



Tuesday, August 20
1:30 pm to 3:30 pm
COIC offices in Bend
334 NE Hawthorne Ave.

MEETING MINUTES



Meeting Attendees:

Richard Ross – RPTAC Committee Chair
Sintha Townsend – Deschutes County STIF Committee
Annie Marland – Age Friendly Sisters
Louie Pitt – Confederated Tribes of Warm Springs
Tyler Deke – Bend MPO
Jordan Ohlde – RPTAC
Theresa Conley – ODOT
Heidi Hagemeyer – High Desert Museum
Susie Wright – Kittelson & Associates
Miranda Barrus – Kittelson & Associates
Brooke Eldrige – Abilitree
Jeff Monson – Commute Options
Wendy Holzman – BPAC
Sara Russell – Citizen
Gavin Leslie – Bend TAC

COIC/CET Staff:

Andrea Breault
Derek Hofbauer
Ashley Hooper
Rachel Zakem

Welcome and Introductions – Richard Ross, RPTAC Chair

- Attendees were asked to sign in and make introductions to the group.

Public Comment Period

- No public comments.

CET Updates (Proposed STIF Projects and Recreational Services) – Derek Hofbauer, CET/COIC

- Mr. Hofbauer shared that all Statewide Transportation Improvement Fund (STIF) projects were submitted to ODOT. CET expects a response by October 2019 regarding funding outcomes.
- The free summer shuttle operated by CET has been replaced with a new microtransit pilot program operated by OSU-Cascades. Ride Bend is an app-based, on-demand service with vans operating within a downtown service area, including Hawthorne Station. CET provided an ADA accessible van for the project.
- The final report for a CET travel training project funded by PacificSource has been completed and will be shared at a future meeting.

Review and approval of April 3 meeting minutes – Richard Ross, RPTAC Chair

- Chair Ross asked the committee to review and approve the April 3, 2019 meeting minutes. Minutes were unanimously approved by the committee.

Project Status and Schedule – Susie Wright, Kittelson & Associates

- Ms. Wright shared that the purpose of this meeting is to discuss future needs and a deeper dive focused on Bend, including density, population growth, travel patterns, and employment centers. While bike/ped connections were discussed at the Bend TAC, Ms. Wright explained that she will not discuss this at length during this meeting, but will share this information with the Bend TSP.
- The presentation will be available under the meeting materials tab on the CETTransitPlan.com website.

Existing Conditions: Bend Employment Centers (Task 3 Memo) – Susie Wright and Miranda Barrus, Kittelson & Associates

- Ms. Wright explained that the focus of the Task 3 Memo was to explore areas that are currently underserved by transportation services and their suitability for future transit. The consulting team explored these areas through the lens of population density both currently through a baseline year (2010) and projections for 2040. The two model years were determined because the Bend TSP is using these years for their analysis. The memo looks at the impacts on the transit system for those living outside of Bend and commuting into Bend, specifically for workers between the ages of 15 and 65. Are there differences in where workers live compared to employment centers? Are hours of service meeting the needs of job hours?
- This memo lays the ground work to look at alternatives and the type of land use/population densities are important factors to determine the best transit option.
- Using the regional travel demand data, Kittelson was able to extract number of people in an area compared to employment centers currently and for future projections. They also looked at the increase in density inside the Bend city limits and expansion of the urban growth boundary.
- Kittelson projects an increase of 30,000 jobs between base year and 2040. For workers who live outside of Bend, the majority of workers are traveling to key employment centers such as Old Mill, COCC, and St. Charles Medical Center.
- Chair Ross shared that there is a mismatch in housing, jobs, and transportation in the region and it is important to aggregate this information to include counties and the Confederated Tribes of Warm Springs to align with STIF entities. He suggested adding inter-county travel of workers as a data point.
- Ms. Breault shared that Route 28 Sisters – Redmond goes by Eagle Crest, but does not currently stop. She asked the committee for their input regarding adding stops/serving this area.
 - Ms. Marland responded that an added stop at Eagle Crest is very important to Sisters and she asked Ms. Wright if planners will look at non-worker focused data because seniors are an important group in Sisters.
- Mr. Deke shared that the 53% of workers that live and work in Bend, which is the highest percentage in the state. He also added that there are nearly 30,000 residents in unincorporated areas that are unaccounted for.
- Ms. Wright shared that origin-destination information is very similar for those living in Bend to those commuting to Bend from other communities. They are also looking at increasing the number of important destinations that do not require a transfer.

- Chair Ross also added that there may be some rural destinations that are important for tourism, but are also important employment centers.
- Mr. Leslie shared that commute time is one of the main contributors to travel choice.
- Mr. Leslie asked if commuters would be able to leave later in the morning if we removed time consumption by dedicating bus lanes (transit priority).
 - Ms. Wright responded that there is a balance between number of stops and travel time—other traffic is just another influence of travel time. There is a direct correlation with stops per mile and travel time. She added that the upcoming on-board surveys will provide information on how people currently access transit (start of commute times).
- Mr. Monson said that knowing worker start times can also provide an opportunity for vanpools.
- Chair Ross added that park-and-rides are another tool for reducing traffic congestion.
- Mr. Monson stated that potential park-and-ride locations were evaluated for the entire state through the [Oregon Transportation Options Plan](#). He suggested this plan would be a helpful reference document for this group if they are interested in TDM strategies. Ms. Breault responded this document was cited in the STIF applications.

Needs Assessment: Bend Trip Purpose Analysis (Task 4 Memo) – Susie Wright and Miranda Barrus, Kittelson & Associates

- This memo explores different travel patterns, including travel between Bend and Redmond and inter-city demand (trips from Bend or Redmond to another city).
- 32 different areas of Bend were divided into Transportation Analysis Zones (TAZ).
- Ms. Breault posed a question to the group, would one-stop (for direct Community Connector service) in the general area of St. Charles be appealing to riders or does this demographic of riders using Community Connectors need multiple stops around the facility? Would having a stop that is further walking distance from the facility deter riders?
 - Ms. Marland responded that bus stops need to be close for seniors due to mobility issues.
 - Mr. Leslie added that the Mobility Lab is applying for a grant for autonomous shuttles to provide healthcare trips to St. Charles Hospital in 2020.
 - Ms. Breault said that a challenge faced by the Ride Bend bus shuttle was that the bus was too large to fit in Old Mill and the new microtransit vans are small enough to fit in.
 - Ms. Marland added that Age Friendly Sisters has organized volunteer drivers and uses the app [Spedsta](#) to organize volunteer trips to get people in Sisters to medical appointments in Bend.
- The Bend transit system is structured using a hub-and-spoke model, which allows for transfers with low wait times. A grid transit network is another type of system that involves more frequent buses.
- Ms. Wright explained that while the westside of Bend has multiple routes directly to downtown, there are no routes on the eastside that can reach downtown directly.
- The OSU-Cascades campus area is projected to experience large growth in the future and east/west travel for this area is important.
- Mr. Ohdle asked if there were plans to add more service to Deschutes River Woods. He added some transit dependent residents of this area have to make a 2-mile walk home.
 - Ms. Breault responded that there is a current bus stop at the Deschutes River Woods church on Route 30. Mr. Deke added that some main north-south streets are public roads, but other roads are private.

- Ms. Wright noted a substantial growth in weekday trips between Bend and Redmond.
 - Mr. Hofbauer added that CET is coordinating with City of Redmond to explore deviated transit service in Redmond starting in 2021, which will likely lead to a fixed-route system.
 - Ms. Breault mentioned that CET has reserved the right to drop off at the Redmond airport with Dial-A-Ride, but are not allowed to pick-up due to competition with taxi companies. She added that Redmond medical centers are currently served by Dial-A-Ride, which has the highest volume of reservations (nearly 3,000 per month). CET is engaging with airport staff to plan future service and a representative from the airport is on the Deschutes County STIF advisory committee.
- Mr. Monson asked if Kittleson is looking at the Bike/Ped plans in the smaller communities.
 - Ms. Wright mentioned that she and her team are relying on the local TSPs to include this information.
- Ms. Wright added the team looked at passenger flows for airport connection information. At peak season, there are hundreds of people arriving at the airport between 5 – 8 am. 71% of passenger travel is from Bend/Sunriver.
- Mr. Leslie is looking forward to a future when CET plays a role as a transportation system integrator and not just a provider. He believes there should be a section on policies for each city that can drive adoption for efficient mass transit systems.

Next Steps/Adjourn – Derek Hofbauer, CET/COIC

- CET's Transit Master Plan second online open house will kick off this fall and share service concepts for the community to weigh in, which will also include a regional component. The local TACs will be scheduled in February 2020.
- Next meeting with Bend local TAC is on September 19 and the RPTAC/Project Steering Committee on September 20 and December 4. An additional meeting of the Bend TAC to discuss alignment with the City of Bend's TSP and CET's Transit Master Plan was scheduled for September 13. The next full regional TAC meeting will be held on October 14.
- Ms. Conley shared that the Oregon Transportation Commission approved the transfer of remaining funds from STIF Discretionary and STIF Intercommunity Discretionary funds to the Special Transportation Fund (STF) effective July 2019. There was a recommendation for ODOT to consolidate the STF and STIF and a Consolidation Advisory Committee will guide this process.
 - Mr. Hofbauer suggested a possible future alignment of STIF and STF advisory committees, which would require the current STIF by-laws for each Qualified Entity to be updated.

Adjourn