



**Friday, September 20**  
**1:30 pm to 3:30 pm**  
COIC offices in Bend  
334 NE Hawthorne Ave.



**MEETING MINUTES**

**Meeting Attendees:**

Annie Marland – Age Friendly Sisters  
Tyler Deke – Bend MPO  
Nick Snead – City of Madras  
Jordan Ohlde – RPTAC  
Theresa Conley – ODOT  
Gregory Bryant – CTAC  
Susie Wright – Kittelson & Associates  
Miranda Barrus – Kittelson & Associates  
Deborah McMahon – City of Redmond  
Brooke Eldrige – Abilitree (phone)

**Members of the public:**

Daniel Murray – Central Oregon LandWatch/Bend Central District

**COIC/CET Staff:**

Derek Hofbauer  
Andrea Breault  
Ashley Hooper  
Rachel Zakem

**Welcome and Introductions – Derek Hofbauer, COIC/CET**

- Chair Ross was unable to attend this meeting; therefore, Mr. Hofbauer facilitated the agenda topics and discussion. Attendees were asked to sign in and make introductions to the group.

**Public Comment**

- No public comments.

**CET Updates – Derek Hofbauer, COIC/CET**

- Ms. Breault shared that ODOT approved all of the Statewide Transportation Improvement Fund (STIF) projects that were submitted by Deschutes, Crook, and Jefferson counties, as well as Confederated Tribes of Warm Springs. One major STIF project to be implemented in January 2020 is Saturday service for most of CET's regional Community Connector services. Expanded Bend fixed-route service is programmed in year 2021 with procurement for new buses taking place in 2020.
- Mr. Hofbauer noted the next RPTAC meeting is currently scheduled on December 4 from 1:30-3:30 at Redmond City Hall in Civic Room 208.

- Ms. Breault requested input/comments from the committee regarding two possible service changes:
  - Route 4, which serves north 3<sup>rd</sup> Street, has experienced consistent difficulties staying on schedule due to an increase in traffic. CET has received comments from riders regarding Route 4 on time performance issues. Ms. Breault suggested changing the route from 30-minute frequency to 45-minute frequency to improve on-time performance. CET staff may discuss this topic with the COIC Board at a future meeting.
    - No comments were made by the group pertaining to the possible service change on Route 4.
  - Currently, the Route 29 Sisters to Bend service passes the Cascade Village Shopping Center but does not stop—meaning that riders on this route must transfer at Hawthorne Station before boarding a bus heading north along the same route. To avoid an unnecessary transfer and save riders time, Ms. Breault suggested adding a stop at Robal & Hunnell to access a popular shopping destination.
    - Ms. Marland responded that an additional stop would help people from Sisters access shopping destinations more quickly.
- Ms. Breault added that complaints of overcrowding have been received from riders on Community Connector buses that are used by many Redmond Proficiency Academy (RPA) students. The overcrowding is due in part to early/after school programs not yet starting. These programs may help disperse the ridership. In partnership with the RPA, CET is exploring strategies to help reduce overcrowding on the buses.
- CET staff provided a bus at ODOT for the “Disability for Day” event, which illustrates the mobility challenges faced by those who experience disabilities. Staff demonstrated how to use an ADA lift on the bus.
- Ms. McMahon asked if any STIF projects in the 130% list were funded.
  - Ms. Conley responded that any additional STIF funds on the 130% list will likely be used to fund Special Transportation Fund (STF) projects. It was mentioned ODOT is forming a Consolidation Advisory Committee (CAC) to consider and recommend changes needed to consolidate the two programs.
- Ms. Marland asked if there was an update on the Tumalo road project.
  - Mr. Deke responded that the Tumalo road project may include a roundabout and road improvements.
  - Ms. Breault mentioned that CET provided a written request regarding future transit stops in Tumalo, as well as a park-and-ride. Ms. Breault also added that CET is going through a NEPA (National Environmental Policy Act) process and once this is approved the agency can begin to design and improve bus stops in Sisters.
- Ms. Marland also asked for an update on the Ray’s bus stop.
  - Ms. Breault responded that she has not heard back from the owners, so staff are exploring the possibility of placing a stop near the St. Charles medical facility.

**RPTAC review and approval of August 20, 2019 RPTAC meeting minutes – Derek Hofbauer, COIC/CET**

- Mr. Hofbauer asked the committee to review and approve the August 20 meeting minutes. Minutes were unanimously approved by the committee.

**Project Status and Schedule – Susie Wright/ Kittelson & Associates**

- Ms. Wright explained this is the last RPTAC/PSC meeting focused solely on Bend. The purpose of this meeting is to discuss general mobility services and how this concept fits into the idea of mobility hubs.
- The Regional Technical Advisory Committee meeting on October 14 will discuss transportation needs in more detail, including community-specific break out groups to inform the alternatives analysis.
- The next public input process for the Transit Master Plan will be completed via an online open house to review the draft plan. The first version of a draft plan will likely be delivered in April and adoption is expected in the summer of 2020.

**Mobility Services Overview – Susie Wright/ Kittelson & Associates**

- The presentation focused on mobility services currently offered in Bend, which includes a small bike share system, car share, taxi cabs, vanpool and carpool, and ride hailing services (Uber and Lyft). Some discussions regarding scooter share have occurred, although none of these services are currently available in Bend. Another example of mobility service is Ride Bend, which is currently an on-demand and app-based microtransit service.
- The definition of a mobility hub is a place for riders to utilize different transportation options.
- Ms. Breault indicated a project in the Jefferson County STIF plan includes \$30,000 for a future transit hub capital investment near a St. Charles healthcare facility. She mentioned Sisters is exploring longer-term funding options to utilize Deschutes National Forest land west of downtown to build a community health center and transit hub.
- The overall average rides per hour for typical microtransit services is between 1.5 and 4.5 riders. CET's fixed route system in Bend averages approximately 10 trips per hour, which equals roughly \$6 to \$7 per ride. Once a healthy demand is cultivated, fixed-route service is the best option, but on-demand services can help as an alternative before the necessary demand exists.
- Ms. McMahon mentioned the concept of a transit center that includes many transportation modes compared to having multiple areas with singular transit options. She asked if the consultants and/or CET were looking at possible uses and reliability and if certain transportation services will address community needs.
  - Ms. Breault responded that the model focuses on density and which services will be the most viable economically.
- Ms. Wright noted some of the findings from the operator surveys— north 3<sup>rd</sup> Street was mentioned multiple times as an area in need of on-time performance improvements.
- Ms. Breault discussed the differences between microtransit and Dial-A-Ride services.
- Mr. Hofbauer noted a future microtransit or other on-demand transit service could help improve first and last mile connections to the Redmond Transit Hub. Currently, Dial-A-Ride service is available within Redmond; however, customers must schedule rides at least one day in advance, which can be a barrier to using the service.

**Fixed Route Transit Network – Susie Wright/ Kittelson & Associates**

- Ms. Wright noted the consulting team explored the recommended primary transit network, proposed frequency scenarios for analysis (including fixed-route frequency and ridership potential). The team also identified potential enhanced transit services along primary transit corridors and additional fixed-route service options.
- The analysis looked at different locations such as OSU-Cascades and St. Charles that have high potential demand for transit services.

- Ms. Wright noted that Routes 1 and 4 along 3<sup>rd</sup> Street have the highest ridership and are the most productive.
- Mr. Hofbauer asked if traffic signal prioritization technology can be applied other places outside of Bend.
  - Ms. Wright explained there is not currently a regional traffic prioritization policy in place, but communities outside of Bend could potentially prescribe a policy.
  - Ms. Breault added that this technology would focus on holding the green light, but there are many options to customize the level of signal prioritizations.
  - Mr. Deke noted traffic signals on north 3<sup>rd</sup> Street will be upgraded in the next two years and will be equipped with the necessary technology for traffic signalization.
- When analyzing future frequency changes, Ms. Wright explained the consulting team examined routes that have the most sensitivity to increased frequency on future ridership.
- She also added the consulting team explored route modifications to connect to high-demand destinations without necessarily connecting to Hawthorne Station. For example, connecting OSU-Cascades and Brookwood (residential area), with a future route that provides an East-West connection, although the railroad crossing poses a challenge because due to trains switching.
- Ms. Wright added the consultant team is testing the idea of a transfer area around downtown or The Old Mill.
- She also explained the implications of a different transit center location.
- Ms. Conley asked if the consultant team explored potential impacts of different transit center locations on disadvantaged groups needing access to essential services.
- Ms. Breault mentioned the importance of getting input from Metropolitan Planning Organization (MPO) and the City of Bend regarding possible future transit locations.
- Ms. Marland asked how many stops are at St. Charles and if there is a direct connection with routes from Sisters.
  - Ms. Breault responded that riders from Sisters would use a Community Connector route to reach Bend. After arriving at Hawthorne Station, it takes 9 minutes to reach St. Charles. She added that as part of the planning process, the consultants are looking at popular destinations to eliminate transfers and reduce travel time.
  - Mr. Hofbauer added that CET has started initial conversations with Council on Aging staff to coordinate medical appointments for seniors.
  - Ms. Marland shared that volunteer drivers through Age-Friendly Sisters are helping to get seniors to medical appointments.

#### **Mobility Hub Types and Strategy – Susie Wright/ Kittelson & Associates**

- The consulting team explored the application of mobility hubs, microtransit, micromobility, and pedestrian/bicycle transit access enhancements. Additionally, the consultants looked at conceptual costs and benefits for using alternative mobility strategies to serve selected underserved areas.
- For northeast Bend, the consultants tested scenarios of different transit options, including options for a fixed-route extension (potential route along Boyd Acres), fixed-route extension with deviations, microtransit or shuttle (connection to central transit center and/or secondary transit hubs), and bicycle/pedestrian connectivity enhancements.
- Ms. Wright explained that a higher number of residents and employees can be reached with microtransit in a given service area compared to a fixed-route.

- There are incremental operating costs for a fixed-route extension comparable to single vehicle microtransit operation (even assuming an hourly cost that is double that of microtransit).
- Given typical productivity (riders per service hour) for fixed-route transit and microtransit, these services could carry a similar number of passengers. However, if demand for microtransit service exceeds capacity of a single vehicle to provide timely, reliable pickups and drop-offs, operating costs would exceed fixed-route service operating costs.
- Ms. Wright added that when more than two microtransit vehicles are needed to fulfill demand, the cost equations shift and fixed-route transit becomes more cost effective.
- Ms. Conley asked Ms. Wright if she had any recommendations based on these options for northeast Bend.
  - Ms. Wright responded that she does not feel that enough data has been collected to determine the best options; however the “4A” scenario (Core- Non-Neighborhood Routes) could be an option. This option focused on higher density, which could be supplemented by microtransit.

**Next Steps – Derek Hofbauer, COIC/CET**

- Mr. Hofbauer mentioned COIC will likely recruit RPTAC members in early winter via an outreach process, with the goal of developing a more regionally-focused committee in the future. A need was also mentioned for RPTAC to engage more frequently with the COIC Board.
- Ms. McMahon asked if there were recommendations for railroad overpasses.
  - Mr. Deke responded that this subject is under debate.

**Adjourn**