

Cascades East Transit – Regional Public Transit Advisory Committee



September 19, 2017

COIC Hawthorne Conference Room
334 NE Hawthorne Ave.
1:30 to 3:30 pm

Attendees: Richard Ross, Molly Baker-Ray, Jordan Ohlde, Theresa Conley - ODOT

Staff: Jackson Lester (COIC), Dylan Corbin (COIC), Michelle Rhoads (COIC), Derek Hofbauer (COIC)

The meeting was called to order at 1:30 pm.
A quorum was not present during this meeting.

1. Introductions

After each meeting attendee told an interesting story about using transit, a brief introduction was provided by Derek Hofbauer, new COIC Outreach and Engagement staff member. Mr. Hofbauer worked for Alta Planning + Design as a Senior Transportation Demand Management Specialist for the past six years in Portland. Prior to Alta, he worked for Metro as a Regional Planning Technician.

2. Events roundup

The Oregon Drive Less Challenge (September 16-30)

The Oregon Drive Less Challenge is a two-week campaign aimed at encouraging Oregonians to make trips using transportation options like walking, biking, transit, ridesharing and telecommuting. Oregonians 18 years and older can set up an account at www.DriveLessConnect.com to log trips and win prizes. Commute Options is the main partner in Bend promoting the Challenge and there was an insert inside the Bend Bulletin that offered a "free ride" coupon for CET.

Bend Open Streets

Bend Open Streets temporarily closes off car traffic along a selected route so residents can walk, bike, and roll through the streets without interacting with automobiles. The activity hub at Hawthorne had a good turnout. Participants were engaged about the transit system and instructed how to properly put their bikes on the bus. Children were quizzed about bike safety rules and were offered an opportunity to hop on the bus.

Solar eclipse debrief

COIC and partners prepared for the large event and the state highway system operated effectively. ODOT updates and the Drive Less Connect ridesharing tool was likely very helpful in tackling congestion and mobility around the event. Further analysis of the event and its impact on traffic is anticipated in the coming months.

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3. CET seasonal services update

Mr. Corbin indicated Ride Bend was successful and the pilot project received good feedback from riders, local businesses, and hotel managers.

- Mr. Ross commented on how well utilized the Ride Bend service was considering the lack of lead-up and how it could be better utilized with more lead-up time.
- Mr. Ohlde would like to make sure drivers know how to properly secure wheelchairs.
- Mr. Corbin mentioned that the brew tour felt like a really good fit because it gave people opportunities to do tastings and not drive after their visit. There was also a big selling point in not having to fight for park from the perspective of hotel guests.

Mr. Corbin indicated Lava Butte ridership was higher this year compared to past years and this was the busiest year ever for Lava Butte.

4. CET service concepts and projects

- CET changed route 22 to go through Metolius and Culver and collaborated on a funding agreement with Redmond proficiency academy (group bus pass program).
- CET is considering changes to Route 21. Ms. Conley asked about potential Title VI outreach efforts.
 - Mr. Lester indicated CET put surveys out on buses. CET added Route 22 to bring service to new populations. Two stops might not be served on the south end of Madras, as there are only 1-2 rides per week. There is a need to vet that potential change with route 21 riders.
- Interlining routes 7, 10, and 11
 - Interlining increases flexibility, and shadow bus placement goes eastbound in morning and westbound in afternoon, which helps buses stay on time. Interlining these routes allows OSU-Cascades riders better accessibility for direct connections to campus.
 - COIC has been tracking on-time performance and there was a cascading effect that was due to buses getting behind schedule. A shadow bus was used to help solve this problem.

5. HB 2017 discussion

With HB 2017, CET is considering improved transit service throughout the region and potential system enhancements (e.g. one idea is to develop a more grid-based transit system). Deschutes County will receive approximately \$4.1 million per year, but the funding structure has not yet been determined. Messaging around HB 2017 needs to be precise and on point, as the bill is fairly complex and there are many types of rulemaking involved. If there is no transit district, the funds go to the County Commissioners and STF committee. Counties need to be well informed about the process as it moves along and there have been many coordinated efforts among the three counties to discuss transit funding.

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6. Redmond transit hub development

Mr. Lester identified Knife River as the contractor and the construction can begin in October, upon engineering approval.

7. TGM program grant

Mr. Lester provided an overview of the grant, which is a Regional Transit Master Plan Update and Synthesis. Synthesis of plans is important to stakeholders because it gives them the ability of looking at a regional transit vision across Central Oregon. The planning effort also helps to ensure immediate/future funding via HB 2017. The last iteration did not encompass OSU Cascades + growth projections and the TBEST planning tool will come online soon and will make Title VI planning more robust. The project will begin in early 2018 and adopted late 2019. Outreach is a big part of this plan for the purposes of reaching new audiences and soliciting meaningful feedback. CET is looking for opportunities to collaborate with the City of Bend to potentially share stakeholder groups.

Mr. Ross asked about ideas CET is exploring to ensure communications reach marginalized communities. Mr. Lester indicated that in-person outreach is important and technology makes it possible for participants to potentially engage online by watching videos and/or commenting in an online tool.

CET outreach staff will go to different populations to present topics. Mr. Ross asked to have an interactive rotating kiosk of the plan at libraries and schools. Ms. Conley brought up the idea to collaborate with an existing community meeting to increase public participation in the process.

The meeting adjourned at 3:30 p.m.