



# TECHNICAL ADVISORY COMMITTEE MEETING #3

## MARCH 16, 2022 – 2:30PM – 4:00PM

### MEETING NOTES

#### Join Zoom Meeting

<https://us02web.zoom.us/j/85686699382?pwd=YUNFR2FXMVNKSEVTSVc0amJjbzFSZz09>

Meeting ID: 856 8669 9382

Passcode: m6DjLf

#### To dial by phone:

1(253) 215-8782

Meeting ID: 856 8669 9382

Passcode: 488182

### ATTENDEES

Andrea Napoli, Bend MPO  
Andrea Breault, CET/COIC  
Derek Hofbauer, CET/COIC  
Marty Hopper, CET (Cascades East Transit)  
Allison Platt, City of Bend  
Tobias Marx, City of Bend  
Richard Ross, City of Bend  
Grant Burke, City of Bend  
Devin Hearing – ODOT  
Ashley Mohni  
Denise LaBuda

Lous Capozzi  
Mike Riley, Environmental Center  
Henry Stroud, Bend Parks and Rec.  
Kim Curley, Commute Options  
Brian Potwin, Commute Options  
Casey Bergh – OSU (Oregon State University)  
Cascades  
Todd Dunkelburg, Deschutes Public Library  
Eddie Montejo, Parametrix  
Emily Mannisto, Parametrix  
Victor Tran, Cascadia Partners  
Alex Joyce, Cascadia Partners  
Sylvia, Cascadia Partners

### DISCUSSION

#### Ridership Changes

- What has caused the recent uptick in Dial-A-Ride use? Is the rise attributed to previous and existing riders who are using the service more, or is the rise coming from new riders?
  - The increase in dial-a-ride use can likely be attributed to two factors related to COVID.
  - First, Dial-A-Ride became fareless during COVID and helped attract more rides. Second, the desire for on-demand transportation services has grown throughout COVID because it is more convenient for riders.
  - This is most likely not an uptick in new riders; during the pandemic, CET decreased service hours by 4 hours per day per route. This change in service increased demand for dial-a-ride.
- Other than COVID, what else is driving the reduction in ridership? Once people get off their Community Connector ride, how do they reach their destination? Are users taking a local bus, taking a cab, walking, or other options? How far are they walking – less than ¼ mile?
  - Recent survey work has shown us that 70-80% of end of trip first/last mile is walking. Given that there are only a few Community Connector stops, most of those walking are traveling more than a 1/4 mile.

## Library Mobility Hub

- **Will the new library proposed at the north end of Bend include a mobility hub?**
  - CET and the library are in discussions now about transit improvements at the site, including two new bus stops and considerations for future mobility hub elements.
- **Given we are in the mobility hub planning process now, what was the process for deciding to site a hub at the library? Was there public input during this decision-making process? What are the criteria being using to implement the hub at the library? How will this affect public funding?**
  - The two proposed bus stops at the new library site are opportunistic improvements that will be paid for via existing STIF (Statewide Transportation Improvement Fund) funding. The proposed improvements will not be funded by GO Bond money and will play out on a separate process than the concurrent planning study.
  - Public discussions between the CET and library have included consideration of adding mobility elements (namely bikeshare) in the future to improve access to the proposed stops.
  - Proposed future bikeshare at the library would not preclude strategic mobility hub investments at other viable locations supported by this study.
  - Broader ambitions for the City's bikeshare program include expanding the service area as large as it can feasibly serve, so adding new stations at the library aligns with the strategic vision for the future system.
  - The partnership strategy with the Library is aligned with the findings and direction from the planning study completed to date. The Library can act as a private developer would, by leading development plans and providing some funding and contributing support for the development of mobility hubs. The library example also sets a partnership model for other organizations who may support mobility hub implementation in the future.

## Evaluation Criteria – Web Map Review

- **Web Map clarifications/user tips**
  - The rings shown surrounding the TSP (Transportation System Plan) mobility hubs denote ¼ mile and ½ mile buffers, as proxies for 10- and 15-minute walking distances.
  - User tip: When exploring the map, avoid crowding the view by only toggling a few layers on at a time to help make comparisons between factors clearer.
- **Should the market factors listed in each of these sections be weighted? If yes, will weighting be based on community feedback? Where would the weighting of these factors be coming from?**
  - As of now, the factors are not weighted.
  - Agreement that weighting will be critical in helping set priorities and should be informed by community feedback. Weighting is also important for helping build trust with the public that their feedback is being meaningfully incorporated into the decision-making process.
  - The process by which the weights will be applied is not determined and may be slightly outside the scope of the project. What we will do is develop sample weighting based on PMT (Project Management Team), TAC (Technical Advisory Committee), and community feedback to develop a recommended list of priorities per the feasibility study, but final weights/criteria may require ongoing discussions with the TAC and community members and may extend past the timeline of this feasibility study.
  - Regardless of the time constraints, the study will set the agency partners up to apply a variety of weighting scenarios moving forward.
- **Is this work going to result in recommendations of where these sites should go? 5 mobility hubs are funded in the TSP – shouldn't this current effort be to tell us where to put the mobility hubs?**

- Per the bond, there is \$8-9 million secured for 4-6 mobility hubs including Hawthorne Station. This process will help refine the site evaluation processes. Existing plans for suggested locations will be assessed (TSP/TMP), additional locations will be evaluated as well.
- **Who is the ultimate decision-maker on where these hubs should go?**
  - The Bend City Council is the ultimate deciders of where GO Bond funds are allocated. City Council will decide based on recommendations from the City of Bend’s Transportation Board Oversight Committee (TBOC) and input from the project team, TAC, and public.

### Other Questions/Comments

- **Development Value of Mobility Hubs On-Site** - Having a mobility hub on-site has significant value and can influence decisions about whether a particular development is feasible. It will be important to analyze these factors and be cautious about promising mobility hub sites before they are chosen as definitive sites.
  - **Market Opportunities** – The TAC suggested including large employers as market opportunities as well.