



TECHNICAL ADVISORY COMMITTEE MEETING #4

APRIL 20, 2022 – 2:30PM – 4:00PM

MEETING NOTES

Join Zoom Meeting

<https://us02web.zoom.us/j/82160359006?pwd=RTNLakxtdFBpejNFRHJvLzl1NGFaZz091>

Meeting ID: 821 6035 9006

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To dial by phone:

(346) 248-7799

Meeting ID: 821 6035 9006

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ATTENDEES

Andrea Napoli, Bend MPO
Andrea Breault, CET/COIC
Derek Hofbauer, CET/COIC
Tammy Baney, 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
Theresa Conley, ODOT
Ashley Mohni, CET (?)
Emily Eros
Denise LaBuda, Council on Aging

Mike Riley, Environmental Center
Henry Stroud, Bend Parks and Rec.
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
Sharon Smith
Cora Ives
Jordan Ohlde
Bob Bryant

DISCUSSION

General Comments on Memo #2 and #3

- **All-Purpose Riders:** TAC support for framing of Opportunity 1 (often referred to as Need-based or Equity-based riders) as “All-Purpose Riders”
- **Emphasis on Need-Based / All-Purpose Riders:** Make sure all-purpose riders are taken into consideration. Prioritize SE, SW, and NE areas that may need more resources, prioritize low income/minority households, with extra conversation around accessibility of hubs.
- **Intercity Trips:** TAC members found intercity trips to be one of the most interesting parts of the memo. With Bend's housing prices, Redmond will likely be a place that houses a lot of Bend's employees and planning for connecting them to the Bend Transportation System will be important.
- **Support for Findings:** General TAC support for analysis in the memos and the webmap, appreciation for thorough use of data and analysis.

TSP/TMP Mobility Hubs vs. New Hub Ideas from Analysis

- **How are these findings from the memo correlated with the TSP/TMP sites; did we do all this analysis just to conform what we already knew? How are the recommendations on the last page of Memo #3: Evaluation Criteria different from the TSP/TMP sites and will we still be using the TSP/TMP sites?**
 - From the data, the project team was able to confirm that many of the TSP/TMP sites still make sense, while others may not be as feasible in the near-term. Additionally, 3 other site options were added as a result of these data. This shows us that the initial sites were on the right track, but can be further refined based on this more in-depth analysis.
 - This analysis highlighted some sites that CET/the City of Bend may have overlooked, such as COCC and some of the other underserved areas with potential future development
 - Will update the map on the last page of Memo #3 to reflect both TSP/TMP sites that have been confirmed as potential opportunities, as well as new site options from the data analysis.

Existing and Future Planning

- **For the transportation portion of the webmap, is this looking at planned facilities or just existing facilities? Planned future routes and improvements are mentioned in memo but not as much in map. Bend Parks and Recreation can help provide data about planned facilities if that would be useful. It will be interesting to see the technical combinations of factors to pinpoint the future of these hubs.**
 - There are many factors involved in this analysis, and there could be endless additions to the map, but the project team needed to simplify what is shown on the map and what will be taken into consideration in order to distill it down. This process is not an exact science that takes everything possible into account, and this map is also meant to be a living document where these facilities can be added in as plans are set and refined. There may be future opportunities to get the included factors refined even more.
- **Is this data looking at today vs. future? Is there an expectation that the underserved communities will get bigger in geography over time? For example, a quarter of Bend's population is projected to be over 65 in the future. As the population ages, it will be interesting to track how ridership changes, seniors may be more attracted to improved mobility services, especially as options increase from just fixed route services.**
 - As of now, there hasn't been forecasting or statistical analysis done. This is something the City can do in the future, but it is not within the scope of this very fast-paced project. There is a strong emphasis on needs-based populations (including older adults), especially because they will be the ones depending on these services immediately moving forward. During the pandemic, drops in ridership were illusory as to who continues to use transit services day to day, and the focus will be on these riders initially. The City will continue to focus on these populations, including seniors, especially with increases in Dial-A-Ride ridership.
- **How do areas that have been targeted for growth like the Bend Central District BCD factor in?**
 - The selected pilot projects from this study are intended to be replicable, where in the future, other hubs can be added based on this study's analysis factors as well as new factors that may arise over time. As funding allows, mobility hubs can be added that make sense as the city changes.
- **From the Master Plan – because of the plan to add increased/improved services along Highway 20 and more east-west services, are there opportunities to add mobility hubs along these transit corridors in the future?**
 - These definitely can be assessed and added in the future.
 - It may make sense to use a phased approach for criteria, maybe on a scale of activity today vs. investments in the next 5 years.
 - There can be a designation between phased sites; ones that can be fast tracked vs ones in the future.
- **Can there be focus on making these initial hubs an early success and then expand to other neighborhoods once they have shown to be successful? Criteria that influence these being used today seem to make the most sense in order to build usage and show that these hubs work.**

- Initial hubs will take into consideration the most essential factors of making these successful; employment factors, density, how to deal with Bend's peak hour commute to and from jobs (this is a big portion of Bend's existing traffic), how to improve services for existing riders.

Refined Location Suggestions

- **How much thought was given to structuring specific recommendations? Heat map and general recommendations? More specific like on a parcel level?**
 - TSP/TMP areas were used as starting points and the data in this analysis was used to cut those initial broad areas into more meaningful chunks. Next the team will look at zoning, then apply weighting. Most likely the team will end up with a ¼ mile area as a final recommendation so the City can examine surrounding land uses and get down to a parcel level.
 - The project team was asked to do a feasibility study and rudimentary evaluation, they are doing a good job taking us as far as they can with this and are going above and beyond the original intent.

Mobility Points

- **How will Mobility Points and other mobility hub-type improvements around the City tie into this project?**
 - Mobility Points will be on the smaller scale and can act as smaller mobility hubs that will be decentralized around town. The City will be able to collect a lot of data about who is using them and how they tie into the system. There will be 20 small mobility points around town that may include a variety of bikeshare, transit, etc. and will be implemented in very short term.
 - In order to create a distinction between different mobility hub projects, maybe the Mobility Hub Feasibility Study hubs can be phrased as "Bend's First Mobility Hubs"

Bend Dial a Ride Population

- **Bend Dial-A-Ride Population needs to be addressed- those who depend on the paratransit system. CET recently discovered a massive increase in applications; 5-10 applications per week to start becoming a rider on Dial-A-Ride, mainly by people who didn't know that Dial-A-Ride was an option. 2500 rides per month, 100-125 per day.**
 - CET tracks where these applications are coming from and can provide some more information on this.
 - Knowing where these folks live and where they want to go can be incredibly useful for mobility hub implementation.

OUTREACH PLAN

General Suggestions:

- Work with the neighborhood associations
- City Club has a transportation focused event for planned July 2022, a TAC member may be able to be a part of this team, can promote outreach.
- Bend Bulletin should be approached to do a story series on this topic over the next couple of months to bring this way up in visibility- they are currently doing a series on houselessness.
- For the survey, rating scales can be used to break up the open-ended questions. For example: "How likely are you to use a mobility hub from 1-10?"

Seniors

- Look for ways to engage seniors, include the Larkspur community center.
- Should include a phone option for the survey as well as an online option. It would be good to have a flyer with a one-page summary and talking points.
- Suggestion to connect in the interfaith network in Bend. Many faith-based orgs have a good percentage of their constituents who are seniors.