



**Wednesday, December 4**  
**1:30 pm to 3:30 pm**  
Redmond City Hall (Civic Room 208)  
411 SW 9th Street, Redmond, OR



## **MEETING MINUTES**

### **Meeting Attendees:**

Annie Marland – Age Friendly Sisters  
Richard Ross – Chair, RPTAC  
Heidi Hagemeyer – High Desert Museum  
Kim Curley – Commute Options  
Theresa Conley – ODOT  
Devin Hearing – ODOT  
Gregory Bryant – CTAC  
Denise LaBuda – Council on Aging  
Chuck Arnold – City of Redmond  
John Roberts – City of Redmond  
Scott Woodford – City of Redmond  
Josie Hanneman – Deschutes Public Library  
Mike McIntosh – Redmond School District  
John Baldwin – Housing Works  
Seth Johnson – Opportunity Foundation

### **Members of the public:**

Geoff Folsom – Redmond Spokesman  
Denise Holley – Public  
Gloria Olsen – Public

### **COIC/CET Staff:**

Derek Hofbauer – COIC/CET  
Andrea Breault – COIC/CET  
Ashley Hooper – COIC/CET  
Rachel Zakem – COIC/CET

### **Welcome and Introductions – Richard Ross, RPTAC Chair**

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

### **Public Comment**

- Ms. Holley shared that her 18-year-old granddaughter has a job in Bend, but lives in Redmond off Highland Road (currently not served by transit). During the week, Ms. Holley's granddaughter is dropped off at the Redmond Hub to take CET's Route 24 to Bend to reach work, but there is no service available on the weekend. Not having weekend service available for regional Community Connectors makes reaching work difficult for Ms. Holley's granddaughter. She encouraged the committee to consider offering weekend bus service.

**Overview of proposed Redmond deviated flex-route scenarios – Andrea Breault, CET**

- Deschutes County approved funds to provide a deviated flex route transit service in Redmond beginning in 2021. The Deschutes County Board of Commissioners recommended that more funding be added to this project for additional hours of service. Next fall, CET will likely reapply for funds to continue to support this project.
- The proposed service in Redmond is deviated flex service, which means there is an established route, but passengers have the opportunity to deviate ¼-mile from the route to be picked up or dropped off.
- Ms. Olsen asked if the plan was to have service start early enough to serve 6AM flights.
  - Ms. Breault responded that specific hours of service are still being determined; however, shift times of airport employees and flight times are being considered.
- Ms. LaBuda added that the airport is an important pick-up site for the Breeze bus to Portland.
- Ms. Zakem shared the most common destinations for Dial-A-Ride service, including the Possibilities Thrift Store.
- The East-West route scenario includes stops at Redmond High School, Redmond Municipal Airport and Consumer Cellular call center, a large employment destination.
- Both North-South route scenarios run along Fifth and Sixth streets downtown and near destinations like Walmart and Safeway. There is the possibility of extending this route to continue to Ridgeview. Ms. Zakem mentioned that the proposed route currently serves the Redmond Senior Center, but the stop itself is 1.5 blocks away from the entrance. She asked if the committee members thought this would pose an accessibility issue for older adults.
  - Ms. LaBuda strongly recommended directly service at the entrance of the Senior Center.
- The second scenario option for the North-South route extends service in areas of future development.
  - Ms. Curley added that serving the Ridgeview High School is important for fulfilling the Statewide Transportation Improvement Fund (STIF) student transit requirement.
  - Chair Ross shared that the high school hosts many community events and would be an ideal transit stop.
  - Ms. Zakem responded that adding a stop at Ridgeview would increase the route by 3 miles and increase the timing of a run to over an hour.
  - Mr. Roberts noticed that the Redmond Fairgrounds was not included as a stop in the proposed scenarios.
    - Ms. Zakem added that frequency of use was intermittent, which is why the fairgrounds were not included.
    - Ms. Conley responded that it is possible to add in service to the fairgrounds through a public shuttle if the City of Redmond would like to explore this as a future STIF project.
  - Currently, Route 22 has a stop in Terrebonne, but future stops will be determined after ODOTs safety improvements along Highway 97 are complete.
  - Through STIF funding, there is a project to provide transit service to Crooked River Ranch.
- Ms. Conley asked if it is possible for CET to develop a map with the deviation area included.
  - Ms. Zakem confirmed that she will develop a map to illustrate the future deviation area.
- Mr. Bryant asked how long it would take to complete one run of the proposed service.
  - Ms. Zakem responded that the routes are based on a speed of 12 miles per hour, which would make the estimated time of this route 45 or 50 minutes.
  - He asked if there is a time estimate that includes the deviations.

- Ms. Breaut responded that CET is still determining how many deviations will be allowed in each run.
- Ms. LaBuda asked if CET buses were ADA accessible.
  - Ms. Breault responded that all CET vehicles are ADA accessible.
- Ms. Olsen asked if walkers were accommodated by CET vehicles.
  - Ms. Breault responded that any passengers using Dial-A-Ride can notify drivers ahead of time if they are using walkers or wheelchairs. This information is added in the scheduling notes and extra time is added to the manifest for sufficient on-boarding/off-boarding.
- Mr. Woodford asked for an overview of the time frame for Redmond flex service implementation.
  - Ms. Breault responded that flex service in Redmond will be implemented in 2021 with full fixed-route service likely to roll out in 2023, depending on funds available. She added that CET currently operates a deviated flex-route for Route 20 (Madras – Warm Springs), which has consistently high ridership.

#### **2020 Statewide Transportation Improvement Fund (STIF) projects update – Andrea Breault, CET**

- In early 2020, CET will begin Saturday service for Community Connectors.
- A Redmond Fixed-Route Planning Study will help ensure that the deviated flex-route system implemented in 2021 will be utilized as a foundation for future fixed-route service.
- The new La Pine to Sunriver service will begin in summer 2020.
- CET staff is beginning the procurement process for vehicles to support expanded bus service across the region.
- CET is exploring a possible Saturday connection with the High Desert Museum, but this means overcoming some safety issues with regard to the route.
  - Ms. Hagemeyer added that the museum is supporting initiatives to increase community access to the museum. CET is working with the museum to discuss possible future service.
- Mr. Hofbauer added that he will share the STIF map with committee members as a reference.
- Chair Ross shared that recreation services should be a future focus for CET because these services are an important financial investment for the transit agency.
- Mr. Hofbauer mentioned that a summer Mt. Bachelor shuttle service will begin in summer 2022 through a Federal Lands Access Program (FLAP) grant. There was a feasibility study, which included Sisters/Hoodoo; however, Mt. Bachelor received the grant because of a funding match.
- Ms. Curley asked if CET is looking at future projects with TNCs (Transportation Network Companies) to increase access to other modes of transportation.
  - Mr. Hofbauer responded that future mobility hubs are being discussed, but there are some logistics and operational details that need to be worked through.

#### **Upcoming CET service changes – Andrea Breault, CET**

- Beginning in January 2020, Route 4 will run on a 45-minute schedule during peak hours. This service change is to assist on-time performance of the route, which is consistently late. Additionally, minor 1-minute adjustments will be applied to the Route 2 schedule.
- CET staff is developing a revised Bend system map to reflect these changes.

#### **Cascades East Transit Master Plan update – Andrea Breault, CET**

- The local TACs will meet in January/February to review service and capital plans.

- The CET Transit Master Plan is to be adopted in summer 2020.
- Information about the plan, including memos, is located at [CETTransitPlan.com](http://CETTransitPlan.com).
- CET is working with city staff to ensure that their plan includes language to encourage transit in future development.

**RPTAC membership – Derek Hofbauer, COIC**

- Committee has evolved to include Transit Master Plan Project Steering Committee (PSC) members and STIF members from each Qualified Entity. This year it has focused on the Master Plan process.
- CET staff will launch an application process in January 2020. The goal is to have regional representation as well as those who experience disabilities, seniors, transit riders and advocates, and other important voices.
- The existing bylaws for RPTAC will allow for expanded membership.
- Anticipated timeline:
  - December 2019: Develop application materials
  - January 2020: Active member recruitment and formal application process
  - February 2020: Application review and scoring
  - March 2020: CET staff recommendations to the COIC Board for RPTAC appointments
  - April 2020: COIC Board appointments for members
- The goal is to have a newly appointed committee by late spring to ensure to align with the adoption of the Transit Master Plan.
- Terms for RTPAC are for 2-years. Committee members will be randomly assigned staggered terms to ensure that committee members do not term out at the same time.

**Adjourn**