



Regional Public Transportation Advisory Committee & Project Steering Committee Meeting #4

MARCH 11, 2020 – 1:30 – 3:30 PM

COIC OFFICES

334 NE HAWTHORNE AVENUE, BEND, OR, 97701 605.313.4122, CONF. ID: 443049#

AGENDA

MEETING PACKET

<http://cettransitplan.com/websites/56/pages/328>

MEETING PURPOSE

- ▶ Update PSC members on project status and schedule
- ▶ Overview of draft service plan and capital plan (short-term, mid-term, and long-term)
 - ▶ Memo 6 – Service Plan
 - ▶ Memo 7 – Capital Plan
- ▶ Discuss feedback from Local TAC meetings
- ▶ Discuss input from Virtual Workshop #2
- ▶ Review Goals and Objectives

DESIRED OUTCOMES

- ▶ Feedback from PSC on enhancements proposed for local and regional services in the short-term, mid-term, and long-term
- ▶ Agreement on whether the plan goals and objectives are met or need modification
- ▶ Project team understand PSC member priorities

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
1:30	Welcome and Introductions	Richard Ross/RPTAC Chair	
1:35	Public Comment	Richard Ross/RPTAC Chair	
1:40	Review and Approval of December 4 Meeting Minutes	Richard Ross/RPTAC Chair	
1:45	CET Updates	Andrea Breault/COIC	Confirm Understanding, Questions for Clarification
1:55	Project Status and Schedule	Andrea Breault/COIC	Confirm Understanding, Questions for Clarification
2:00	Proposed Service Plan and Capital Plan Overview (Memo 6 and 7)	Andrea Breault/COIC	Are there any other projects you'd like to see in the plan? Do you agree with the proposed short-term, mid-term, long-term phasing?
2:45	Local TAC Meetings and Virtual Workshop Feedback	Derek Hofbauer/COIC	Confirm Understanding, Questions for Clarification
3:00	Review Plan Goals and Objectives	Andrea Breault/COIC	Do the draft Service and Capital Plans achieve the Goals and Objectives set at the beginning of the project? Do they need updating?
3:20	RPTAC Membership Update	Derek Hofbauer/COIC	
3:30	Next Steps/Adjourn	Andrea Breault/COIC	



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.
- 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

2040 CET TRANSIT MASTER PLAN – VISION, GOALS, AND OBJECTIVES



(Feb. 2019)

VISION STATEMENT

Provide public transportation choices for all users that are safe, accessible, and efficient to support communities with a balanced transportation network needed for mobility, equity, and economic growth.

GOAL I: INTEGRATION

Develop and maintain a public transportation system that is well integrated with local communities, planning documents, and partner agencies.

Objectives:

- ▶ Coordinate with partner agencies to establish transit supportive corridors and a higher density and level of pedestrian-oriented development standards within generally ¼ mile of existing and planned transit stops.
- ▶ Encourage and facilitate community plan policies, model codes, and design incentives that promote transit supportive development patterns.
- ▶ Partner with communities and private developers to develop model projects on primary corridors and at community transit hubs.
- ▶ Strengthen coordination with other agencies and community partners to continually improve the safety, accessibility, and efficiency of transit service.
- ▶ Ensure regional transit services are coordinated with local and other inter-city transit service providers, including measures such as regular meetings, collaborating with Commute Options (regarding ridesharing for major employers), Transportation Management Associations, and other employer transportation programs, co-submitting grant applications, and consideration of joint operations/funding of cross-jurisdictional services.
- ▶ Establish a structure for ongoing coordination between public transportation providers and health and human service providers.
- ▶ Develop a balanced regional system structure that supports and integrates various transit services, such as primary urban corridors, urban feeder buses, shuttles, interurban corridors and connectors, bus rapid transit, micro-transit, park-and-ride facilities, and community transit hubs.

GOAL II: CONVENIENT AND ATTRACTIVE SERVICES

Provide convenient and attractive public transportation choices for users throughout Central Oregon both within and between communities.

Objectives:

- ▶ Based on analysis and community input, expand or provide fixed route and flex route services in larger urban communities such as Redmond and Bend as needed. Define urban transit levels of service (frequency, times, and stops) and service areas. Continue and potentially expand demand-response services, such as providing vouchers for Transportation Networking Companies (TNCs) and establishing more park-and-ride facilities as needed.
- ▶ Based on analysis and community input, improve services in smaller communities and rural areas with measures such as expanding CET Community Connector services (frequency, times, and stops), increasing service areas, continuing and potentially expanding demand-response services, providing vouchers for Transportation Networking Companies (TNCs), and establishing more park-and-ride facilities as needed.
- ▶ Based on analysis and community input, maintain and/or expand Community Connector services that connect the communities of Central Oregon.

GOAL III: EASY AND COMFORTABLE RIDING

Make riding easy and comfortable with improved stop amenities and information about how to ride readily available to residents, employees, and visitors.

Objectives:

- ▶ Implement transit stop design guidelines to provide functional and appealing amenities at transit stops appropriate to the amount the stop is used.
- ▶ Support Transportation Demand Management (TDM) efforts that address ridesharing programs, park-and-ride facility development, and more effective (e.g., personalized) outreach regarding existing transportation options.
- ▶ Address cultural and language barriers to using transit including consulting with Limited English Proficiency (LEP) populations to improve CET outreach and materials.
- ▶ Continue to improve ease of access/use of CET services for all customers, including centralized and accessible service information.
- ▶ Continue to improve marketing and access for visitors/tourists.

GOAL IV: TIME AND COST COMPETITIVE TRANSIT OPTIONS

Enhance transit options to provide a time and cost competitive alternative to traveling by automobile and increase transit ridership while reducing automobile dependency.

Objectives:

- ▶ Support, market, and track a regional transportation pass program that enlists employers, schools, institutions, and communities in a regional effort to increase transit travel and reduce auto dependency.
- ▶ Coordinate with partner agencies and organizations to assess and improve pedestrian and bicycle connections and access to transit corridors and stops, including encouraging the completion of pedestrian and bicycle system gaps, implementing protected road crossings, and providing bicycle parking.
- ▶ Support initiatives that promote under-utilized transit/non-SOV services such as vanpooling (ridesharing) that require limited operation and capital resources.
- ▶ In partnership with other transit planning in the region, explore expansion of services, including additional routes, frequency, and days of service, as needed and resources allow.
- ▶ Coordinate with human services providers to understand and meet the needs of transportation disadvantaged populations, including subsidized fare pricing.

GOAL V: EMERGING TECHNOLOGIES

Evaluate emerging technologies and transit service models and how they might be used to support transportation options in Central Oregon.

Objectives:

- ▶ Monitor emerging technologies and transit service models and how relevant advancements might support the vision and goals of CET.
- ▶ Work with partner agencies to evaluate micro-transit services.
- ▶ Explore the viability of transit/mobility hubs (access to transit, bike share, car share, etc.) at key gateways and activity centers. Assist development of regional and local transit/mobility hubs with guidelines and conceptual locations in each community.
- ▶ Develop one user-friendly platform to access all CET services and information such as fare purchase and storage, route maps and stop locations, schedules, and real-time arrival information.