny deviation requests once the available capacity has been reached without the risk of displacing regularly scheduled trips.</li> </ul>  | <ul style="list-style-type: none"> <li>• Although The LINK's dial-a-ride services meet the requirements for paratransit service necessary to switch to a fixed-route service, this switch would add potential liability to The LINK in cases where ride requests are denied due to capacity constraints, as denied trips will require an increase passenger-carrying capacity or a reduction in "subscription"/regularly scheduled trips for other passengers. Demand on paratransit would need to remain relatively low in order to meet the needs of frequent and infrequent riders.</li> </ul>   |

The LINK could maintain a deviated-fixed route model while encouraging more use of fixed stops and less demand for deviations and dial-a-ride by implementing the following policies:

- Minimum deviation distance: at least 1/8 mile from the route.
- Maximum deviation distance: no more than 1/4 mile from the fixed route.

<sup>5</sup> Answers to frequently asked questions about paratransit eligibility, service, and regulations and guidelines are provided by the Federal Transit Administration here: <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/frequently-asked-questions#2>

- Deviation zones:<sup>6</sup> allow for deviations only at the endpoints of the routes, including Chenoweth, The Port, and Water's Edge/Lone Pine, to reduce the impact deviations would have on the typical schedule while providing deviations in areas that would take additional time and resources to serve through dial-a-ride and are challenging to otherwise serve due to lower land use density and/or lack of sidewalks. However, passengers needing paratransit may still need to be served by dial-a-ride depending on the other end of their trip.
- Maximum deviations per trip: To be determined. Each route's schedule will build in time to accommodate the identified maximum number of deviations without affecting schedule reliability. For example, if after groundtruthing it is found that the Red Line has 10 minutes of additional time to deviate, the average deviation trip near Chenoweth and the Port takes 5 minutes (several minutes to the furthest extent of the zone, brief loading, several minutes back to the route), the maximum deviations per trip should be 2. The Blue Line is likely to have less cushion time, and may need to set a maximum of 1 and within a short distance of the route (ex. Less than 1 mile).

Other agencies in Oregon, such as Coos County Area Transportation District, South Clackamas Transit District (SCTD), and the Clackamas County Shuttles, have implemented deviated fixed-route models. These agencies have found that deviation requests are low when frequently spaced ( $\frac{1}{2}$  mile or less) stops are provided, with SCTD noting 2–3 requests per month. The limited deviations allow for efficiency in serving infrequent requests, accommodate gaps in sidewalk networks and other challenges accessing bus stops, and free up dial-a-ride vehicles to serve areas unserved by fixed-route services. Triggers for The LINK to convert from deviated fixed-route to fixed-route may include:

- Deviations cause frequent (more than 1-2 runs per day) on-time performance issues
- Build-out of sidewalk networks allows for safe access to bus stops, where pedestrian connections may be limited today
- Deviations in designated zones are highly infrequent (less than 1 per month), and schedule time to accommodate potential deviations could be better used to provide increased fixed-route coverage, better-timed transfers to other services, shorter headways, etc.

## CAPITAL PLAN

MCEDD currently owns and operates eight buses and three minivans. In 2021, MCEDD purchased five new buses which will be used to replace four of the current buses and add one additional bus to the fleet. The average age of the active fleet is 7.0 years. Of the active fleet, six vehicles are in excellent condition, five are in good condition, two are in adequate condition, and one is in poor condition<sup>7</sup>. Five vehicles are beyond their expected useful lives (EUL) of four or five years; several of these are also past their EUL based on mileage. Table 5 summarizes the fleet information; including the conclusion that two vehicles need to be replaced in the short-term.

In fiscal year 2020, The LINK operated approximately 115,000 vehicle revenue miles, including deviated fixed-route and dial-a-ride services. Historically, The LINK operated approximately 170,000 vehicle revenue miles per year. With EULs of 150,000 miles for the type of vehicle used by The LINK, about one replacement vehicle is anticipated to be needed each year. Vehicles are typically purchased in

<sup>6</sup> Complementary paratransit would still be required for any portion of the system that continues to operate as a fixed-route, non-intercity service (see <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/paratransit-requirements-%C2%A75311-funded-fixed-route-service> for more details).

<sup>7</sup> This vehicle has been replaced by newer vehicles and is planning on being sold. It is occasionally used while other vehicles are being serviced.

batches. Therefore, The LINK should purchase three new vehicles every three years to maintain existing service.

In the medium and long-term, vehicles should be replaced with hybrid- or all-electric buses according to the regular vehicle replacement schedule. Higher-voltage electrical connections should be provided at the existing transit center and other major bus stops that connect between services. Other services should be partnered with to implement regional sharing of electric vehicle charging facilities. In the long-term, higher-voltage electrical connections should be included at a new transit center located downtown.<sup>8</sup> Federal and state funds are available for charging infrastructure, and The Dalles has a competitive advantage due to its location along an interstate and the presence of RAISE Areas of Persistent Poverty in the northwest area (including the existing transit center), both of which are prioritized criteria in funding opportunities. Private charging stations are generally anticipated to be at hotels, where visitors can charge during their stay, and employers, as an employee incentive, and may be good candidates for shared charging with The LINK vehicles.

**Table 5: Transit Fleet<sup>1</sup>**

| Asset Model            | Year | Seats | Condition | Odometer | EUL Category      | Replacement Need |
|------------------------|------|-------|-----------|----------|-------------------|------------------|
| <b>Van #22</b>         | 2011 | 7     | Good      | 108,761  | 4 yrs/ 100,000 mi | --               |
| <b>Van #28</b>         | 2012 | 7     | Good      | 142,700  | 4 yrs/ 100,000 mi | --               |
| <b>Van #29</b>         | 2018 | 4     | Good      | 39,599   | 4 yrs/ 100,000 mi | --               |
| <b>Cutaway Bus #23</b> | 2011 | 16    | Adequate  | 111,975  | 5 yrs/ 150,000 mi | Short-term       |
| <b>Cutaway Bus #24</b> | 2011 | 16    | Poor      | 189,772  | 5 yrs/ 150,000 mi | **               |
| <b>Cutaway Bus #26</b> | 2014 | 12    | Adequate  | 144,846  | 5 yrs/ 150,000 mi | Short-term       |
| <b>Cutaway Bus #30</b> | 2020 | 12    | Good      | 47,477   | 5 yrs/ 150,000 mi | --               |
| <b>Cutaway Bus #31</b> | 2020 | 12    | Good      | 21,297   | 5 yrs/ 150,000 mi | --               |
| <b>Cutaway Bus #32</b> | 2020 | 12    | Excellent | 24,647   | 5 yrs/ 150,000 mi | --               |
| <b>#33</b>             | 2021 | 12/2  | Excellent | 13,687   | 5 yrs/ 150,000 mi | --               |
| <b>#34</b>             | 2021 | 12/2  | Excellent | 12,976   | 5 yrs/ 150,000 mi | --               |
| <b>#35</b>             | 2021 | 12/2  | Excellent | 11,693   | 5 yrs/ 150,000 mi | --               |
| <b>#36</b>             | 2021 | 12/2  | Excellent | 11,698   | 5 yrs/ 150,000 mi | --               |
| <b>#37</b>             | 2021 | 12/2  | Excellent | 9,276    | 5 yrs/ 150,000 mi | --               |

<sup>1</sup>Transit Fleet data for Q2, FY2022 (quarter ends 12/31/2021)

\*\*This vehicle has been replaced by newer vehicles and is planning on being sold. It is occasionally used while other vehicles are being serviced.

<sup>8</sup> A new transit center downtown is not intended to replace the existing transit center, but rather to provide covered parking spaces for transit vehicles, benches, park-and-ride access, a staff lounge, and other stop improvements near the plaza that the City is planning in the vicinity of the Wasco County Veterans Service Office.

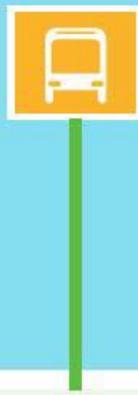
Table 6 summarizes the number of operating vehicles and bus stops needed to provide for the short-term, medium-term, long-term, and unconstrained service plans described in the sections above.

**Table 6: Capital Needs**

| Capital Needs    | Short-Term                               | Medium-Term                 | Long-Term   | Unconstrained   |
|------------------|--|-----------------------------|---|---|
| <b>Vehicles</b>  | Replace 2 Vehicles                       | Purchase 3 vehicles/3 years | Purchase 3 vehicles/3 years                                 | Additional vehicles will be needed based on the amount of additional service provided |
| <b>Bus Stops</b> | Construct approximately 25 new bus stops | Construct 1-2 new stops     | Enhance downtown bus stop to serve as second transit center | --  |

Figure 9 provides design guidance for new and existing stops. The ODOT Highway Design Manual provides additional information on facility design for bus stops, in particular for ADA standards. The minimum required dimension for a boarding pad is 8' x 5' of concrete per door. Additional space and boarding pads where the wheelchair lift takes place are preferred. Bus shelters need larger landing pads to ensure ADA clearance around the shelter and stop, resulting in a landing pad at 2.5' by 4' minimum for the shelter. Additional space may be needed depending on shelter type and subsequent clearance needs. Additional space may also be needed for signs, benches, shelters, and other amenities depending on the clearance from a roadway, distance to crosswalks, and access to traffic signals and other infrastructure.

# DESIGNING BUS STOPS



Safe and comfortable facilities can improve the experience of riding transit and increase ridership by improving stop visibility, providing protection from poor weather, and improving access to transit. The following table shows typical stop amenities, describes their typical costs, and provides the activity levels that typically prompt inclusion of them. Scenarios that may trigger higher levels of amenities include:

- Land use** – assisted living homes, medical facilities, veteran’s resources, and other land uses may increase the need for benches or shelters at stops; low-density areas may see higher bike rack/locker demands due to the longer distance to travel to stops
- Customer use** – amenities such as trash cans or information cases may be triggered by trash accumulating at stops, bus drivers receiving information requests from riders, or riders directly requesting these improvements
- Coordination opportunities** – if a local jurisdiction is looking to provide lighting, repaving, etc. on a transit route, installing higher-level bus amenities may be advantageous to reduce cost even if a stop hasn’t reached higher activity levels yet

| AMENITY   | TYPICAL COST *                 | STOP LEVEL  |
|---|--------------------------------|---|
| Signage & route information                                   | \$300 to \$1,000               | All stops   |
| Lighting  | \$5,000 to \$10,000            | All stops   |
| Bench   | \$500 to \$1,500               | 3+ boardings per day                              |
| Shelter (small)   | \$6,000                        | 20+ boardings per day                             |
| Trash can   | \$1,000 to \$1,500             | Major bus stops/transit centers, as-needed        |
| Bike racks  | \$150 to \$300 (two-bike rack) | Major bus stops/transit centers, near bike routes |
| Information cases (systemwide route information; advertising) | \$1,000 to \$10,000            | Major bus stops/transit centers                   |
| Bike lockers  | \$2,000 to \$3,000 per locker  | Major bus stops/transit centers, near bike routes |
| Shelter/covered area (large)                                  | Varies                         | Major bus stops/transit centers                   |

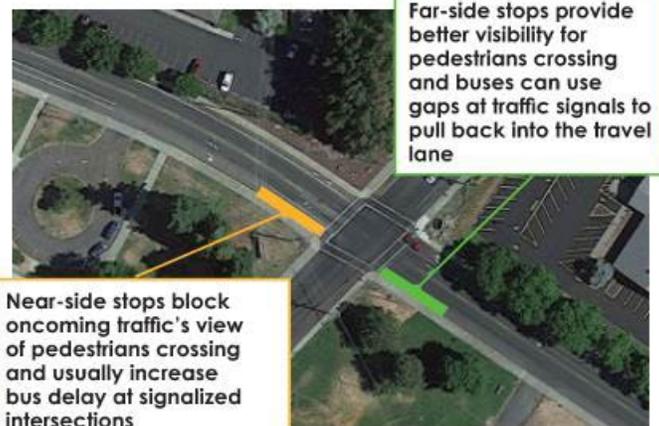
\* Costs reflect capital cost to purchase. Additional costs to implement may include permits, fees, and installation.

## Placement and Pullouts:

Transit stops should be coordinated with roadway agencies to ensure stops are ADA-accessible and connect to low-stress walking and biking facilities and crossings. This coordination should include maintenance considerations, such as emptying trash cans and snowplow operations.

On major roadways with speeds of 35 mph or more, such as state highways, transit agencies may consider bus stops that allow buses to stop out of the traffic lane, to avoid rear-end collisions and discourage unsafe passing of the bus by motorists.

## Near-Side vs. Far-Side?



Near-side stops block oncoming traffic’s view of pedestrians crossing and usually increase bus delay at signalized intersections

Far-side stops provide better visibility for pedestrians crossing and buses can use gaps at traffic signals to pull back into the travel lane

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## TECHNOLOGY PLAN

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### Information and Technology

Information and technology services can improve the existing ridership experience, attract new ridership by improving ease of transit use, and provide information to The LINK to help plan and operate transit service in the future. The following sections provide high-level cost estimates for and describe potential benefits of information and technology improvements, including real-time vehicle arrival information, fare payment options, online/mobile trip planning tools, and cameras. The impacts to transit ridership vary strongly by provider when implementing these services and thus changes in ridership are not explored for these improvements.

In addition to improving existing service, data gathered from technologies such as real-time vehicle arrival information and AVL (Automatic Vehicle Location) can help in analyzing the performance of existing and future service opportunities. For example, AVL data could be assessed to adjust schedules based on delay points and improve transfer connections.

### Fare Payment Options

Fare payment options include contactless payment through debit/credit card, smart card-based electronic fare collection systems, mobile ticketing, and more. The LINK provides mobile ticketing through the GOrge Pass fare system and through the HopThru app. The LINK joined the GOrge Pass fare system on June 28, 2021, allowing fare reciprocity with CAT, MATS, and Skamania County Transit. The LINK can market these services and gauge feedback on whether they address riders' desire for more fare payment options.

### Trip Planning Support

Online mobile trip planning tools can help the public get travel information at any day or time. While some providers create proprietary trip planning tools, free and readily available trip planning tools are available and more fitting to The LINK's size and needs. These tools include Google Maps, OneBusAway, Moovit, and Transit. All of these tools depend on the open data format GTFS. Monitoring Google Maps and checking the GTFS data set should be part of a regular routine to ensure that riders are able to utilize this tool to plan routes.

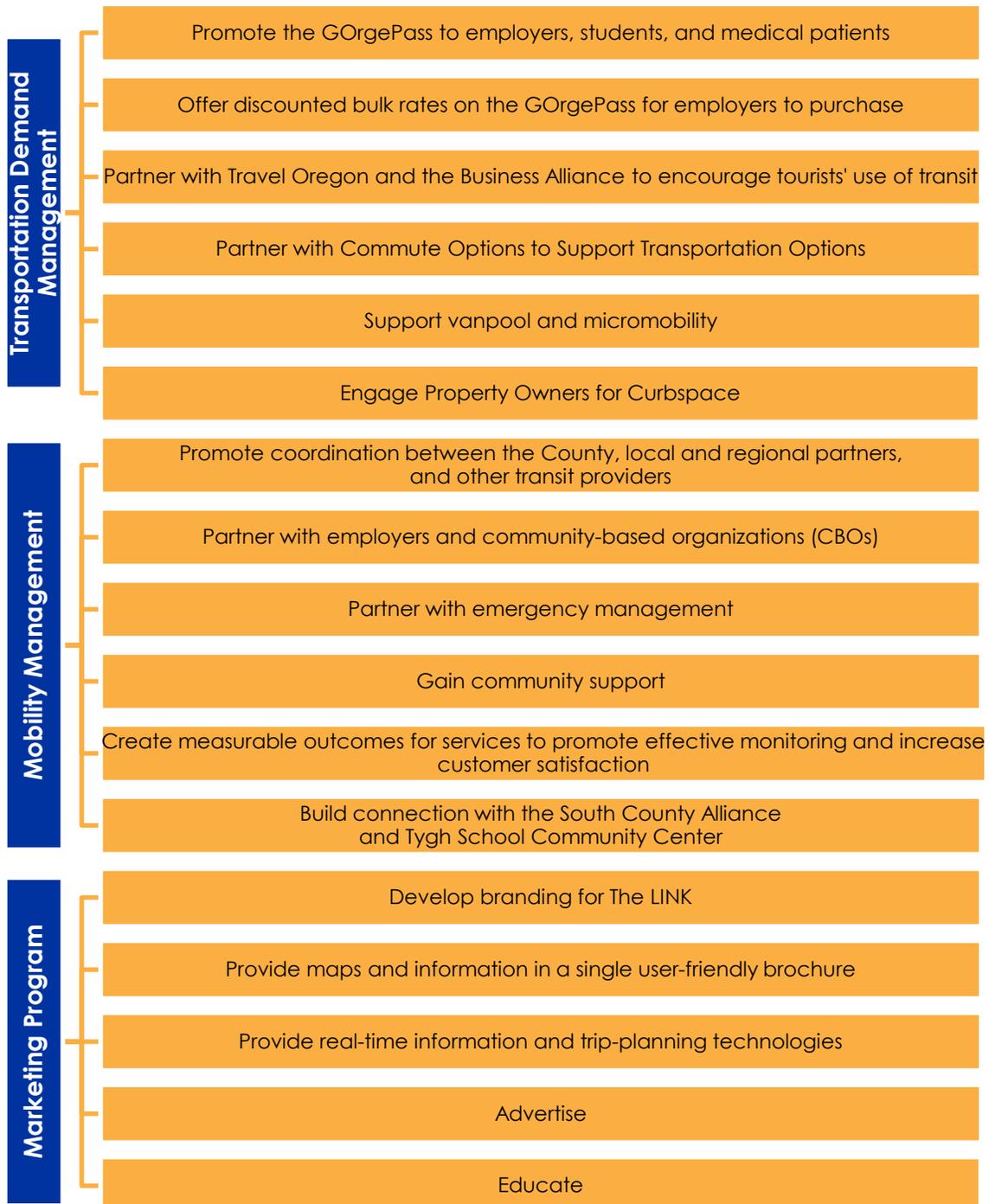
### Real-Time Vehicle Arrival Information

The LINK posts schedules for all routes but does not currently provide real-time vehicle arrival information. Real-time information helps improve the ridership experience by reducing passenger wait times, providing confidence that a bus has not been missed, and generally creating a more informed and comfortable rider. This information can be made accessible via The LINK's website, smartphones, and through "push" technologies such as text messages. *TCRP Synthesis 48: Real-Time Bus Arrival Information Systems* reports costs for AVL system implementation for smaller systems (10–25 Automatic Vehicle Location [AVL]-equipped vehicles), with total capital cost between \$60,000 and \$171,000 and per-vehicle cost between \$3,000 and \$8,100. However, these cost data were collected when the technology was newer; improved system efficiencies have led to decreased costs. These costs should be explored further with vendors. ODOT encourages providers to buy systems that support GTFS-Realtime (GTFS-rt).

## MANAGEMENT STRATEGY

A coordinated, targeted, and effective public information and marketing campaign would help publicize and encourage people to use transit. This section provides transportation demand management, mobility management, and marketing program recommendations for The LINK, summarized in Figure 10.

**Figure 10. Management and Marketing Summary**



## Transportation Demand Management Strategies

Transportation Demand Management (TDM) strategies aim to shift behavior towards more efficient use of transportation facilities. While MCEDD and The LINK implement many of these strategies, additional programs and partnerships could help expand transit awareness and use. Target strategies for commuters and commute trips in line with ODOT's Transportation Options Program. The following strategies and partnerships can help shift behavior towards transit use:

- Promote the GORgePass<sup>9</sup> to employers, employees, students, and medical patients.** Offering incentives to employees, students, and medical patients to take transit can increase awareness and decrease the cost of transit for routine trips. In turn, the number of single-occupancy vehicle trips and the number of parking spaces needed at employment centers, schools, and hospitals could be reduced.
- Offer discounted bulk rates on the GORgePass for employers to purchase.** Offering discounted bulk rates and buy-one give-one offers on the GORgePass can encourage employers, schools, and hospitals to promote the GORgePass to employees, students, and medical patients. The GORgePass is already heavily discounted, and additional discounts should be limited. For example, a GORgePass could be offered at a discount for the first year for a rider, encouraging them to try transit and encouraging future purchase and use of the program. Table 7 provides a list of the largest employers in Wasco County that could be considered for partnerships.
- Partner with Travel Oregon and the Business Alliance to encourage tourists' use of transit.** Partnering with tourist and business organizations informs and encourages tourists to use transit when they visit Wasco County. Provide information about the Business Alliance's shuttle on The LINK's website.
- Partner with Commute Options to Support Transportation Options.** Commute Options is dedicated innovative transportation options that connect people of all ages to the places they go – employees to their workplaces, students to their schools, and neighbors within their communities. They champion active transportation and infrastructure improvements, fostering essential partnerships, and educating the community on transportation options and can be used as a resource to support Transportation Options.<sup>10</sup> Like MCEDD, other employers should be encouraged to provide employee benefits to take Commute Options. MCEDD works with Commute Options to provide a commute options employee benefit program to employers in Sherman, Wasco, and Hood River counties. This includes not only vanpools, but also a gift card reward program for other sustainable commutes.
- Support Vanpool and Micromobility.** The LINK can access STIF funding to subsidize vanpools. Additionally, by encouraging micromobility (such as bike share), The LINK can support connections to transit services. Commute Options provides a vanpool management program that can decrease management needs. In particular, seasonal farm workers could benefit from vanpool programs. Farms often employ substantial employees, making the ability to meet minimum vanpool numbers from different communities more likely and providing adequate transportation

\$1 of each GORgePass goes to the Gorge Equity Fund, which provides support for outdoor equity organizations, search and rescue, and low-income programs.

<sup>9</sup> The GORge Pass is an annual pass that provides unlimited rides on Columbia Area Transit, Mount Adams Transportation Service, Skamania County Transit, and The LINK.

<sup>10</sup> The ODOT Transportation Options program will change in 2024, at this time The LINK could apply for grants to implement transportation options.

to groups difficult to serve through fixed-route or dial-a-ride services. Additionally, shared charging facilities could be used to support electric bikeshare or scootershare for first/last-mile connections.

**Table 7. Largest Employers in Wasco County**

| Employer Size             | Employers  |
|---------------------------|--|
| <b>Over 500 Employees</b> | Mid-Columbia Medical Center  |
| <b>251–500 Employees</b>  | Northern Wasco County School District 21, Oregon Cherry Growers, Fred Meyer  |
| <b>101–250 Employees</b>  | Oregon Veteran's Home, Columbia Gorge Community College, Azure Standard, Google, Wasco County, City of The Dalles  |
| <b>50–100 Employees</b>   | Cousin's Country Inn, Orchard View Farms, Columbia Basin Care Facility, Powder Pure, Mill Creek Point Assisted Living, Crestline Construction, Northwest Aluminum Specialties-Hydro, Bonneville Power Administration, One Community Health, Columbia Gorge Toyota/Honda Motors, Northern Wasco PUD |
| <b>25–49 Employees</b>    | AmeriTies, Columbia State Bank, Goodwill Industries, Precision Lumber, Dufur School District, South Wasco County School District, Post Office, Sunshine Mill (includes vineyard), Younglife/Big Muddy, Flagstone Senior Center   |

Source: MCEDD May 2021 Report

### Mobility Management Strategies

Management strategies are those that The LINK and the County can conduct behind-the-scenes for effective implementation.

- Promote Coordination between the County, Local and Regional Partners, and other Transit Providers.** Coordination between The LINK, the County and local partners – including other members of the Gorge TransLink and local jurisdictions – will lead to a comprehensive and efficient system in which users can travel seamlessly inter- and intra-regionally. Partner with Columbia Area Transit (CAT) to support needs for long-haul medical rides to Portland, such as connecting with CAT's hospital van shuttle. The Gorge TransLink members are undertaking the Gorge Regional Transit Strategy, which will guide regional partnership and investment in transit.
- Partner with Employers and Community-Based Organizations (CBOs).** Continue to work with The Dalles Business Alliance and employers to identify needs and leverage local match opportunities to increase transit funding in Wasco County. Market existing services through employers and CBOs to encourage information-sharing not only to employees and community members, but feedback from transit users back to the County. Continue the partnerships through Gorge Transit Connect to support transit access for low-wage community members, including free transit passes and travel training. The LINK is currently recruiting travel ambassadors through the program.
- Partner with Emergency Management.** Transportation is a critical component of responses to disasters such as wildfires and earthquakes, particularly for people without access to vehicles and who need mobility assistance or require other means to access essentials such as food and medical care. Join emergency operations team meetings to establish strategies for emergency response. As outlined in the Human Services Coordinated Plan, strategies to become a key stakeholder in Wasco County's Emergency Management planning, response, recovery, and mitigation activities include building relationships with the key emergency management officials, identifying capabilities and limitations of services and resources, inventorying residents and

pockets of populations with special needs (physical disabilities, low income, LEP), and engaging the organizations who serve those people with emergency planning efforts.

- **Gain Community Support.** Gain community support by creating and supporting local programs, meeting the needs of many transit markets, promoting the service, and building consensus. Additionally, investment with communities such as tribes and latino populations is critical to trust-building and gathering feedback, especially as these communities have historically been mistreated by government entities. Understanding not only the service needs, but how these populations would like to be engaged, can enhance relationships and build opportunities across Wasco County.
- **Create Measurable Outcomes for Services to Promote Effective Monitoring and Increase Customer Satisfaction.** The Monitoring Program section of this plan identifies ways to monitor performance over time to evaluate the outcomes of providing and expanding service. Engage community members to improve customer satisfaction, retain existing riders, and attract new riders.
- **Build Connection with the South County Alliance and Tygh School Community Center.** Leverage this connection to provide service to populations throughout Wasco County and to support access to service for individuals living in dispersed rural areas. Prioritize access for elderly and people with disabilities within the rural communities. Example coordination includes marketing via the South County Happenings social media pages and attending South County Alliance meetings to understand ongoing needs and advertise services. The LINK's travel trainer could also provide pop-ups at resources such as food banks, Canyon Rim, government offices, and more.
- **Engage Property Owners for Curbspace.** The LINK can pursue dedicated bus pullouts or shared amenities with property owners, both public and private. The LINK already shares amenities at several stops (benches at MCMC, trash cans at the Veteran's Services office). In particular, dedicated bus dwelling space in downtown The Dalles would be beneficial in promoting use of the service over single-occupancy vehicles.
- **Coordinate with utilities for charging infrastructure.** Working toward an electric fleet requires coordination not only with property owners, as previously noted, but also with utility providers themselves. MCEDD has conducted initial conversations with utility providers, and can continue these conversations to identify opportunities for additional charging.

## Marketing and Information Strategy

The following describes actions to improve customer service and information that can be implemented in the short-term and that should be maintained on a long-term basis:

- **Expand Branding for The LINK.** Branding is the foundation of the marketing strategy and provides an identity and image to potential customers. It helps create immediate recognition of all aspects of the service. Key elements of visible marketing tools include the name, logo, vehicle colors and graphics, and bus stop signage and facilities. It is important to be consistent with colors and graphics for maximum effect. A distinctive base color used consistently on transit vehicles and facilities becomes the "color of the bus" in the community. Vehicle graphics, bus stop signage, shelters, and benches enhance transit visibility throughout the community; their style, color, and quality should be consistent. Bus stops and shelters are a convenient place to provide additional information about routes, schedules, and deviation zones.
- **Provide Maps and Information in a Single User-Friendly Brochure.** Printed brochures and pamphlets can be designed and distributed to various target audiences to promote dial-a-ride and deviated fixed-route services. The main element of this kind of promotion is to vary the communication style

for distinct target groups while encouraging all to use the same transit service. A printed brochure or pamphlet should include one or more route maps showing all routes with deviation zones, bus stop locations, landmarks, and key destinations clearly depicted. How-to-ride information should also be included, including but not limited to fares, fare media, and how to request a deviation. Contact information that includes a website address, telephone number, and reference to a trip planning app (when available) should be provided.

- **Provide Real-Time Information and Trip-Planning Technologies.** Real-time bus arrival and route information helps improve the ridership experience by reducing passenger wait times at the stop (passengers know when they should leave for the stop) and provides confidence that a bus has not been missed. With the introduction of deviated-route service, bus arrival times at stops become more approximate, depending on whether or not a deviation was made earlier in the trip. With longer headways creating long waits if a bus is missed, real-time information helps reassure riders that their bus is on the way. Information on all transit routes could be provided via The LINK's and the Gorge TransLink's websites, smartphones, "push" technologies such as text messages, and telephone support. ODOT provides support for converting real-time bus arrival information to be compatible with applications such as Google Maps and Transit.
- **Advertise.** Advertising via different media can help attract a range of riders. Display advertising of the dial-a-ride and deviated fixed-route services in free weekday shopping papers and other local papers distributed in the community is a potential tool to introduce and promote service that can generate ridership. Other ways of promoting the service include radio spots; social media such as Facebook and Next Door; and email blasts. Partner with other members of the Gorge TransLink to continue supporting a marketing campaign for the GORge Pass and transit services, such as the activities under the current GORge Pass Marketing work.
- **Educate.** MCEEDD provides a Travel Training Program Manager that assists The LINK and CAT in teaching local, rural, and underserved populations how to use available public transit services in Wasco and Hood River counties. As outlined in the Coordinated Human Services Public Transportation Plan, there is a need to develop programs to teach both agency staff and riders how to use public transit (travel training and travel ambassadors). These programs need bicultural messaging and need to be carefully designed to support veteran, Native Americans, older adults and elders, youth, and people with developmental disabilities. The programs could engage people from these groups who are already using the bus system as travel trainers.

## Future Planning Needs

Based on the above strategies, the following planning needs were identified:

- **Public Engagement Plan** – Identify best practices, strategies, and actions to engage communities throughout Wasco County. Provide particular emphasis on tribal and Latino populations.
- **Downtown The Dalles Transit Stop Siting** – Coordinate with the City to identify potential location(s) for transit stops, and at least one enhanced transit center.
- **Transit Marketing Plan** – In addition to the GORge Pass Marketing, The LINK could undertake a broader project to establish branding, document partnerships, and evaluate future opportunities in education and marketing of its services.
- **Electrification Plan** – Work with utilities, cities, neighboring transit providers, and property/business owners to establish electric charging and other alternative fuel infrastructure.
- **Emergency Management Plan** – Consider expanding emergency coordination work to a formal management plan, depending on the needs of the region.

## FINANCIAL PLAN

This section provides a financial plan based on funding scenarios associated with potential funding sources.

### Funding Scenarios

The funding scenarios describe existing funding sources, potential new sources, and different funding scenarios using these sources. This section also considers the COVID-19 implications for funding. Funding sources and opportunities are available to The LINK at the federal, state, and local level.

Future funding scenarios consider relatively stable as well as uncertain funding sources. Though the COVID-19 pandemic has reduced ridership and ridership-related transit funding, other funding for transit has increased in recent years. This section considers the following funding scenarios:

- **Baseline Funding:** This funding scenario projects existing funding sources at the historic rate.
- **Baseline at 90%:** This funding scenario assumes a 10% reduction in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of reduced ridership and its impacts on fare and formula fund loss, STIF projections, inflation, etc.
- **Baseline at 110%:** This funding scenario assumes a 10% increase in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of increased ridership, STIF projections, etc.
- **Baseline + STIF Intercommunity + FLAP Grant:** This funding scenario includes existing funding sources plus an additional \$300,000 in STIF Intercommunity and FLAP grant funding. It projects this funding forward at the historic rate. STIF Intercommunity and FLAP grant could be applied to enhancements to the Hood River service and implementation of the Madras and/or Maupin routes. The \$300,000 represents a typical operating funding amount for STIF Intercommunity.
- **Baseline + Private Shuttle Partnership:** This funding scenario includes existing funding sources plus an additional \$100,000 per year from a private shuttle partnership.<sup>11</sup> This funding is projected forward at the historic rate.
- **Unconstrained:** This funding scenario is intended to describe what service opportunities The LINK should pursue where funding is not a limitation.

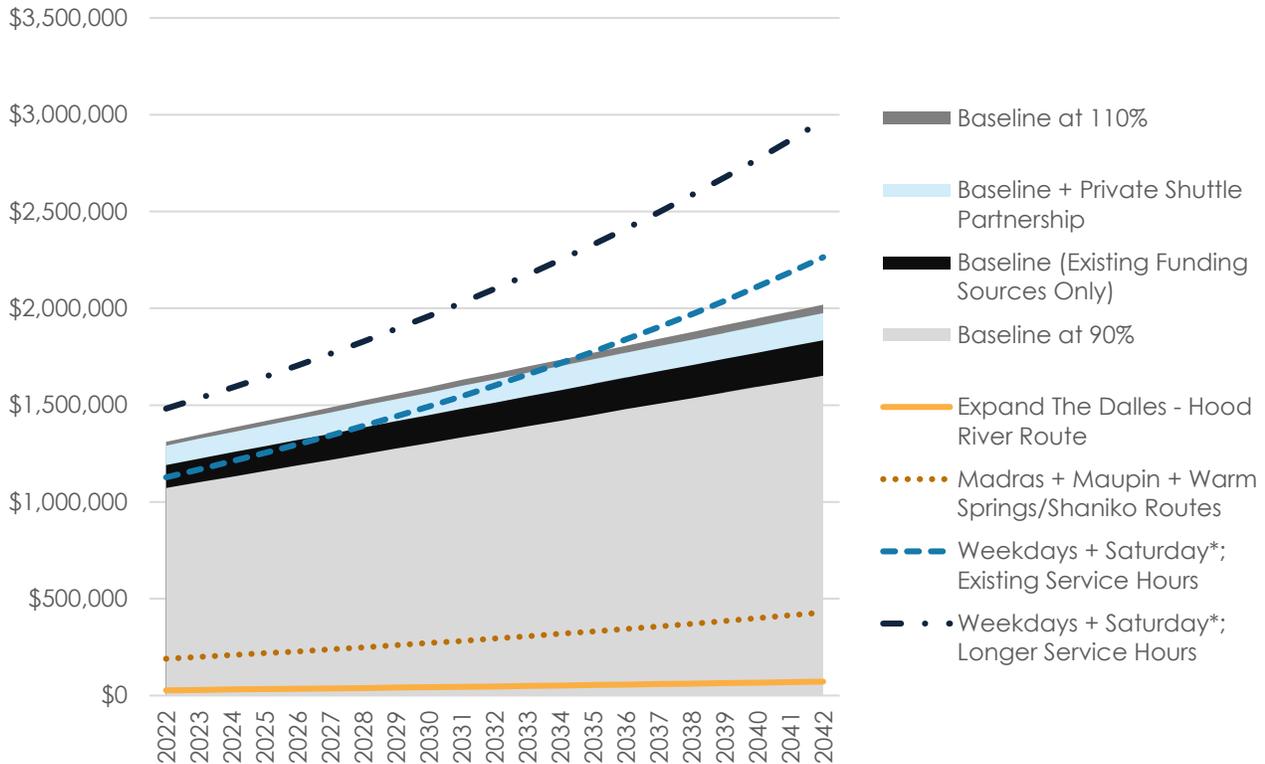
Figure 11 shows funding scenarios for Baseline, Baseline at 90%, Baseline at 110% scenarios, and Baseline + Private Shuttle Partnership (shown in the shaded areas). It also includes estimates for the cost of funding existing service, extended service hours, and weekend service (shown with lines).<sup>12</sup> Figure 11 is intended to give a rough idea of the costs to provide service and the potential funding sources, and not to prioritize alternatives. As shown, operating and capital costs are projected to increase at a faster

<sup>11</sup> Hotels are providing about \$250 per month for a private shuttle service. Assuming that 10 hotels pay this amount for six months of the year, there is an additional \$15,000 available to leverage as a local match. Many state and federal funding sources require a 10–20% local match to receive funding, so \$15,000 could leverage an additional \$75,000 to \$150,000 in state and federal funding. This analysis assumes \$100,000 of funding. Note that the \$15,000 local match is not included in The LINK's budget since it will go directly to paying for the private tourism shuttle service.

<sup>12</sup> Estimates assume an average of 2 dial-a-ride and 2.36 deviated fixed-route buses operating at a given time. Existing shuttle services (the Dalles and Hood River Shopping Bus and South County Shuttle) are assumed to run as part of the 2 dial-a-ride buses.

rate than transit funding, and additional funding would be needed to extend service hours or provide weekend service.

**Figure 11: Funding Scenarios and Service Operating Scenarios<sup>1</sup>**



<sup>1</sup>Existing Service Hours includes deviated fixed-route and dial-a-ride services. Existing shuttle services are assumed to be included with the cost of dial-a-ride services. Costs are based on an assumption of \$85/service hour/bus operating cost + cost/mile for vehicles assuming vehicle EUL of 150,000 miles and a vehicle match of \$18,400 per vehicle.

\*Existing and Longer service hours on Saturdays is considered for dial-a-ride only. Providing service hours on all days includes Saturday and Sunday service for both dial-a-ride and deviated fixed-route services. These costs do not include capital investments such as new vehicles, stops, etc.

Figure 12 shows the STIF Intercommunity and FLAP grant funding that could be obtained to run Madras and Maupin Routes two times per day twice a week each. The grey area is the potential funding revenue and the line shows the costs of service(s). It would be possible to run these routes more frequently if there is demand to do so, or funds might be used to expand The Dalles – Hood River service.

**Figure 12: STIF and FLAP Funding for South County Routes**

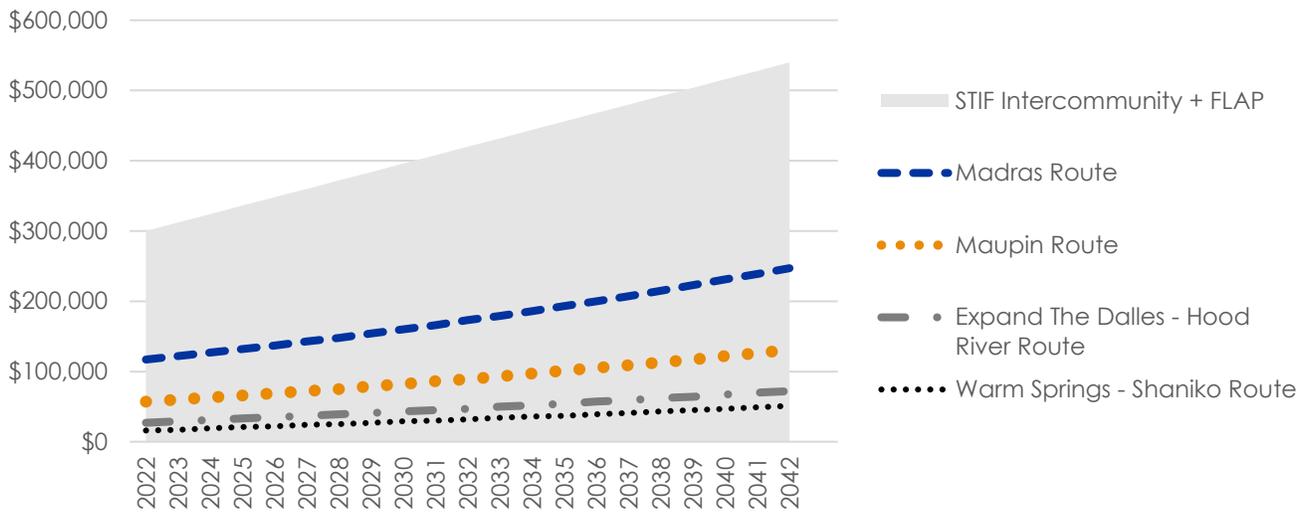


Table 8 shows the feasible short-term service opportunities The LINK could pursue by funding scenario. Funding could be increased in the short term by pursuing STIF Intercommunity, FLAP, and increased City contributions or new contributions from other local partners like Wasco County. Although the costs of providing services varies based on volatile fuel prices, electric vehicle fleets can reduce both maintenance and fueling costs and stabilize future budgets.

**Table 8: Feasible Service Opportunities based on Funding Scenario (Example Year 2022)**

| Scenario         | Funding Amount | Existing Service Cost | Surplus/Deficiency | Feasible Service Opportunities and Capital Improvements <sup>1</sup>  |
|------------------|----------------|-----------------------|--------------------|---|
| Baseline Funding | \$1,191,000    | \$1,127,000           | \$64,000           | Providing dial-a-ride service on Sundays (operating one vehicle and one dispatcher, including operating costs and capital costs) would cost approximately \$34,000 for one dial-a-ride vehicle. Similarly, running one dial-a-ride or fixed-route vehicle an hour later each day would cost approximately \$27,000. Based on feedback to-date, it is recommended that The LINK add Sunday service.<br><br>A bench and route signage could be provided at approximately 12 transit stops for \$30,000. <sup>3</sup> Provide these improvements incrementally at all stops and then add transit shelters to high-use stops. |
| Baseline at 90%  | \$1,072,000    |                       | -\$55,000          | Reduce service frequency on deviated-fixed routes/number of dial-a-ride vehicles operating at a time to accommodate funding reduction.  |
| Baseline at 110% | \$1,310,000    |                       | \$183,000          | Provide dial-a-ride service on Sundays and run one dial-a-ride vehicle an hour later each day, as described above (cost: \$61,000).   |

| Scenario                                       | Funding Amount  | Existing Service Cost | Surplus/Deficiency | Feasible Service Opportunities and Capital Improvements <sup>1</sup>   |
|--|-----------------|-----------------------|--------------------|--|
|  |                 |                       |                    | A bench, route signage, and transit shelter could be provided at approximately 14 transit stops for \$119,000. <sup>4</sup> Provide these improvements at high-use transit stops and provide signage at all other transit stops.   |
| <b>Baseline + Private Shuttle Partnership</b>  | \$1,291,000     |                       | \$164,000          | Provide dial-a-ride service on Sundays and run one dial-a-ride vehicle an hour later each day, as described above (cost: \$61,000). A bench, route signage, and transit shelter could be provided at approximately 12 transit stops for \$102,000. Provide these improvements at high-use transit stops and provide signage at all other transit stops.  |
| <b>STIF Inter-community + FLAP<sup>2</sup></b> | Up to \$300,000 | N/A                   | Up to \$300,000    | Pending total grant funding received, operate the new route to Madras and the new route to Maupin each two times per day two times per week. Operate the new route connecting Warm Springs Reservation, Madras, Shaniko, and Antelope two times per day, twice per month. Total projected annual cost is \$191,000. Use remaining funding to purchase an additional vehicle for the route and to provide a bench and route signage at all stops. |
| <b>Unconstrained</b>                           | Unconstrained   | \$1,127,000           | Unconstrained      | Maintain existing headways on the Blue Line and run the Red Line at hourly headways. Expand both deviated fixed-route and dial-a-ride service hours to provide service Monday through Thursday 6:00 AM – 8:00 PM, Friday from 6:00 AM – 11:00 PM, Saturday 9:00 AM – 11:00 PM, and Sunday 9:00 AM – 8:00 PM.   |

<sup>1</sup> Funding estimates are based on average costs for providing service. Actual costs may vary as additional support staff, drivers, and vehicles may be needed to expand service hours.

<sup>2</sup> Funding for STIF Intercommunity + FLAP is noted separately from Baseline funding.

<sup>3</sup> Installed benches vary in price between \$500 to \$1,500, depending on materials, the quality of the product, and the installation conditions. A new bus stop signage and pole, installed, can range from \$300 to \$1,000.

<sup>4</sup> Shelters typically cost approximately \$6,000 plus installation. Installation costs can be reduced if improvements are coordinated with roadway improvements.

## IMPLEMENTATION PLAN

This section describes the monitoring program, tracking of land use and development code amendments, process for local land use and transportation policy changes, development code program, and necessary code amendments for integrating the TDP into County and local documents.

## Monitoring Program

The monitoring program will help Wasco County track progress on the TDP goals using proposed performance measures and benchmarks. The program is data-driven and is founded on performance measures that can be tracked on a regular basis through set benchmarks. In many cases, these performance measures are already tracked as part of Federal Transit Administration reporting requirements. This program enables a dynamic system where service adjustments can be implemented and justified following performance evaluations. To evaluate and improve the above service opportunities after implementation, The LINK should continue to monitor the following performance measures for each route:

- **Goal 1: Customer-Focused Services** – Provide services that are safe, attractive, and convenient for all riders.
  - Service frequency
  - Service span
  - Geographic coverage
  - On-time performance (not currently available)
- **Goal 2: Accessibility and Connectivity** – Improve access and connections within and between communities in the service area as well as key destinations outside the service area.
  - Bus stop amenities
  - Bicycle and pedestrian connections
  - Population served
  - Employment served
  - Transit-dependent populations served
  - Number of service request denials
- **Goal 3: Coordination** – Collaborate with public and private partners to maximize services.
  - Connections to other routes/providers
  - System ease of use
- **Goal 4: Health** – Foster public health by reducing vehicle emissions, increasing people's use of active travel, and improving access to healthcare.
  - Access to health-supporting destinations
  - Fleet fuel efficiencies
- **Goal 5: Sustainability** – Foster environmental, economic, and fiscal sustainability through transit investments.
  - Rides per hour
  - Cost per ride
  - Cost per hour
  - Total capital costs
  - Total annual operating costs

As most metrics are already tracked as part of annual reporting or are otherwise unlikely to change regularly (e.g., fleet fuel efficiencies), all metrics are proposed to be monitored annually. More detail about the benchmarks for these measures can be found in *Memo #6: Updated Goals, Policies, and Practices*.

## Local TDP Adoption

This plan includes recommended transit-supportive policy and development requirement language to implement the TDP at the local level. The recommended language is intended to ensure that access to transit is incorporated and enhanced in land use and development decisions made by jurisdictions in Wasco County. The jurisdictions – Wasco County, The Dalles, Mosier, Maupin, and Dufur – should consider the following adoption actions to implement the TDP at the local level.

### Policies (Comprehensive Plan)

The TDP outlines service planning and capital planning recommendations for jurisdictions in the Wasco County service area. Policies in locally adopted plans can play an important role in supporting and implementing these TDP recommendations. Proposed transit-supportive policy statements are discussed in the Policy and Zoning or Development Requirement Amendments section of this plan. Adoption-ready policy statements for Wasco County are provided in Appendix B. Policy statement recommendations for other jurisdictions in the county – The Dalles, Mosier, Maupin, and Dufur – are provided in Appendix C.

Jurisdictions should adopt the service planning, capital planning, and policy recommendations from the TDP as part of the transportation element of their comprehensive plans.<sup>13</sup> This process can be accomplished as an amendment to the adopted comprehensive plan, either as a standalone amendment containing policy language (whole cloth or modified) from this document, or during an update of the local transportation system plan (TSP), which is the transportation element of the local comprehensive plan.

### Development Requirements (Zoning or Development Ordinances)

Transit-supportive development requirements can help further regional and local transit policy objectives and implement TDP recommendations. Recommendations to assist local partners in implementing the TDP are summarized in the Policy and Development Requirement Amendments section of this plan. Adoption-ready development requirement language for Wasco County is provided in Appendix B. Model development requirement language for other jurisdictions in the county that have adopted zoning or development ordinances – i.e., The Dalles, Mosier, Maupin, and Dufur – is provided in Appendix D; this language can be refined as appropriate for each jurisdiction.

In cases where development regulations may not appear to be needed or appropriate for a jurisdiction now (which may be the case for less-populated jurisdictions), the model language is available for discussions within the community and with local decision-makers to gauge interest and support for these regulations as potential enhancements to development requirements in the future.

A local jurisdiction could adopt zoning or development ordinance amendments in a few different ways: as part of a targeted TSP amendment, along with the policy amendments discussed above; bundled with other zoning or development ordinance amendments that the jurisdiction is considering or has planned; or as a standalone set of zoning or development ordinance amendments.

## Policy and Development Requirement Amendments

This section is intended to provide guidance to jurisdictions in the transit service area – Wasco County, The Dalles, Mosier, Maupin, and Dufur – to help implement the recommendations of the TDP. It includes the following elements to assist local implementation:

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<sup>13</sup> To the extent they are appropriate, technology and financial plan recommendations from the TDP can be adopted into the transportation element of local comprehensive plans as well.

- An overview of transit-supportive policy statements,
- A general recommendation regarding policy amendments,
- An overview of transit-supportive development requirement concepts,
- A reference to the assessment of adopted local development requirements from Memo #6, and
- A general recommendation regarding zoning or development ordinance amendments.

The policy and development requirement language recommended in this section is intended to ensure that access to transit is enhanced through future local land use and development decisions. Guidance on actions for local jurisdictions to adopt these policy and development requirement recommendations is provided in the Local TDP Adoption section.

## Policies

Recommended transit-supportive policy statements should be reflected in local comprehensive plans and/or TSPs. Policy statements recommended for local jurisdictions in the TDP carry forward the goals and model policies developed for jurisdictions early in the planning process. The statements were updated following Advisory Committee Meeting #4 and a review of proposed TDP goals and policies. The proposed goals and policies were designed to guide The Link and not necessarily the local jurisdictions; however, the two sets of goals and policies should be consistent with one another. The recommended policy statements also include updates made following the review of the draft TDP and discussions from the local planning workshop in April 2022.

As noted above, adoption-ready policy language has been developed for Wasco County and is included in this plan in Appendix B.

To the extent that recommended policy language is not already represented in adopted policies, cities in Wasco County should consider adopting a version of the recommended language in Appendix C, using adoption actions discussed in the Local TDP Adoption section. In the case of small cities (i.e., cities other than The Dalles), the most basic transit-supportive policy statements (indicated in bold in Appendix D) should be appropriate and considered for local adoption.

## Zoning or Development Ordinances

Local development regulations are vital to implementing the TDP through land use permitting, realizing transit-supportive development and improvements over time throughout the county. Local jurisdictions should consider updating development-related requirements to ensure future development will support transit — particularly through coordination with The Link and improvements that enhance access to transit. Transit-supportive development requirement concepts and model language have evolved through transit planning processes throughout the state, drawing on sources such as the Oregon Public Transportation Plan, Oregon Transportation Planning Rule (TPR), and State of Oregon Transportation and Growth Management Model Development Code for Small Cities, 3rd Edition.

Transit-supportive development requirement concepts that can be locally codified are as follows:

- Coordination – Coordination between jurisdictions and the transit service provider regarding proposed development is critical to ensuring transit-supportive development occurs. The periods during which an applicant is preparing a development application and when that application is under review by the jurisdiction present key opportunities for this coordination.
- Access to Transit and Supportive Improvements – Providing safe and convenient access to transit and furnishing stops with supportive improvements (e.g., lighting and seating) will make transit easier and more attractive for the rider. In addition to requiring “site access” – access directly

from buildings on a site to an existing or planned transit stop – transit-supportive access also consists of “area access” ensuring that transportation network connectivity is high enough to easily reach transit stops by walking and rolling (e.g., biking, skating, scooting, and mobility devices). Development regulations can promote this connectivity through maximum block length standards and required non-motorized access through long blocks.

- **Parking** – Parking affects the transit orientation of development in several ways. Capping the amount of vehicle parking permitted can help make alternatives to driving more attractive and create smaller parking areas for more pedestrian-oriented and transit-supportive development. The location and design of vehicle parking – e.g., restricting parking between buildings and the street and requiring landscaping and walkways – play a significant role in making pedestrian access to transit attractive and convenient. Parking areas also provide potential locations for transit stops, park-and-rides, and ridesharing. Providing sufficient and well-designed bicycle parking supports connections from transit to destinations by bike.
- **Urban form** – Urban form created by development standards can be used to establish a pedestrian-friendly environment and support transit. Transit-supportive development standards include those that: minimize the distance between buildings and the transit street; allow buildings to be set back from the street if pedestrian amenities are provided; and do not allow parking between the building and street.
- **Definitions** – Zoning and development ordinances should include transit-related definitions in order to clarify and support transit-supportive ordinance provisions.

Model zoning and development ordinance language for all the concepts described above is provided in full in Appendix D. Adoption-ready development ordinance language for Wasco County is provided in Appendix B.

Some of the model development requirements may not necessarily be appropriate or applicable for jurisdictions in Wasco County. Factors in determining the appropriateness and applicability of transit-supportive development regulations consist primarily of the type of transit service recommended in each community, community size, and level of urban development. Local requirements that are most universally needed and impactful are those regarding **coordination between the jurisdiction and transit service providers, site access to transit, transit stop improvements, and allowing for transit uses in parking areas**. For unincorporated Wasco County and the Cities of Mosier, Dufur, and Maupin, where populations are relatively small (roughly 500 people in each of the cities), transit-supportive development regulations related to parking and urban form may not be appropriate or applicable.

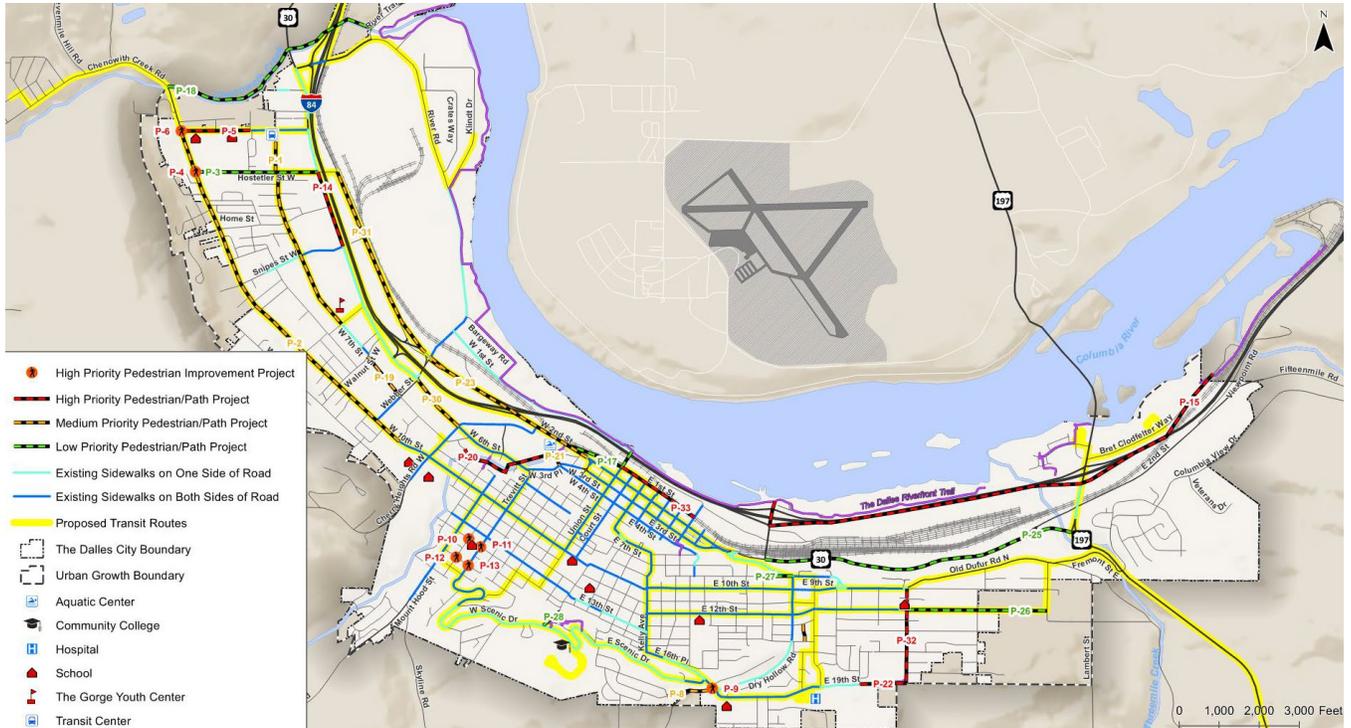
Memo #6 assessed each jurisdiction's current local zoning or development ordinance language and compared it to transit-supportive development requirements deemed appropriate and applicable for each community. Where the assessment found that current language is either partially consistent or not consistent with transit-supportive development requirements, the cities should modify the model language in Appendix D and update their local ordinances in order to effectively implement the TDP and improve transit service in Wasco County. This process would be accomplished using adoption actions discussed earlier in the Local TDP Adoption section.

## Supporting Infrastructure

Figure 13 and Figure 14 illustrate the proposed transit routes overlaid on The Dalles TSP pedestrian and bicycle plans, respectively. As shown, a majority of the routes overlap with existing or planned pedestrian and bicycle facilities. The proposed Red Route's extensions to Chenoweth and the Port are located along areas without existing or planned pedestrian facilities. The TSP identifies existing bike lanes

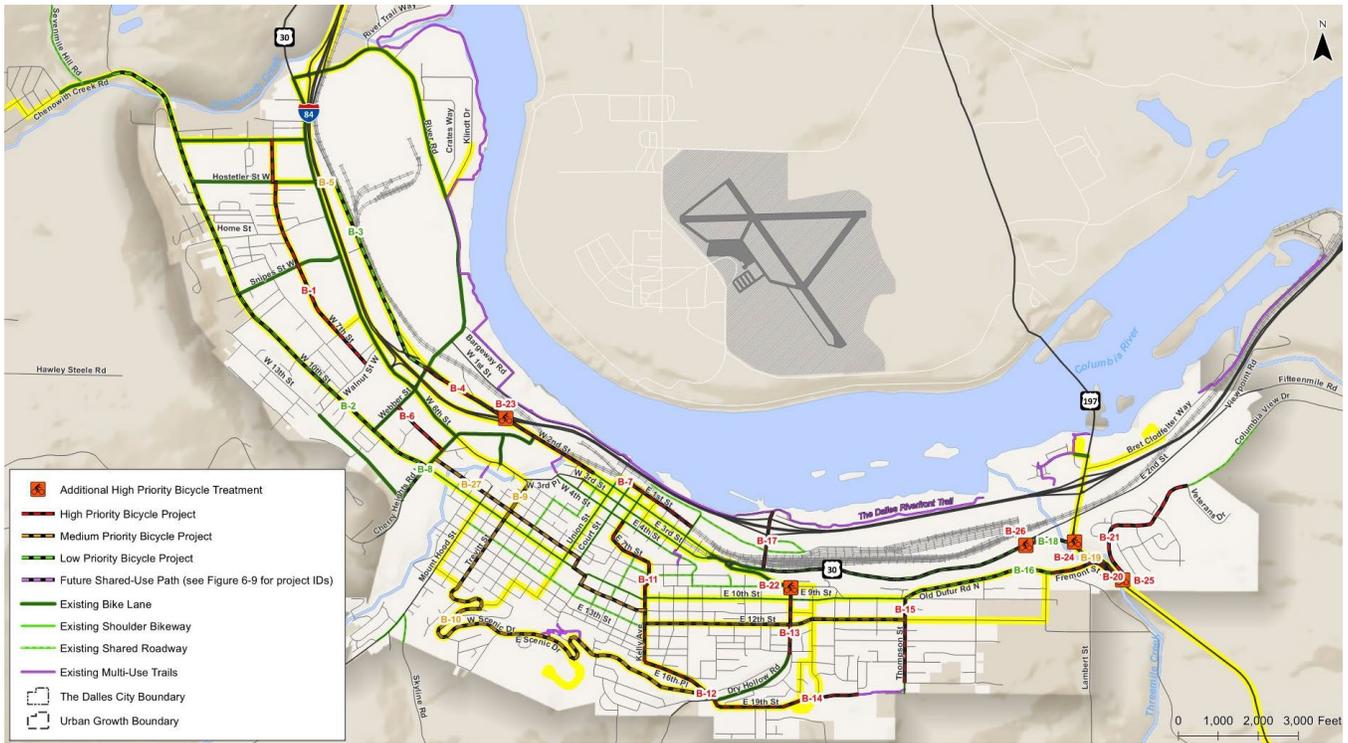
along River Road near the Port, and a low-priority bicycle project serving Chenoweth. This lack of pedestrian and bicycle facilities emphasize the near-term need to provide direct transit access to these locations, as it would be difficult for people to travel to the Transit Center to ride the bus.

**Figure 13: Proposed Transit Routes Overlayed on The Dalles TSP Pedestrian Plan**



Source: The Dalles TSP

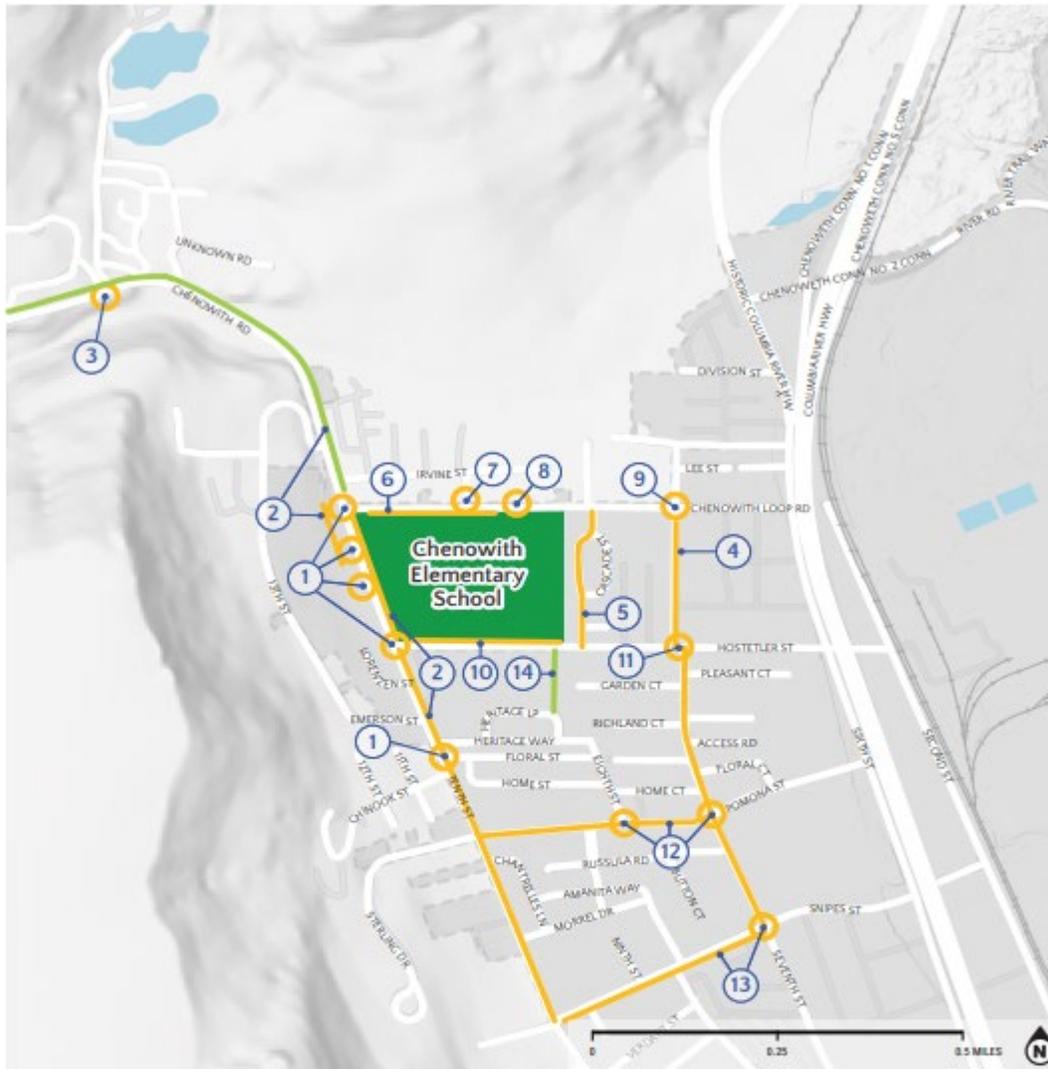
Figure 14: Proposed Transit Routes Overlayed on The Dalles TSP Bicycle Plan



Source: The Dalles TSP

Additionally, North Wasco School District's Safe Routes to School (SRTS) plan identifies improvement recommendations to facilitate safe walking and rolling to school safer and more comfortable. Figure 15 and Figure 16 show the plan's recommended projects within the next five years. These projects include several crossing improvements, sidewalk improves, traffic calming projects, and a separated trail or path serving Chenoweth. It would be advantageous to place transit stops near improved crossing facilities to facilitate safe and comfortable travel via these new facilities.

Figure 15: SRTS Improvement Recommendations for Access to Chenoweth Elementary School



**IMPROVEMENT  
RECOMMENDATIONS**

- Street Improvement
- Crossing Improvement
- Off-Street Improvement (Trail/Path)
- Railroad
- School Property
- Parks
- Water
- City Boundary



Source: North Wasco School District SRTS Plan

**Figure 16: SRTS Improvement Recommendations for Access to St. Mary's Academy and The Dalles High School**



**IMPROVEMENT  
RECOMMENDATIONS**

- Street Improvement
- Crossing Improvement
- Off-Street Improvement (Trail/Path)
- ☆ Colonel Wright Elementary School
- Railroad
- School Property
- Parks
- Water
- City Boundary



Source: North Wasco School District SRTS Plan

## CONCLUSION

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Transit plays an important role in Wasco County, connecting its residents and visitors to the places they need and want to go. The recommendations shown here include conceptual guidance to be refined by The LINK and its partners moving forward. With this plan, Wasco County seeks to enhance transit service to meet the needs of the community, improve the transit experience, and prepare for future regional growth and tourism.

## APPENDICES

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- A. Technical Memoranda
- B. Adoption-Ready Policy and Development Ordinance Amendments for Wasco County
- C. Policy Amendment Recommendations for Cities
- D. Zoning and Development Ordinance Amendment Recommendations for Cities

## APPENDIX B – ADOPTION-READY POLICY AND DEVELOPMENT ORDINANCE AMENDMENTS FOR WASCO COUNTY

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### Policy Amendments

The development of model comprehensive plan policies is described in detail in the plan, evolving through a series of memoranda, meetings, and reviews throughout this planning process. The model policies have also drawn from best practices from other transit planning processes in Oregon.

Given the generally rural nature of unincorporated Wasco County, and the relatively limited service recommendations in the TDP for this area, the most basic transit-supportive policy statements (like those indicated **in bold** in Appendix C) may be the most applicable and appropriate for the County and are the minimum of what should be considered for adoption into the County's Comprehensive Plan.

Another consideration is the extent to which the Comprehensive Plan already includes transit-supportive policy statements. In reviewing current adopted statements, there is one broad supportive statement in Implementation Item "a" under Policy 12.1.3, the policy that focuses on a multimodal transportation system. A more robust set of transit-supportive statements can strengthen that multimodal policy as well as other policies addressing environmental protection, transportation network function, and recreational development.

The County adopted its Transportation System Plan (TSP) in 2009. The policies and implementation items in Comprehensive Plan Chapter 12 incorporated the goals and objectives from the 2009 TSP. Given that, as well as the age of the TSP, it is recommended that the transit-supportive policy amendments be incorporated into Chapter 12 of the Comprehensive Plan. Wasco County intends to pursue funding to update their TSP, anticipated to be completed near 2025, at which point the set of policies and implementation statements in the Comprehensive Plan can be consulted in crafting updated goals and objectives for the updated TSP.

The amendments proposed below are provided in "adoption-ready" format, where language proposed to be added is underlined and language proposed to be removed is ~~struck through~~.

### *Chapter 12: Transportation (Goal 12)*

#### *Policies*

*12.1.1 Plan for and maintain an interconnected system of roads that will link communities for all users and that will provide for the existing and future needs for transportation of goods and people in the region<sup>i</sup>.*

*Implementation for Policy 12.1.1:*

- a. Promote and maintain an integrated and linked network of collector and local street that minimizes travel distances.*
- b. When traffic levels warrant it, develop a local County arterial system that facilitates efficient and safe transportation of goods and people in the region.*
- c. Maintain roadway performance standards for the efficient movement of people and goods.*

d. Coordinate with ODOT in identifying improvement and maintenance needs for the existing rural arterial system (i.e., state highways).

12.1.2 Provide a transportation system that promotes the safety of current and future travel modes for all users.

Implementation for Policy 12.1.2:

a. Continue to work with ODOT to identify and implement measures that will reduce the incidence and severity of motor vehicle crashes on roadway segments that exceeded the average statewide crash rate and/or other safety performance measures used by the county.

b. Provide a transportation system that allows for adequate emergency vehicle access to all land uses.

c. Promote the elimination or consolidation of railroad at-grade crossings ~~elimination, consolidation~~ whenever possible.

d. Develop access management standards for all county road facilities and implement these standards through the development approval process and as part of public improvement projects.

12.1.3 Provide a multimodal transportation system that permits the safe and efficient transport of goods and people.

Implementation for Policy 12.1.3:

a. Continue to support the development of public transit opportunities through coordination and collaboration with regional transit authorities and networks, including The LINK in Wasco County, Columbia Area Transit in Hood River County, Mt. Adams Transportation Services in Klickitat County, Sherman County Transit, and Skamania County Transit.

b. Collaborate with The LINK and regional transit partners to improve access to housing, employment, training and education, commercial services, human and health services, recreation, and other destinations that are determined to be important to community members, particularly those who are transportation-disadvantaged due to age, abilities, and/or income.

c. Support improvements in access and connections to transit that are appropriate for the context, size, and needs of county communities and their existing and planned transit service.

d. Invite The LINK to participate in the review of land use proposals that may impact transit service or existing or planned transit facilities.

e. Require development or facilitate coordination between development and the transit service provider (The LINK) to provide transit-related improvements such as shelters and lighting. Transit stop improvements will be coordinated with The LINK and must be consistent with adopted transportation and transit plans.

~~f~~. Promote an interconnected network of bicycle and pedestrian facilities throughout the County, including parallel routes to Interstate 84.

g. Provide, require development to provide, or coordinate with the roadway authority to provide transportation system-related improvements such as pedestrian and bicycle crossings and ADA-accessible, complete, and low-stress walking and rolling (e.g., biking, skating, and mobility device riding) connections to transit stops.

he. Consider bicycle and pedestrian facilities needed during construction of new roads and during upgrades of existing roads.

ie. Support the development of recreational bicycling and hiking facilities.

ji. Support improved transit and active transportation access to health-supporting destinations such as grocery stores and farmers markets, parks and open spaces, community spaces, health care, and social services.

12.1.4 Provide a transportation system that balances transportation services<sup>ii</sup> with the need to protect the environment.

Implementation for Policy 12.1.4:

a. Develop and support ~~and~~ multi-modal transportation system that avoids reliance upon one form of transportation as well as minimizes energy consumption and air quality impacts.

b. Encourage development patterns that decrease reliance on motor vehicles.

c. Design new and improved transportation facilities to minimize impacts on the natural environment.

d. Support transit service to help regulate access to recreation destinations, particularly ones that are experiencing over-use.

12.1.5 Maintain the safety, physical integrity, and function of the County transportation network.

Implementation for Policy 12.1.5:

a. Continue and enhance the partnering relationships with local jurisdictions, the Confederated Tribes of Warm Springs, and the Oregon Department of Transportation to provide a comprehensive, safe, and efficient transportation system throughout the County.

b. Ensure that the existing transportation network is conserved through maintenance and preservation.

c. Coordinate with the Public Works Department on activity in the ROW and road permits that impact regional travel or property owners.

d. Participate in integrating transit availability and need into emergency response planning to bolster the resiliency of county communities.

12.1.6 Ensure transparency of infrastructure requirements and ongoing costs for future development.

Implementation for Policy 12.1.6:

- a. A waiver of remonstrance for future road improvements may be required to be recorded with the County Clerk's office at the time of partition, subdivision or planned unit development application approval.
- b. A restrictive covenant agreement requiring acknowledgment of improvement and maintenance costs for local access roads will be required to be recorded with the County Clerk's office at the time of partition, subdivision or planned unit development application approval.

12.1.7 Future updates<sup>iii</sup> to the Transportation System Plan<sup>iv</sup> should include recreational development and impact to the transportation network.

Implementation for Policy 12.1.7:

- a. Increased demand for recreational uses and expansion of recreational facilities within the transportation network should be incorporated into analysis for the Transportation Systems Plan.
- b. The concept of recreational/tourism corridors for development should be explored.
- c. Staff shall coordinate with ODOT and Public Works to ensure recreational connectivity and a balance between recreation and impacts to public facilities, services and adjacent land uses.
- d. Support transit services to promote economic development and tourism, enhancing access to employment and local and regional attractions.

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*i Policies 1-5 and the supporting implementation strategies were identified during the 2009 Wasco County Transportation Systems Plan (TSP) planning process. These policies directly map to the TSP goals.*

*ii At the time of Wasco County 2040 adoption, Mid-Columbia Economic Development District operates the LINK public transit system and works with the regional transit alliance to provide transit opportunities to residents.*

*iii OAR 660-015-0000(12) require TSP and Comprehensive Plans be revised concurrently. The transportation portion of the Comprehensive Plan was revised in 2009, concurrently with the TSP process.*

*iv The Wasco County TSP was developed by reviewing relevant transportation plans and policies to ensure consistency, providing public open houses to provide information and opportunities for public input, identifying a detailed inventory of existing facilities and services and addressing future transportation needs.*

## Development Ordinance Amendments

Some of the model development requirements may not necessarily be appropriate or applicable in Wasco County, similar to the policy discussion above and as addressed in Memo #6: *Updated Goals, Policies, and Practices*. Factors in determining the appropriateness and applicability of transit-supportive development regulations consist primarily of the type of transit service recommended in each community, community size, and level of urban development. The local requirements most universally needed and impactful are those regarding **coordination between the jurisdiction and transit service providers, site access to transit, transit stop improvements, and allowing for transit uses in parking areas**. As with the small cities in the county, transit-supportive development regulations related to parking and urban form may not necessarily be appropriate or applicable in unincorporated Wasco County.

Memo #6 assessed Wasco County's current development ordinance language and compared it to model transit-supportive development requirements deemed appropriate and applicable for the county. An updated version of that assessment is provided in Table A-1.<sup>1</sup> Findings of partial consistency or no consistency with transit-supportive requirements informed the set of proposed development ordinance amendments presented below. The amendments correspond to the five categories of transit-supportive requirements included in Table A-1, and are provided in "adoption-ready" format where language proposed to be added is underlined and language proposed to be removed is ~~struck through~~.

### **1. Coordination (pre-application conference participation, application review, and/or hearing notice)**

#### Section 2.030 - Pre-Application Conference

[...]

D. Scheduling: Upon receipt of a complete application, the Planning Director will schedule the pre-application conference and coordinate the involvement of other County departments and agencies, as appropriate. Agencies whose service boundaries the subject property is located within or whose facilities or services (existing or planned) could be impacted by the proposal will be invited to participate, including but not limited to: fire departments, the Oregon Department of Transportation, and transit service providers (The LINK).

#### Section 2.070 - Review Procedures (Notice, Decision, & Appeal)

[...]

#### B. Type II Administrative Review Procedures (Development Permit)

[...]

2. Notice of Pending Administrative Decision: 12 days prior to the issuance of a decision, written notice of application shall be mailed to:

[...]

f. A government agency or public district within whose boundary the subject property is located such as county departments, transit service providers (The LINK), Sheriff's Office, fire departments, school districts, utility companies, and the applicable city departments for ~~those~~ applicable municipalities within Wasco County. These agencies or districts typically include, but are not limited to, the Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Agriculture, Oregon Fish and Wildlife, the Department of Defense and other applicable local, state or federal agencies;

[...]

#### C. Type III Quasi-Judicial Review Procedures (Development Permit)

1. Notice of Application and Public Hearing: A minimum of 20 days prior to the first public hearing of each review authority on the proposal, or if two or more evidentiary hearings are

<sup>1</sup> The assessment in Memo #6 relied on an outdated version of the County's Land Use and Development Ordinance (LUDO). The assessment in Table A-1 has been revised to reflect the current version of the LUDO, adopted November 3, 2021.

allowed, ten days prior to the first evidentiary hearing, written notice of application and hearing shall be mailed to:

[...]

h. A government agency or public district within whose boundary the subject property is located such as county departments, transit service providers (The LINK), Sheriff's Office, fire departments, school districts, utility companies, and the applicable city departments for ~~these~~ applicable municipalities within Wasco County. These agencies or districts typically include, but are not limited to, the Department of Environmental Quality, Oregon Department of Transportation, Oregon Department of Agriculture, Oregon Fish and Wildlife, the Department of Defense and other applicable local, state or federal agencies;

## 2. Site connection to transit stop

### Section 18.120 - Traffic Circulation

The location and number of points of access to the site, the interior circulation pattern of streets and pedestrian ways, the separations between pedestrians and moving and parked vehicles, and the arrangement of parking areas in relation to buildings and uses shall be designed to maximize safety and convenience and be compatible with neighboring road systems, buildings and uses. The interior pedestrian circulation system shall connect to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.

### Section 20.030 - Contents of the Site Plan

The Site Plan shall clearly indicate the following information:

[...]

O. Location of existing utility poles.

P. Connection of on-site pedestrian circulation system to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.

Q. Transit stop access and improvements pursuant to Section 4.150.

RP. Such data as may be required by the Planning Director to act on the application.

## 3. Transit stop improvements

### Section 4.140 – Traffic Impact Analysis (TIA)

### Section 4.150 – Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

A. Reasonably direct connection. Connections between the transit stop and primary entrances of the buildings on site shall be "reasonably direct," providing a route that does not deviate from a direct line or take users on a circuitous or out-of-direction route, barring site constraints.

B. Safe and convenient connection. Bicycle and pedestrian routes shall be free from hazards and provide a reasonably direct route of travel between destinations.

C. Pathways shall be concrete, asphalt, brick/masonry pavers, or another County-approved durable surface meeting ADA requirements.

D. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.

E. Easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with an adopted plan.

#### **4. Transit uses in parking areas**

Section 20.080 - General Provisions - Off Street Parking and Loading

[...]

I. Required parking spaces shall be improved and available for use by the time the use to be served by the parking space is ready for occupancy.

J. Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride or rideshare areas, provided minimum parking space requirements can still be met. Park-and-rides shall be developed consistent with the location and design specifications and guidelines in the Wasco County Transportation Development Plan.

#### **5. Transit-related terms and definitions**

Section 1.090 - Definitions

For the purpose of this Ordinance, certain words and terms are defined as follows: Words used in the present tense include the future; words in the singular number include the plural, and words in the plural include the singular; the word "Building" includes the word "Structure"; the word "Shall" is mandatory and not directory.

[...]

Park (Model) Trailer...

Park-and-ride – A parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted transit master plan.

Parking Lot (Private)...

[...]

Review Types...

Rideshare – A formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

Right of Way...

[...]

Tract...

Transit improvements – Transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops shall be consistent with an adopted transit plan.

Transit-related uses or transit uses – Uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park-and-rides.

Transit stops – An area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop shall be consistent with an adopted transit plan.

Travel Trailer...

[...]

### **Adoption Actions**

Guidance for adopting amendments to the Comprehensive Plan and the Land Use and Development Ordinance is provided in the Local TDP Adoption section of this plan.

**Table A-1: Assessment of Wasco County Development Regulations**

| Regulation Topic   | Local Regulation Reference   | Consistency Assessment   | Notes   |
|--|--|--------------------------|---|
| <b>Wasco County</b>  |  |                          |   |
| <p>1. Coordination (pre-application conference participation, application review, and/or hearing notice)</p> | <p>Section 2.030 - Pre-Application Conference<br/>Section 2.070 - Review Procedures (Notice, Decision, &amp; Appeal)</p> | <p><b>Partial</b></p>    | <p>Section 2.030 allows the Planning Director to require a pre-application conference but does not prescribe specifically when one would be required. The provisions state that the Planning Director will coordinate the involvement of other County departments, as appropriate, but not other agencies like transit service providers.</p> <p>Subsections 2.070.B.2 and 2.070.C.1 indicate that notice of pending administrative decisions (Type II procedures) and hearings (Type III procedures) must be sent to “[a] government agency or public district within whose boundary the subject property is located” and cites a long list of examples like fire departments and ODOT. However, transit service providers are not listed and could be overlooked.</p> <p>Section 2.070.C.2 requires notice of a quasi-judicial hearing for any proposal that “includes a new transportation facility or improvement, and where these facilities or improvements include or may impact a collector or arterial street, will be sent to the Oregon Department of Transportation and any special interest transportation groups as appropriate.” Special interest transportation groups that are listed include transit service providers. However, because this is only required when the proposal includes the construction or improvement of a new transportation facility, it may miss other development that could potentially impact existing or planned transit service and stops. Thus, transit service providers should be clearly specified under the more general notice requirements in Section 2.070.C.1.</p> |
| <p>2. Site connection to transit stop</p>  | <p>Section 18.120 - Traffic Circulation<br/>Section 20.030 (Contents of the Site Plan)</p>                               | <p><b>Partial/No</b></p> | <p>Existing standards in Section 18.120 (Traffic Circulation) and Section 20.030 (Contents of the Site Plan) require pedestrian access and circulation be shown for a development or Planned Unit Development site. Connection to an adjacent street with an existing or planned transit stop should be specified.</p>  |
| <p>3. Transit stop improvements</p>  | <p>Section 4.140 - Traffic Impact Analysis (TIA)</p>   | <p><b>Partial</b></p>    | <p>Pursuant to traffic impact analysis (TIA) provisions in Section 4.140.F.1, a development may be required to dedicate land for transit facilities (or other transportation facilities) as a condition of approval when it is found that “the existing transportation system will be impacted by or is inadequate to</p>   |

| Regulation Topic                                | Local Regulation Reference  | Consistency Assessment | Notes  |
|---|---|------------------------|--|
|   |   |                        | <p>handle the additional burden caused by the proposed use." However, transit facilities requirements are not clearly specified and they are tied, with some discretion, to development impacts instead of more objectively to whether transit service and a transit stop exists or is planned adjacent to the development, as we recommend that they should be.</p> <p>Clear transit stop improvement requirements should be added as a new section to Chapter 4 (Supplemental Provisions) or Chapter 20 (Site Plan Review) for sites that are adjacent to existing or planned transit stops.</p> |
| <p>4. Transit uses in parking areas</p>         | <p>Section 20.050 - Off Street Parking<br/>Section 20.080 - General Provisions - Off Street Parking and Loading</p> | <p><b>No</b></p>       | <p>Off-street parking is addressed in Sections 20.050 and 20.080. The only provisions regarding allowed or prohibited uses in designated off-street parking areas are in Subsection 20.080.F, which prohibits parking spaces from being used for "storage of vehicles or materials or for the parking of trucks used in conducting the business or use." Transit uses, such as a bus shelter, should be specified as a permitted use in off-street parking areas.</p>  |
| <p>5. Transit-related terms and definitions</p> | <p>Section 1.090 - Definitions</p>  | <p><b>No</b></p>       | <p>There are currently no definitions for the following terms in the Land Use and Development Ordinance:</p> <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Rideshare</li> <li>• Transit improvements or transit amenities</li> <li>• Transit-related uses or transit uses</li> <li>• Transit stops</li> </ul> <p>If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.</p>   |

## APPENDIX C – POLICY AMENDMENT RECOMMENDATIONS FOR CITIES

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These model comprehensive plan policies were guided by the TDP objectives and goal statements. Goals and policies were designed to guide the transit service provider and not the local jurisdictions per se; however, the two sets of goals and policies should be consistent with one another. They also include updates made following the review of the Draft TDP and discussions from the local planning workshop in April 2022.

The Dalles, Mosier, Dufur, and Maupin should use the model policies to evaluate their adopted comprehensive plan policies. Where needed, the model language can guide policy revisions to be adopted into their comprehensive plans and/or TSPs to strengthen transit in their community. In small cities (i.e., cities other than The Dalles), the most basic transit-supportive policy statements (indicated in **bold** below) should be appropriate and are the minimum of what should be considered for adoption.

Adoption guidance is provided in the Local TDP Adoption subsection of this plan.

### A. General

**A1. The City will facilitate access to transit service for all community members, with particular attention to community members who may be transportation-disadvantaged due to age, abilities, and/or income.**

*A2. The City will work to improve safety for transit riders through measures such as providing, requiring development to provide, or coordinating with the roadway authority to provide enhanced roadway crossings (e.g., marked, with rapid flashing beacons and/or crossing refuges).*

*A3. The City will coordinate with the transit service provider on the location of transit stops and when new driveways are proposed near transit stops.*

*A4. The City will support transit services to promote economic development and tourism, enhancing access to employment and local and regional attractions.*

### B. Accessibility and Connectivity

**B1. The City will provide, will require development to provide, or will coordinate with the roadway authority to provide transportation system-related improvements such as pedestrian and bicycle crossings and ADA-accessible, complete, and low-stress walking and rolling (e.g., biking, skating, and mobility device riding) connections to transit stops.**

*B2. The City will support first- and last-mile connections to transit stops, such as collaborating with and facilitating permitting for shared mobility (e.g., taxis, shuttles, bike sharing, and other mobility sharing) facilities and services.*

**B3. The City will collaborate with the transit service provider to improve access to housing, employment, training and education, commercial services, human and health services, recreation, and other destinations that are determined to be important to community members, particularly those who are transportation-disadvantaged.**

*B4. The City will coordinate with the transit service provider on potential park-and-ride and transit hubs, where multiple modes could connect.*

**B5. The City will support improvements in access and connections to transit that are appropriate for the context and size of the community and its existing and planned transit service.**

C. Coordination

**C1. The City will invite transit service providers to participate in the review of land use proposals that may impact transit service or existing or planned transit facilities.**

**C2. The City will require development or will facilitate coordination between development and the transit service provider to provide transit-related improvements such as shelters and lighting to complement transit service and encourage higher levels of transit use. Transit stop improvements will be coordinated with the transit service provider and must be consistent with adopted transportation and transit plans.**

C3. The City will help facilitate connections between transit and other existing and potential transportation services – such as taxis, The Dalles Downtown tourism shuttle, and ride hailing services – as well as emerging technologies, such as micromobility services (e.g., scooter and bike sharing).

C4. The City will support and, when appropriate, help facilitate collaborations between Wasco County transit service providers and other transit service providers in the region, human and health service providers, and major employers in order to expand the efficiency and reach of transit service.

C5. The City will promote transportation demand management measures including increasing opportunities for active transportation (walking and rolling), transit, and transportation services such as employer vanpools, medical service transportation, and taxi and rideshare companies.

D. Health

**D1. The City will provide, will require development to provide, or will coordinate with the roadway authority to provide safe and complete walking and rolling connections to existing and planned transit stops so that community members and visitors have active transportation options to access transit.**

**D2. The City will support improved transit access to health-supporting destinations such as grocery stores and farmers markets, parks and open spaces, community spaces, health care, and social services.**

**D3. The City will participate in integrating transit into emergency response planning to bolster the resiliency of the community.**

E. Sustainability

**E1. The City will support strategies to reduce single-occupancy vehicle trips and greenhouse gas emissions.**

E2. The City will support strategies and projects that promote fuel efficiency, including transit and active transportation access to transit.

E3. The City will encourage the use of transit as a land conservation strategy, including as a way to reduce land needed for parking.

**E4. The City will support transit service to help regulate access to recreation destinations, particularly ones that are experiencing over-use.**

*E5. The City will promote transit service as a tool in economic development and sustainability, including business and employee recruitment and retention, community revitalization, and tourism enhancement.*

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## APPENDIX D – ZONING AND DEVELOPMENT ORDINANCE AMENDMENT RECOMMENDATIONS FOR CITIES

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Not all model development requirements may necessarily be appropriate or applicable in cities in Wasco County. Factors for determining the appropriateness and applicability of transit-supportive development regulations consist primarily of the type of transit service recommended in each community, community size, and level of urban development. Local requirements that are most universally needed and impactful are those regarding **coordination between the jurisdiction and transit service providers, site access to transit, transit stop improvements, and allowing for transit uses in parking areas**. For the Cities of Mosier, Dufur, and Maupin, where populations are relatively small (roughly 500 people in each of the cities), transit-supportive development regulations related to parking and urban form may not be appropriate or applicable.

An assessment of each city's current zoning or development ordinance language was developed during the planning process and compared to transit-supportive development requirements deemed appropriate and applicable for each community. This assessment is provided in Table C-1.

Where the assessment found that current language is either partially consistent or not consistent with transit-supportive development requirements, the cities should modify the model language that follows Table C-1 and update their local ordinances in order to effectively implement the TDP and improve transit service in Wasco County.

Adoption guidance is provided in the Local TDP Adoption subsection of this plan.

**Table C-1: Assessment of Local Development Regulations, by City**

| Regulation<br>Topic  | Local Regulation<br>Reference  | Consistency<br>Assessment | Notes  |
|--|--|---------------------------|--|
| <b>The Dalles</b>  |  |                           |  |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | 10.3.010.030 Pre-Application Conference<br>10.3.020.040 Administrative Actions<br>10.3.020.050 Quasi-Judicial Actions          | <b>Partial</b>            | Pursuant to Section 10.3.010.030, pre-application conferences are required for all administrative and quasi-judicial actions. Participation of potentially affected agencies like transit service providers is not specified.<br><br>Notice provisions for administrative and quasi-judicial actions in Sections 10.3.020.040 and 10.3.020.050 require that "(a)ny affected governmental agency, department, or public district within whose boundaries the subject property lies" be notified. However, it is not known whether this language has been the basis of coordination with transit service providers for these actions, and more specifically when a development action is adjacent to an existing or planned transit stop or is otherwise determined to have a potential impact on existing or planned transit service. |
| Site connection to transit stop  | 10.10.040 Pedestrian Requirements<br>10.10.130 Transit Requirements  | <b>Yes</b>                | Sections 10.10.040 (Pedestrian Requirements) and 10.10.130 (Transit Requirements) require pedestrian connections from the site to the street and to any adjacent existing or planned transit stop.   |
| Area connection to transit stop  | 10.10.040 Pedestrian Requirements<br><br>Article 9.020 Land Division Standards,<br>10.9.020.020 General Provisions, C. Blocks. | <b>Yes</b>                | The City's Land Use and Development Ordinance and Land Division Ordinance set recommended block length and perimeter standards for local streets, minor collectors, and Central Business District streets and include provisions for bicycle and pedestrian accessways through long blocks.  |
| Transit stop improvements  | 10.10.130 Transit Requirements   | <b>Yes</b>                | Section 10.10.130 establishes requirements for improvements at transit stops.  |
| Transit uses in parking areas  | 10.7.020.040 Allowed Motor Vehicle Parking Reductions, Waivers, and Exemptions   | <b>Yes</b>                | Shelters and other transit improvements are permitted in parking areas adjacent to streets with existing or planned transit routes pursuant to Section 10.7.020.040.   |
| Preferential parking for employee ridesharing  | 10.7.020.080 Required Carpool/Vanpool Parking  | <b>Yes</b>                | The City's Land Use and Development Ordinance does require preferentially located parking for carpool and vanpool parking for commercial, industrial, and institutional uses that have at least 40 employees working per shift.  |

| Regulation<br>Topic                                 | Local Regulation<br>Reference  | Consistency<br>Assessment | Notes   |
|---|--|---------------------------|---|
| Maximum parking requirements                        | 10.7.060.010 Minimum and Maximum Off-Street Parking Requirements   | <b>Yes</b>                | Section 10.7.060.010 sets requirements for the maximum amount of parking spaces permitted for most uses and appropriate uses.   |
| Reduced parking requirements                        | 10.7.020.040 Allowed Motor Vehicle Parking Reductions, Waivers, and Exemptions   | <b>Partial</b>            | Section 10.7.020.040 permits reductions of up to 10% of the minimum required off-street parking spaces by right for non-residential uses. However, this is not a reduction specific to proximity of transit service; the City could allow for a greater reduction (e.g., up to 20%) if close to frequent transit service. |
| Shared parking                                      | 10.7.020.060 Shared Parking  | <b>Yes</b>                | Shared parking is permitted for two or more freestanding uses on the same, adjacent, or nearby sites under certain conditions.  |
| Parking area landscaping                            | Chapter 10.7 Parking Standards<br>10.7.030.040 Landscaping Requirements  | <b>Yes</b>                | The City's Land Use and Development Ordinance provides for landscaping along the perimeter and interior of parking areas.   |
| Parking area walkways                               | Chapter 10.7 Parking Standards,<br>10.7.030.030 Internal Circulation<br><br>10.10.040 Pedestrian Requirements  | <b>Partial</b>            | Circulation standards for parking areas generally provide for pedestrian walkways and pedestrian requirements are otherwise very robust in the City's development ordinance. However, there are no clear or specific requirements for separated walkways through large parking areas.                                     |
| Minimum bike parking spaces and design requirements | 10.7.040.030 Bicycle Parking Location and Access<br>10.7.040.040 Bicycle Rack Types and Space Dimensions<br>10.7.060.010 Minimum and Maximum Off-Street Parking Requirements   | <b>Partial</b>            | The City's ordinance sets requirements for minimum bike parking spaces and design for specific uses, except for transit stops or stations.  |
| Maximum building setbacks                           | 10.5.020.060 Development Standards<br>RH High Density Residential<br><br>10.5.040.050 Development Standards<br>NC Neighborhood Commercial<br><br>10.5.050.060 Development Standards<br>CBC Central Business Commercial | <b>Partial/Yes</b>        | Maximum setbacks are established for buildings in the Central Business Commercial District and for commercial or mixed-use commercial/residential buildings in the Neighborhood Commercial District. However, there are no maximum building setbacks for high-density residential buildings.                              |
| Pedestrian amenities in front yard setbacks         | 10.5.040.050 Development Standards<br>NC Neighborhood Commercial   | <b>Yes</b>                | The City's Neighborhood Commercial (NC) District and Central Business Commercial (CBC) District allow for seating and service- or pedestrian-oriented uses in the front setback.  |

| Regulation<br>Topic  | Local Regulation<br>Reference   | Consistency<br>Assessment | Notes  |
|--|---|---------------------------|--|
|  | 10.5.050.060 Development Standards<br>CBC Central Business Commercial   |                           |  |
| Parking between the building and the street  | Article 5.040 NC Neighborhood Center Overlay<br>10.5.040.060 Design Standards<br><br>Article 5.050 CBC Central Business Commercial District<br>10.5.050.070 Design Standards—All Development<br><br>Article 7.030 General Design Standards for Surface Parking Lots | <b>Yes</b>                | While the development ordinance may not explicitly prohibit parking between the building and the street in certain zoning districts, the combination of maximum building setbacks in the NC and CBC Districts with requirements that primary entries face a public street and connect to a public sidewalk serve that purpose.<br><br>Further, parking design standards prohibit parking spaces from being located in any required setback.  |
| Transit-related terms  | Chapter 10.2 DEFINITIONS<br>10.2.030 Meaning of Specific Words and Terms  | <b>No</b>                 | There are currently no definitions for the following terms in the City Land Use and Development Ordinance: <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Rideshare</li> <li>• Transit center</li> <li>• Transit improvements or transit amenities</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul> If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.  |
| <b>Mosier</b>  |   |                           |  |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | 15.07.030 – Pre-application Conference<br><br>15.07.070 – Public Notices<br>A. Notice of Type II applications<br>B. Notice of public hearing on a Type III application (a quasi-judicial application)   | <b>Partial</b>            | The City of Mosier's ordinance requires pre-application conferences prior to application submittal, but does not specify organizations, such as transit service providers, that are to be invited to comment on or participate in the conferences.<br><br>Notice for Type II application completeness and Type III application hearings must go to surrounding property owners, but the development ordinance does not specify that notice must also go to affected or potentially affected service providers such as transit service providers. |

| Regulation<br>Topic                                 | Local Regulation<br>Reference   | Consistency<br>Assessment | Notes   |
|---|---|---------------------------|---|
| Site connection to transit stop                     | CHAPTER 15.06 – SITE PLAN REVIEW<br>15.06.030 – Submittal Requirements<br>15.06.040 – Decision Criteria   | <b>Partial</b>            | The Zoning Ordinance requires that site plans show pedestrian access to and from sites and circulation within sites and includes decision criteria related to pedestrian connections from the site to the surrounding street system. However, connections to existing or planned transit stops adjacent to a site are not specified.  |
| Transit stop improvements                           | CHAPTER 15.06 – SITE PLAN REVIEW<br>15.06.040 – Decision Criteria<br><br>Chapter 16.02 – Minimum Improvements and Design Standards for Land Divisions<br>16.02.020 Street design – generally<br>16.02.170 Street design – transit<br>16.02.210 Blocks – pedestrian and bicycle access | <b>Partial</b>            | Site Plan Review criteria in the Zoning Ordinance refer to improvement standard in the Land Division Ordinance. Improvement standards in the Land Division Ordinance generally require street designs that consider transit routes (accommodate transit) amongst other factors.<br><br>Section 16.02.170 addresses street design for transit in particular; however, transit stop improvements are treated as discretionary rather than required.<br><br>A new section in the Zoning Ordinance under Chapter 15.03 (Supplemental Provisions) should explicitly address transit stop requirements. |
| Transit uses in parking areas                       | 15.03.130 – General Requirements for Parking Lots   | <b>No</b>                 | Existing requirements do not address or explicitly allow for transit uses (e.g., transit stops or park-and-rides) in parking areas.<br><br>A new subsection in Section 15.03.130 should provide this guidance.  |
| Minimum bike parking spaces and design requirements | 15.03.030-J Bicycle Parking   | <b>Partial</b>            | Although Mosier is a very small community, cycling is a key activity within and through the community, as evidenced by Mosier being part of the Gorge Hubs project, discussed in Memo #3.<br><br>Existing requirements provide bike parking design guidance and require bike parking spaces in commercial zones. However, they do not address bike parking for transit stops, which should be added to Section 15.03.030-J.   |
| Transit-related terms                               | 15.01.060 – Definitions   | <b>No</b>                 | There are currently no definitions for the following terms in the City Zoning Ordinance or Land Division Ordinance: <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Transit improvements</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul>  |

| Regulation<br>Topic  | Local Regulation<br>Reference   | Consistency<br>Assessment | Notes  |
|--|---|---------------------------|--|
|  |   |                           | If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.  |
| <b>Dufur</b>   |   |                           |  |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | SECTION 8.4 – ADMINISTRATIVE REVIEW PROCESS<br>(3) Notice of Application<br><br>SECTION 8.5 – PUBLIC HEARINGS | <b>Partial/No</b>         | The City does not have pre-application requirements for development applications.<br><br>Notice of administrative reviews are sent to “(a)ny affected governmental agency, department, or public district within whose boundaries the subject property lies,” which may include transit service providers but that is not explicit. Notice to transit service providers should be a requirement when a proposed development subject to administrative review is adjacent to an existing or planned transit stop.<br><br>Hearing notice for development proposals such as conditional uses are sent to surrounding property owners, but the ordinance does not require that notice must also go to affected or potentially affected service providers such as transit service providers, which should be specified. |
| Site connection to transit stop  | SECTION 4.14 -SITE PLAN APPROVAL  | <b>Partial</b>            | Site plans must show pedestrian access to and from a site and circulation within a site as well as planned transportation facilities; they specifically must show how internal pedestrian and bicycle facilities connect with existing or planned adjacent transportation facilities.<br><br>While these requirements may result in showing how the site connects to adjacent streets with existing or planned transit routes or stops, that type of connection should be required and clearly specified on site plans.  |
| Transit stop improvements  | SECTION 4.14 -SITE PLAN APPROVAL  | <b>Partial/No</b>         | Site plan provisions require that all planned transportation features be shown on the site plan, which could include transit routes and stops. However, that is not explicit and should be made explicit.<br><br>In addition, clear transit stop improvement requirements should be added as a new section to Article 4 (Supplemental Provisions) for sites that are adjacent to existing or planned transit stops.  |

| Regulation<br>Topic  | Local Regulation<br>Reference   | Consistency<br>Assessment | Notes   |
|--|---|---------------------------|---|
| Transit uses in parking areas  | SECTION 4.13 - OFF-STREET PARKING AND LOADING<br>(2) OFF-STREET PARKING AND LOADING | <b>No</b>                 | Existing off-street parking standards do not address or allow for transit uses (e.g., transit stops or park-and-rides) in parking areas. A subsection should be added to provide this guidance.   |
| Transit-related terms  | SECTION 1.3 - DEFINITIONS   | <b>No</b>                 | <p>There are currently no definitions for the following terms in the City Zoning Ordinance:</p> <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Transit improvements</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul> <p>If any of these terms are used in future updates to development requirements, definitions for the terms should likewise be adopted.</p>   |
| <b>Maupin</b>  |   |                           |   |
| Coordination (pre-application conference participation, application review, and/or hearing notice) | SECTION 8.3 - SITE PLAN REVIEW<br>SECTION 8.6 - PUBLIC HEARING                      | <b>No</b>                 | <p>The City does not have pre-application requirements for development applications other than wireless facilities, and the Zoning Ordinance does not include notice requirements for pending administrative application decisions.</p> <p>Hearing notice for development proposals such as conditional uses are sent to surrounding property owners, but the ordinance does not specify that notice must also go to affected or potentially affected service providers such as transit service providers, which should be specified.</p> |
| Site connection to transit stop  | SECTION 8.3 - SITE PLAN REVIEW  | <b>Partial/No</b>         | Site plans must show pedestrian access to and from a site and circulation within a site. While these requirements may result in showing how the site connects to adjacent streets with existing or planned transit routes or stops, that type of connection should be required and clearly specified.   |
| Transit stop improvements  | Article 7. Site Plan Review<br>SECTION 7.1, D. APPROVAL OR DISAPPROVAL              | <b>Partial</b>            | Pursuant to site plan approval provisions in Section 7.1.D, a development will be required to dedicate land for transit facilities or other transportation facilities when it is found that "the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use." However, transit facilities requirements are not clearly established and they are ambiguously tied to development impacts instead of more objectively to whether transit service and a transit stop     |

| Regulation<br>Topic           | Local Regulation<br>Reference                 | Consistency<br>Assessment | Notes  |
|-------------------------------|---|---------------------------|--|
|                               |   |                           | <p>exists or is planned adjacent to the development, as we recommend they should be.</p> <p>Clear transit stop improvement requirements should be added as a new section to Article 4 (Supplemental Provisions) for sites that are adjacent to existing or planned transit stops.</p>  |
| Transit uses in parking areas | SECTION 4.8 - OFF-STREET PARKING REQUIREMENTS | <b>No</b>                 | Existing off-street parking standards do not address or allow for transit uses (e.g., transit stops or park-and-rides) in parking areas. A subsection should be added to provide this guidance.  |
| Transit-related terms         | SECTION 1.3 - DEFINITIONS                     | <b>No</b>                 | <p>If the following terms in model ordinance language are adopted, definitions for the terms should likewise be adopted. (There are not definitions for these terms in the current City Zoning Ordinance or Subdivision Ordinance.)</p> <ul style="list-style-type: none"> <li>• Park-and-ride</li> <li>• Transit improvements</li> <li>• Transit stops</li> <li>• Transit uses</li> </ul> |

## Coordination with Transit Agencies

### 1. Pre-Application Conference and/or Application Review

Pre-application requirements:

*The City [Community Development/Planning Director/City Manager or designee] [shall/must] invite City staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.*

For applications that involve administrative review with notice (e.g., Type II procedures) and quasi-judicial review (e.g., Type III procedures):

*Referrals [requests to review and comment on the application] [shall/must] be sent to interested and affected agencies. Interested agencies include but are not limited to City departments, police department, fire district, school district, utility companies, and applicable City, County, and State agencies. Affected agencies include but are not limited to the Oregon Department of Transportation and Wasco County transit service providers.*

### 2. Hearing Notice

The [City Community Development/Planning Department] must give notice of a pending quasi-judicial public hearing in the following manner:

*At least [twenty] days prior to the scheduled hearing date, notice [shall/must] be sent by mail to:*

*Any governmental agency or utility whose property, services, or facilities may be affected by the decision. Agencies include and are not limited to: [list of agencies appropriate to jurisdiction, e.g., counterpart City Planning/Community Development, ODOT, ODOT Rail, ODOT Transit, railroad, Port, school district, other transit/transportation service providers] and Wasco County transit service providers.*

## Access to Transit and Supportive Facilities

### SITE ACCESS

#### 3. Access Between the Site and the Street

*Pedestrian and Bicycle Access. Proposed development [shall/must] conform to the following standards for pedestrian and bicycle access:*

- A. Continuous Pathway System. A pathway system [shall/must] extend throughout the development site and connect to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.*

#### 4. Access to the Transit Stop and Supportive Improvements

Proposed uses should be required to address planned transit stops and improvements. The following suggested requirements can be modified so that the space and/or easements for the improvements and connection(s) to transit stops must be part of the development. However, the physical improvements themselves would not be required if the transit agency is providing them.

### Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, [shall/must] provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. Reasonably direct connection. Connections between the transit stop and primary entrances of the buildings on site [shall/must] be "reasonably direct," providing a route that does not deviate from a direct line or take users on a circuitous or out-of-direction route, barring site constraints.
  - 1. For commercial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections [shall/must] be provided to the main employee entrance.
  - 2. For residential buildings, the "primary entrance" is the front door (i.e., facing the street).
  - 3. For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.
- B. Safe and convenient connection. Bicycle and pedestrian routes [shall/must] be free from hazards and provide a reasonably direct route of travel between destinations.
- C. Pathways [shall/must] be concrete, asphalt, brick/masonry pavers, or another City-approved durable surface meeting ADA requirements.
- D. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.
- E. Easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with an adopted plan,

## AREA ACCESS

### 5. Access to Transit Stops from Beyond the Site

Access ways:

#### Pedestrian and Bicycle Access Ways

The [decision body] in approving a land use application with conditions may require a developer to provide an access way where the creation of a street is infeasible and the creation of a cul-de-sac or dead-end street is unavoidable. A proposed access way [shall/must] connect the end of the street to another right-of-way or a public access easement. The access way [shall/must] be contained within a public right-of-way or public access easement, as required by the City. An access way [shall/must] be a minimum of [10]-feet-wide and [shall/must] provide a minimum [6]-foot-wide paved surface or other all-weather surface approved by the [City decision body]. Design features should be considered that allow access to emergency vehicles but that restrict access to non-emergency motorized vehicles.

Block length:

*Street Connectivity and Formation of Blocks.* In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments [shall/must] be served by an interconnected street network, pursuant with the standards in subsections (a) through (d) below (distances are measured from the edge of street rights-of-way). Where a street connection cannot be made due to physical site constraints, approach spacing/access management requirements, or similar

restrictions, where practicable, a pedestrian access way connection [shall/must] be provided pursuant to [\_\_\_\_].

- A. Residential zones: Minimum of [200] foot block length and maximum of [600] length; maximum [1,400] feet block perimeter
- B. [Downtown/Central Commercial] zone: Minimum of [200] foot length and maximum of [400] foot length; maximum [1,200] foot perimeter<sup>2</sup>
- C. [General Commercial zone and Light Industrial zone]: Minimum of [100] foot length and maximum of [600] foot length; maximum [1,400] foot perimeter
- D. Not applicable in General Industrial zone

## Other Transit-Related Zoning or Development Ordinance Provisions

### VEHICLE PARKING

#### 6. Transit Uses in Parking Areas

Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride or rideshare areas, provided minimum parking space requirements can still be met. Park-and-rides [shall/must] be developed consistent with the location and design specifications and guidelines in the Wasco County Transit Development Plan.

#### 7. Carpool/Vanpool Parking

Parking areas that have designated employee parking and more than 20 automobile parking spaces [shall/must] provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces [shall/must] be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

#### 8. Maximum Parking Requirements

Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to Table [\_\_\_\_], multiplied by a factor of:

- A. [1.2] spaces for uses fronting a street with adjacent on-street parking spaces; or
- B. [1.5] spaces, for uses fronting no street with adjacent on-street parking; or
- C. A factor determined according to a parking analysis.

#### 9. Reduced Parking Requirements

##### Modification of Off-Street Parking Requirements

The applicant may propose a parking space standard that is different than the standard in Section [\_\_\_\_], for review and action by the [Community Development Director] through a [variance procedure], pursuant to [\_\_\_\_]. The applicant's proposal [shall/must] consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, [shall/must] assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity;

<sup>2</sup> For unincorporated communities in Wasco County with more than a couple hundred residents, the County may wish to adopt block length standards, but modifying this standard to specify commercial zones along arterial roads.

transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors. The [Community Development Director] may reduce the off-street parking standards for sites with one or more of the following features:

- A. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;
- B. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
- C. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- D. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.
- E. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.

## 10. Shared Parking

Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests [shall/must] be subject to review and approval through Site Plan Review.

## 11. Parking Area Landscaping

Parking Lot Landscaping. All of the following standards [shall/must] be met for each parking lot or each parking bay where a development contains multiple parking areas:

- A. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, [shall/must] be landscaped. Such landscaping [shall/must] consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees [shall/must] be planned so that they provide [a partial / # percent] canopy cover over the parking lot within [#] years. At a minimum, one tree per [12] parking spaces on average [shall/must] be planted over and around the parking area.
- B. All parking areas with more than [20] spaces [shall/must] provide landscape islands with trees that break up the parking area into rows of not more than [10-12] contiguous parking spaces. Landscape islands and planters [shall/must] have dimensions of not less than [48] square feet of area and no dimension of less than [6] feet, to ensure adequate soil, water, and space for healthy plant growth;
- C. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within [2] years of planting, not less than [50-75] percent of that area is covered with living plants; and

D. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees [shall/must] be planted not less than [2] feet from any such barrier.

E. Trees planted in tree wells within sidewalks or other paved areas [shall/must] be installed with root barriers, consistent with applicable nursery standards.

Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the [City decision body]. Landscaping [shall/must] be provided pursuant with the standards of subsections \_-\_, below:

A. **Parking Lots.** The edges of parking lots [shall/must] be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway [shall/must] be screened using a low-growing hedge or low garden wall to a height of between [3] feet and [4] feet.

Maintenance. All landscaping [shall/must] be maintained in good condition, or otherwise replaced by the property owner.

## 12. Parking Area Walkway

In parking areas that have more than 20 parking spaces, a walkway [shall/must] be provided through a parking area, connecting building entrances to adjacent sidewalks and streets.

Where a walkway crosses a parking area or driveway, it [shall/must] be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve driver-visibility of pedestrians. If crossings involve grade changes, the crossing [shall/must] include ADA accessible ramps. Painted striping, thermoplastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

## BICYCLE PARKING

### 13. Minimum Bicycle Parking Requirements

The recommended language below is a comprehensive set of provisions that establishes not just requirements for the minimum number of bicycle parking spaces but direction for location and design. There is also the option to establish standards specific to short-term parking (where design and location are oriented more towards visitors) and long-term parking (intended for residents and employees).

#### Bicycle Parking

A. **Standards.** Bicycle parking spaces [shall/must] be provided with new development and where a change of use occurs, at a minimum, based on the standards in Table \_\_\_\_\_. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection [\_\_\_\_], the [City decision body] may require bicycle parking spaces in addition to those in Table \_\_\_\_\_.

Long-term bicycle parking is intended for building and site occupants, and others who need bicycle parking for several hours or longer and is provided in secure, weather-protected facilities. Short-term bicycle parking is intended for building and site visitors and is located in publicly accessible, highly visible locations that serve the main entrance of a building. Short-term bicycle parking is visible to pedestrians and bicyclists on the street.

| <b>Table ____</b>  |  | <b>Long- and Short-Term Bicycle Parking</b>              |
|--|--|--|
| <b>Minimum Required Bicycle Parking Spaces</b>                             |  |  |
| <b>Use</b>   | <b>Minimum Number of Spaces</b>  | <b>(As % of Minimum Required Bicycle Parking Spaces)</b> |
| <b>Multi-Family Residential</b><br>(required for 4 or more dwelling units) | 2 spaces per 4 dwelling units  | 75% long-term<br>25% short-term                          |
| <b>Commercial</b>  | 2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater       | 25% long-term<br>75% short-term                          |
| <b>Industrial</b>  | 2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater      | 25% long-term<br>75% short-term                          |
| <b>Schools</b><br>(all types)  | 2 spaces per classroom   | 50% long-term<br>50% short-term                          |
| <b>Institutional Uses and Places of Worship</b>                            | 2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater      | 50% long-term<br>50% short-term                          |
| <b>Parks</b><br>(active recreation areas only)                             | 4 spaces   | 100% short-term  |
| <b>Transit Stops</b>   | 2 spaces   | 100% short-term  |
| <b>Transit Centers</b>   | 4 spaces or 1 per 10 vehicle spaces, whichever is greater                      | 50% long-term<br>50% short-term                          |
| <b>Other Uses</b>  | 2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater | 50% long-term<br>50% short-term                          |

*B. Design and Location.*

1. *All bicycle parking [shall/must] be securely anchored to the ground or to a structure.*
2. *All bicycle parking [shall/must] be well lighted [to specified lighting level].*
3. *All bicycle parking [shall/must] be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces [shall/must] be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/ rack of bicycle parking.]*

4. Bicycle parking racks [shall/must] accommodate locking the frame and both wheels using either a cable or U-shaped lock.
  5. Direct access from the bicycle parking area to the public right-of-way [shall/must] be provided at-grade or by ramp access, and pedestrian access [shall/must] be provided from the bicycle parking area to the building entrance.
  6. Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] not conflict with the vision clearance standards of Section [\_\_\_].
  7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.
  8. Short-term bicycle parking.
    - a. Short-term bicycle parking [shall/must] consist of a stationary rack or other approved structure to which the bicycle can be locked securely.
    - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.
    - c. Short-term bicycle parking [shall/must] be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.
  9. Long-term bicycle parking. Long-term bicycle parking [shall/must] consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.
- C. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The [City decision-making body] may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.
- D. Hazards. Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] be located so as to not conflict with the vision clearance standards of Section [\_\_\_].

## URBAN FORM

The following development provisions will be more applicable to and appropriate in: more populous communities and in central downtown or commercial zones within those communities; where there is denser development; and where a mixture of commercial, employment, institutional, and multi-family residential uses are permitted.

### 14. Maximum Building Setbacks

Development Standards.

Setback Requirements.

1. Minimum front yard setback: none
2. Maximum front yard setback: [0-10] feet

### **15. Pedestrian Amenities in Front Yard Setbacks**

The [decision body] may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to [Site Design/Development Review] approval.

### **16. Parking Between the Building and the Street**

*Parking and Loading Area Development Requirements.* All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot or unless otherwise noted, [shall/must] be developed and maintained as follows:

- A. *Location on site.* Required yards adjacent to a street [shall/must] not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.

### **DEFINITIONS**

*Access way.* A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made. OR *Access way.* Pedestrian and/or bicycle connections between streets, rights-of-way, or a street or right-of-way and a building, school, park, transit stop, or other destination.

*Park-and-ride.* A parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted transit master plan.

*Rideshare.* A formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

*Transit center.* A type of transit stop where multiple transit lines meet in order to facilitate transfers. A transit center may be developed with amenities including information boards, food and drink vendors, water fountains, and restrooms.

*Transit improvements [or Transit amenities].* Transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops [shall/must] be consistent with an adopted transit plan.

*Transit-related uses or transit uses.* Uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park-and-rides.

*Transit stops.* An area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop [shall/must] be consistent with an adopted transit plan.