



# TECHNICAL ADVISORY COMMITTEE MEETING #1 JANUARY 19, 2022 – 2:30PM – 4:00PM

## MEETING NOTES

### Join Zoom Meeting

<https://us02web.zoom.us/j/82007570237?pwd=dUhiVVJJOUN0dG5xYU4rQWFxK2JlQT09>

Meeting ID: 820 0757 0237

Passcode: b6jLD1

### To dial by phone:

1(346) 248-7799

Meeting ID: 820 0757 0237

Passcode: 582822

### ATTENDEES

Andrea Napoli, Bend MPO  
Andrea Breault, CET/COIC  
Derek Hofbauer, CET/COIC  
Tammy Baney, COIC  
Devin Hearing, ODOT R4  
Theresa Conley, ODOT R4  
Allison Platt, City of Bend  
Tobias Marx, City of Bend  
Grant Burke, City of Bend  
Richard Ross, City of Bend  
Marty Hopper, CET  
Rachel Zakem, CET

Louis Capozzi  
Mike Riley, Environmental Center  
Emily Eros, Public/Planner  
Kim Curley, Commute Options  
Casey Bergh – OSU Cascades  
Michael Kohn, Bend Bulletin  
Eddie Montejo, Parametrix  
Emily Mannisto, Parametrix  
Alex Joyce, Cascadia Partners  
Victor Tran, Cascadia Partners

### Introductions

- Want members of the public to attend – open to public comment at beginning of the TAC
- Andrea Napoli – This has been a long time coming, excited to see this moving forward after it has been a part of the CET Transit Plan and the TSP

### Presentation Overview

- The project is aiming to develop a “kit of parts” and implementation strategy for unique mobility hub opportunities in the Bend context.
- Mobility hubs will help Bend advance a more interconnected system less reliant on the legacy hub and spoke model.
- Bend is not starting from scratch and has an opportunity to organize several of the existing tools/opportunities in town to help people access transit and address first/last mile issues.
- Mobility hubs can also serve different kinds of trips – recreational trips, trips to employment centers, etc.
- We’ll also explore opportunities to leverage mobility hubs to create new spaces with integrated options, enhancing sense of place, and possibly working with local business partners on public-private ventures.



CITY OF BEND



MPO



- Mobility hubs should provide seamless (or near seamless) integration between transit and other mobility options
- Mobility hubs should be adaptable, scalable, context sensitive, can encourage transit use by those who currently do not
- Mobility Hubs can be a kit of parts – this is an example with just a few options, and you can pick and choose elements based on context and what’s right for the neighborhood
- Features and services – rundown of important elements; frequent transit, parking, integrating customer experience with technology, shared mobility options, micromobility, active transportation

## Best Practices/Peer Agency Review

This will be the first major piece of work for the project, and will explore:

- **Which cities with similar contexts have implemented these solutions?** What are best practices, lessons learned, key elements for success, we will be seeking TAC advising for seeing how applicable these studies are, what these cities did and how they did it, how were partnerships formed and how can they be leveraged most effectively?
- **What types of mobility hubs are out there, how are they based on land use?** What are some of the features? Mobility is always changing and evolving, doing a scan of what is out there and how these tools are being adapted?
- **What is relevant to Bend?**

## Discussion

**What’s the final product (outcome) of this work? Who is the product for and how will it be used? What is this doing? Is a product going to be adapting the development code, and if so, why wasn’t that listed in the project? Shouldn’t we be doing more than just writing about it and talking about it?**

- The main outcome is a toolkit that is something that’s flexible and adaptable that the region can use, there will be a guide that can be used to implement this, including elements, type, partnerships, etc. We will also be identifying actual mobility hub locations and proposing 1-2 pilot projects as priority locations that can be implemented if funding happens, so you are ready to implement. Also, code updates that were mentioned – we have seen in other cities where policies aren’t in place already, they are reacting to elements of mobility hubs (like scooter share issues) and want to avoid that. In the toolkit there will be code language, for how to update the code to make sure these can be implemented.
- STIF funding and GO Bond funding have been secured so we do have this funding, we need help choosing the site, securing the land, etc.

**Why did this take so long to kick off and why is it taking so long to complete? It seems like a very long process.**

- To get through ODOT review process took a lot longer than we expected. As far as timeline for actual project, we are on an aggressive 6-7-month timeline.
- We are doing all we can to accomplish this in well under a year. It is a needed set of work and we are trying to get it done as quickly as we can.
- One area that is slow but has a lot of meat to it – we are hoping mobility hubs will be integrated into development code, we need significant studies to adapt the language and land use codes in development codes
- 6 months is lightning fast for transportation and government (IMHO)

**I originally thought this would be more of a downtown thing, but first/last mile seems more like outskirts of town and in neighborhoods, is that right?**

- Short answer is yes – when we dive into typologies there are a range of hub types that serve different trip purposes. You wouldn't want to only invest in the core, we will be kind of retrofitting suburbia, increasing mobility in urban and in more dispersed contexts, how do we create solutions that are appropriate for this context? If there is a place a lot of people go to with shopping and neighborhoods, you and tailor this to that context to create a mobility hub that is appropriate.

**Who will these be for? We don't currently have the infrastructure to make transit be more convenient than driving, because of lots of parking, not as much transit, stress level with biking... how will these actually work – want to make sure the market assessment is tailored to who Bend serves right now. Transit as a choice.**

- Mobility hubs are for everyone, so we need to think about different rider avatar and rider “markets” including need-based riders and choice-based riders. Most immediately, we need to understand how mobility hubs can better serve existing riders and those who currently depend on transit. We also want to understand how mobility hubs can make transit a more attractive, accessible, and convenient option for those who ride infrequently or not at all. We need to understand where those market opportunities exist – who these potential riders are, what trip purposes can be better served with mobility services, which destinations have complimentary contexts, etc.

**How will, or will, this project be integrated into Governor's EO 20-04?**

- This is a relatively small feasibility study so we don't have the scope/budget to do too much on this, but we will consider how mobility hubs can support Bend's overall GHG reduction efforts. Mobility hub recommendation can also consider future planning for the statewide electrification network that the EO directed ODOT to advance. ODOT will also need to apply GHG evaluation criteria for evaluating future mobility hub projects that are flagged for state funding.

**The study should consider a mobility hub partnership with OSU Cascades, as the school is looking at implementing 4-5 small mini-mobility hubs on campus but need to find a bike share operator.**

- Yes, will coordinate

**Do successful mobility hubs really depend on choice riders?**

- It depends. There aren't enough long-term examples of “choice rider” focused mobility hubs to really say, but generally transit will always be more successful if you have sufficient densities, parking and/or congestion constraints, and a high-quality walk/bike network for accessing transit. Most of Bend is still currently relatively car-friendly, so successful mobility hubs here will likely need to focus on existing riders with the highest needs. However, Bend has also had success with recreational type mobility services such as the Mt. Bachelor Shuttle. Successful mobility hubs could also incorporate options for recreational or “choice” rides for getting to shopping/restaurants, etc. Ultimately, we need to stay flexible in our thinking about what mobility hubs are and what they can do for Bend.

**TIF Core Area Plan, 2-5 hubs, are these refinement hubs or starting from scratch? CET acquisition or P3. Don't have first/last mile stuff in Bend**

- The intent of this study is to build upon the prior work done in the Bend TSP and CET TMP. However, the mobility hubs proposed in the TMP were high-level, conceptual locations. This project will take a fresh look at those conceptual locations to assess the feasibility/priority of those locations and possibly

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refinements to those original ideas. But at the same time, we want to assess the broader market for mobility hub opportunities and may recommend new hubs altogether.