



CET 2040 TRANSIT MASTER PLAN (TMP) LOCAL AGENCY OVERVIEW AND IMPLEMENTATION PLAN

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 To: Cascades East Transit Master Plan Project Management Team
 Cc: City of La Pine
 From: Susan Wright and Miranda Barrus, Kittelson & Associates, Inc.
 Darci Rudzinski and Shayna Rehberg, Angelo Planning Group
 Subject: City of La Pine Overview and Implementation Plan for the 2040 TMP

TABLE OF CONTENTS

Introduction 1
 Current Transportation Services 1
 Transit needs 2
 Transit Service and Capital Plans 2
 Implementation Plan 2
 Attachment A – La Pine Policy and Code Recommendations 3

INTRODUCTION

This memorandum serves as a guide to CET’s 2040 Transit Master Plan (TMP) for the City of La Pine. In this document, the City will find the section references and page numbers within the TMP that pertain to the City for ease of review and implementation. For implementation in the near term, it is recommended that La Pine adopt a policy statement expressing support for the Cascades East Transit (CET) Transit Master Plan, which includes service and capital recommendations specific to La Pine identified in this memo. It is recommended that subsequent implementation actions address adoption of transit-supportive policies and development requirements presented in Attachment A.

CURRENT TRANSPORTATION SERVICES

Today, La Pine is served by CET’s Community Connector Route 30, which connects La Pine to Bend, and a local Dial-A-Ride demand-response service. Information on these existing services (e.g. key destinations, service boundaries, hours of service, ridership, and travel patterns) can be found in **Chapter 4, Section 2 on pages 26-29 and 31-33.**

TRANSIT NEEDS

Transit service needs were identified through analysis and stakeholder engagement including a project advisory committee made up of local community members and multiple outreach efforts including in-person open houses, online virtual workshops, and operator and rider surveys. A summary of the current needs for La Pine include general services such as adding Saturday service to the Community Connector route or providing local circulation services within La Pine. More information on these current needs, as well as transit capital and transit program needs can be found in **Chapter 5, Section 1 on pages 55-56**. Future transit needs were also identified for La Pine including service to Sunriver (which piloted in June 2020), late evening service, and a new stop at the Corner Store. Information on these future transit needs can be found in **Chapter 5, Section 2 on pages 62-64**.

TRANSIT SERVICE AND CAPITAL PLANS

Transit services and capital investments for La Pine were identified based on the needs assessment and alternatives analysis. Services include elements such as adding service to Sunriver, increasing frequency of weekday trips on the Community Connector, adding a flex-route route in La Pine, and providing a new midday medical/shopper shuttle service; information on these planned services can be found in **Chapter 8, Section 1 on pages 82-85 and 99-100**. Capital investments include enhanced transit stops on existing routes and transit signal priority for US 97 through La Pine. Information on these planned capital investments can be found in **Chapter 8, Section 2 on pages 101-104**.

IMPLEMENTATION PLAN

A phased implementation plan of the planned transit services and capital investments was developed by community based on available and potential funding. Information on the transit service and capital implementation plans for the City can be found in **Chapter 9, Section 1 on pages 108-116**. The estimated costs and potential funding to implement the services planned for La Pine can be found on **page 119**. To further assist in the TMP implementation, the recommendations for La Pine to incorporate policies and development requirements supportive of transit and CET's 2040 Transit Master Plan into their comprehensive plan and development code can be found in **Chapter 9, Section 2 on pages 132**. Detailed recommendations on how the City can help implement the TMP through their comprehensive plan and development code are included in **Attachment A**.

ATTACHMENT A – LA PINE POLICY AND CODE RECOMMENDATIONS

RECOMMENDATIONS OVERVIEW

The following summarizes recommendations for the City of La Pine to assist the City in implementing the Cascades East Transit (CET) Master Plan, including incorporating transit-supportive policy and development provisions in its Comprehensive Plan and Development Code.

To implement the CET Master Plan, it is recommended that the City consider the following adoption actions:

1. **Comprehensive Plan** – The City should have policies in its adopted plans that support Master Plan recommendations. **Recommended transit-supportive policy statements** are addressed in the *Comprehensive Plan Integration* section. It is recommended that the City adopt new or updated transit policies as part of the transportation element of the Comprehensive Plan. This can be accomplished as an amendment to the adopted Comprehensive Plan document or through an update of its Transportation System Plan, the transportation element of the Comprehensive Plan.
2. **Development Code** – Transit-supportive development requirements help further regional and local transit policy objectives and implement Master Plan recommendations. To assist La Pine in implementing the CET Master Plan, the *Development Code Implementation* section summarizes **code amendment recommendations** for the City. Based on these recommendations and input from the City, specific development code language has been produced and included in this memorandum.

The following sections provide more detail – including jurisdiction-specific guidance – related to transit-supportive policy and development code recommendations.

COMPREHENSIVE PLAN INTEGRATION

Recommended transit-supportive policy statements should be reflected in La Pine’s Comprehensive Plan or Transportation System Plan, serving as part of an updated transit plan. Policy statements recommended for La Pine echo the vision, goals, and objectives developed for CET early in this planning process. The Master Plan vision and

proposed policy language for the city is presented below. It is recommended that La Pine review its existing plan policies to assess if the vision and transit policies below are reflected or if policy enhancements could be made, using the language below as a guide.

VISION: Provide transit for all users that is safe, accessible, and efficient and that supports a balanced transportation network in our community, which is needed for mobility, equity, and economic growth.

1. *The City will facilitate provision of transit service to its community members, with particular attention to members who may be “transit-dependent” due to factors such as age, income, or disabilities.*
2. *The Cascades East Transit (CET) Master Plan provides policy and implementation direction for transit planning in jurisdictions within the district’s service area, including route development, financing, and physical improvements necessary to maintain and improve public transit service for jurisdiction residents, businesses, institutions, and visitors.*
3. *The City will continue to engage in long-range planning and implementation efforts led by CET.*
4. *The City will invite transit service providers to participate in the development of long-range plans and review of land use applications that may have implications for transit service.*
5. *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.*
6. *The City will provide or will acquire through future development adopted transportation system-related improvements such as pedestrian and bicycle connections to transit stops, including ADA-accessible improvements, given nexus and proportionality can be demonstrated for private development.*
7. *The City will support connections between transit and other transportation services and options.*
8. *The City will support improved transit access to benefit public health, including providing access to active transportation options and health-supporting destinations such as health care, groceries, and recreation.*
9. *The City will support strategies to reduce single-occupancy vehicle trips, greenhouse gas emissions, and other pollution.*

DEVELOPMENT CODE IMPLEMENTATION

The implementing development code recommendations reflect recommendations made in the Transit-Supportive Development Strategies Memorandum, found in the Transit Master Plan Technical Appendix. Transit-supportive development, or transit-oriented development (“TOD”), strategies focus on code language that institutionalizes coordination between transit agencies and developers and supports transit- and pedestrian-oriented density and design. The TOD Memorandum code strategy recommendations were tailored to each jurisdiction based on jurisdiction size and preliminary transit service plan and transit capital plan recommendations.

Table 1 includes the list of code strategies and indicates whether they were considered recommended or optional for La Pine and if the strategy is reflected in existing code requirements (“yes,” “no,” or “partial”).¹ Implementing code recommendations were based on an evaluation of the City’s Development Code.

Code language is provided following Table 1. For strategies noted as recommended in the table and not reflected or only partially reflected in adopted code, proposed language is shown as “adoption-ready;” text recommended to be added is underlined and text recommended to be deleted is ~~struck through~~. For “optional” strategies, model code language is provided in *italics* as an example of how the transit-supportive strategy could be implemented.² For each of the numbered code strategies there are “notes” to provide further explanation and implementation guidance.

¹ Not every strategy presented in the original TOD Memorandum is reflected in Table 1. Some strategies, such as high minimum residential density requirements and minimum floor area ratio requirements for commercial development, were deemed more appropriate for larger and more populated cities in the CET service area and not included in this implementation memorandum.

² Note that adopted code language was not reviewed to determine whether it reflects optional strategies.

Table 1. Transit-Supportive Code Implementation Recommendations: La Pine

	Transit-Supportive Code Strategies	Recommendation	Existing Code	Adoption-Ready Code Language Provided	Model Code Language Provided
1	Coordination with Transit Provider	Recommended	Partial	✓	
2	Transit Stop Improvements	Recommended	No	✓	
3	Limit Auto-Oriented and Auto-Dependent Uses	<i>Optional</i>			✓ ⁱ
4	Limit Drive-Throughs	<i>Optional</i>			✓
5	Max. Front Yard Setbacks (No Min. Setbacks)	<i>Recommended [no min setback]</i>	Partial	✓	
6	Pedestrian Space in Front Setback	<i>Optional</i>			✓
7	Pedestrian Orientation (Basic)	Recommended	Yes		
8	Pedestrian Orientation (Enhanced)	<i>Optional</i>			✓
9	Block Length	<i>Optional</i>			✓
10	Accessways Through Long Blocks	<i>Optional</i>			✓
11	No Vehicle Parking/Circulation in Front Setback	<i>Optional</i>			✓
12	Parking Reductions for Transit	<i>Optional</i>			✓
13	Landscaping and Walkways in Parking Lots	Recommended	Partial	✓	
14	Preferential Parking for Ridesharing	Recommended	No	✓	
15	Bicycle Parking	Recommended	Yes		
16	Transit-Related Uses in Parking Lots	Recommended	No	✓	
17	Definitions of Transit-Related Terms	Recommended			✓

i Guidance is provided regarding implementing this strategy; however, due to the number of types of uses that will need to be considered before implementing this strategy and the implications of limiting uses specific to the jurisdiction, no model language has been provided.

1. COORDINATION WITH TRANSIT PROVIDER

Notes: Existing code language partially reflects this recommendation. While the code does not specify transit agencies, notification to any affected governmental agency is required for Type II, III and IV decisions (Chapter 15.204 - Application Procedures). Pre-application requirements do not include invitations to CET or other agencies. Coordination with CET and transit service providers is recommended for inclusion in Section 15.202.040.

Recommended code amendment:

15.202.040 Pre-application conference

A. A pre-application conference is encouraged for complex applications or for applicants who are unfamiliar with the land use process and is required for all Type III applications. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the applicable land use codes, to provide for an exchange of information regarding applicable requirements of the comprehensive plan, zoning code or land division code and to identify issues likely to arise in processing an application. The applicable zoning code may require that a pre-application conference be held for particular types of applications.

B. Required pre-application conferences must be held no more than one year prior to the submittal of a Type III land use application. Requests for pre-application conferences shall be made on a form provided by the City.

C. In addition to City staff from the Community Development and Public Works departments, other public agencies, such as transportation and transit agency staff, shall be invited to participate in the pre-application conference to provide technical expertise applicable to the proposal.

2. TRANSIT STOP IMPROVEMENTS

Notes: Adopted code does not reflect this code strategy. It is recommended that code language be added as a new subsection in Section 15.90 (Public Facilities).

Recommended code amendment:

15.90.070 Design of Streets and Other Public Facilities

Y. Transit Access and Supportive Improvements. Retail, office, industrial, and institutional developments that are proposed on the same site as, or 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 consistent with the adopted plan and in coordination with the transit service provider:

(1) Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.

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

(3) A transit passenger landing pad that is ADA-accessible.

(4) An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.

(5) Lighting at the transit stop.

(6) Other improvements identified in an adopted plan.

3. LIMIT AUTO-ORIENTED AND AUTO-DEPENDENT USES

Notes: This strategy to limit auto-oriented and auto-dependent uses has been identified as optional for La Pine. Examples of uses reliant on vehicular traffic include: fast food restaurants, convenience stores, gas stations, auto repair shops, landscaping and aggregate materials sales, and large-format retailers. Consider prohibiting or limiting these uses along transit lines or in commercial nodes where transit stops exist or are planned. Related code modifications would be made to Table 15.22-1 (Use Regulations in the Commercial and Mixed-Use Zones). In addition, consider expanding the code definitions section to include definitions of these auto-oriented land uses.

4. LIMIT DRIVE-THROUGHS

Notes: This strategy to restrict or prohibit drive-throughs has been identified as optional for La Pine. Consider prohibiting or limiting drive-throughs along transit routes or in commercial nodes where transit stops exist or are planned. Where drive-throughs are allowed, the model code text below was developed to ensure that the use is better integrated with active modes of transportation. This text may offer enhancements to the City's current requirements in Section 15.86.040 (Drive-up and Drive-through Uses and Facilities).

Model code language:

Drive-through design.

A. *Applicability. Proposed development that includes a drive-up and/or drive-through facility (i.e. driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) is subject to all of the following standards:*

- (1) *The drive-up or drive-through facility must be located at least 50 feet from any existing residential zoned property.*
- (2) *The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated in Figure X.*
- (3) *The drive-up or drive-through facility shall not be oriented to a street corner.*
- (4) *The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.*
- (5) *Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.*
- (6) *If ATMs are provided, at least one ATM shall be located adjacent to and accessible from a planned or existing sidewalk.*
- (7) *Bicycle and pedestrian access to the drive-up or drive-through facility shall be allowed and indicated with signage and pavement markings.*

Figure X. Drive-up and Drive-through Facilities Example – Acceptable

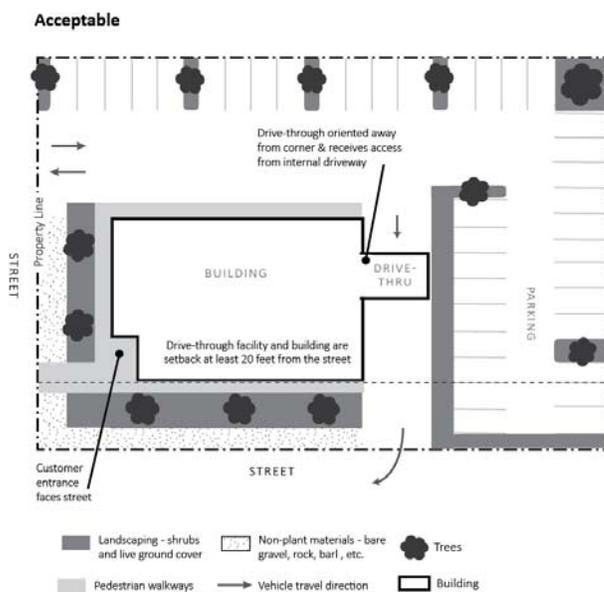
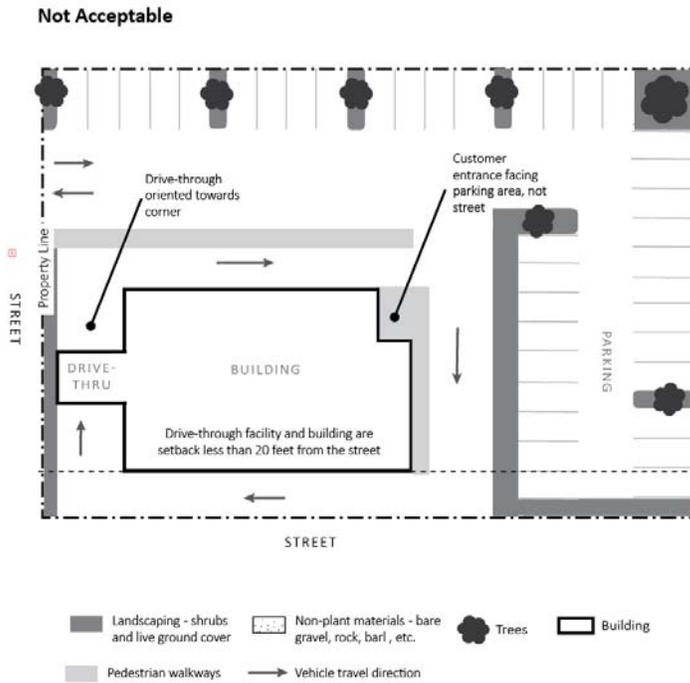


Figure X. Drive-up and Drive-through Facilities Example – Not Acceptable



5. MAXIMUM FRONT YARD SETBACKS

Notes: Adopted code partially reflects this code strategy in that the Downtown Overlay has no minimum setbacks (Section 15.540.050). It is recommended that Table 15.22-2 (Development Standards in the Commercial and Mixed-Use Zones) be modified to allow a 0-foot minimum front setback for development in the C, CRMX, CMX, and CN zones when adjacent to existing or planned transit stop. Alternatively, it is recommended that a maximum front setback requirement be added to Table 15.22-2 and that the standard be set at 10 feet for development in these commercial zones when adjacent to transit.

6. PEDESTRIAN SPACE IN FRONT SETBACK

Notes: This strategy for pedestrian amenities in the front setback has been identified as optional for La Pine. Model code language is provided for future consideration.

Model code language:

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.

7. PEDESTRIAN ORIENTATION (BASIC)

Notes: Existing code language addresses this recommended code strategy (Section 15.88.050 Pedestrian Access and Circulation).

8. PEDESTRIAN ORIENTATION (ENHANCED)

Notes: This strategy for enhanced pedestrian orientation on sites adjacent to existing and planned transit routes and stops has been identified as optional for La Pine. Model code language is provided for future consideration.

Model code language:

A. Primary Entrances and Windows.

- (1) *Street Level Entrances. All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided. Primary entrances shall have weather protection provided.*
- (2) *Windows – General. Except as approved for parking structures or accessory structures, the ground floor, street-facing elevation(s) of all buildings shall comprise at least [60] percent transparent windows, measured as a section extending the width of the street-facing elevation between the building base (or [30] inches above the sidewalk grade, whichever is less) and a plane [72] inches above the sidewalk grade.*
- (3) *Articulation. All building elevations that orient to a street or civic space must have breaks in the wall plane (articulation) of not less than one break for every [30] feet of building length or width, as applicable, as follows:*
 - a. *A “break” for the purposes of this subsection is a change in wall plane of not less than [24] inches in depth. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.*
 - b. *The [decision-making body] through Site Design Review may approve detailing that does not meet the [24]-inch break-in-wall-plane standard where it finds that proposed detailing is more consistent with the architecture*

of [historically significant or historic-contributing] buildings existing in the vicinity.

- c. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the [24-]inch break-in-wall-plane standard.*
- d. Building elevations that do not orient to a street or civic space need not comply with the [24-]inch break-in-wall-plane standard but should complement the overall building design.*

(4) Weather Protection. On building façades facing a Storefront Street, weather protection for pedestrians must be provided along at least 75 percent of the façade. Weather protection may be an awning, canopy, arcade, colonnade, recessed entry, or some combination of these elements. Where provided, weather protection shall meet the following standards:

- a. Be constructed of glass, metal, or a combination of these materials;*
- b. Project at least 5 feet from the building façade;*
- c. Have at least 10 feet clearance above the sidewalk;*
- d. Match the width of the storefront or the window opening(s); and*
- e. Not obscure any existing or proposed transom windows.*

9. BLOCK LENGTH

Notes: This strategy for maximum block length standards has been identified as optional for La Pine. Model code language is provided for future consideration.

Model code language:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall 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 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

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.

10. ACCESSWAYS THROUGH LONG BLOCKS

Notes: This strategy to require non-motorized accessways has been identified as optional for La Pine. Model code language is provided for future consideration.

Model code language:

The [decision body] in approving a land use application with conditions may require a developer to provide an accessway where the creation of a street is infeasible and where a cul-de-sac or dead-end street is allowed. An accessway shall connect the end of the street to another right-of-way or a public access easement. An accessway shall be contained within a public right-of-way or public access easement, as required by the City. An accessway shall be a minimum of [10]-feet-wide and shall 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.

11. NO VEHICLE PARKING/CIRCULATION IN FRONT SETBACK

Notes: Adopted code language does not reflect this recommended code strategy. Model code language is provided for future consideration. This language could be modified as needed and added to Section 15.86 (Parking and Loading).

Model code language:

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 be developed and maintained as follows:

A. Location on site. Required yards adjacent to a street shall 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.

12. PARKING REDUCTIONS FOR TRANSIT

Notes: Existing code language does not reflect this recommended strategy. Model

code language is provided for future consideration. The language could be modified as needed and added as a new subsection to 15.86 (Parking and Loading).

Model code language:

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 Section [___]. The applicant's proposal shall consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, shall 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; 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 transit service 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 [10-20] 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 [10-20] percent reduction to the number of automobile parking spaces.

13. LANDSCAPING AND WALKWAYS IN PARKING LOTS

Notes: Adopted code language partially reflects this recommended code strategy, in that landscaping is required in parking areas. It is recommended that walkways through parking lots with more than 20 spaces be required in a new subsection (before the

vehicle/walkway separation subsection) in Section 15.88.050(B)(2) of Pedestrian Access and Circulation.

Recommended code amendment:

15.88.050 Pedestrian Access and Circulation

2. Safe, Direct, and Convenient. In parking areas that have more than 20 parking spaces a walkway shall be provided through the parking area, connecting building entrances to adjacent sidewalks and streets.

Where a walkway crosses a parking area or driveway, it shall 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 include ADA-accessible ramps. Painted striping, thermo-plastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

14. PREFERENTIAL PARKING FOR RIDESHARING

Notes: Adopted code language does not reflect this recommended strategy. Model code language is provided for future consideration. The language could be modified as needed and added as a new subsection in Section 15.86.030.

Model code language:

15.86.030 Off-Street Parking - Required

M. Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces or two spaces, whichever is greater, as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA-accessible parking spaces.

15. BICYCLE PARKING

Notes: Adopted code language addresses this recommended transit strategy (Section 15.86.050).

16. TRANSIT-RELATED USES IN PARKING LOTS

Notes: Existing code language does not reflect this recommended strategy. Model code language is provided for future consideration. This language could be refined and added as a new subsection in Section 15.86.030 (Off-Street Parking – Required).

Model code language:

15.86.030 Off-Street Parking – Required

M. Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.

17. DEFINITIONS

Notes: Terms included in recommended code amendment language or model code language may not be defined. Consider strengthening existing codified definitions or adopting new definitions drawing on model language provided below.

Model code language:

Definitions

Accessway. 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 stop 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.