

CET 2040 Transit Master Plan

Project Steering Committee Meeting #4

March 11th, 2020

Meeting Purpose and Desired Outcomes

Meeting Purpose

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 Open House #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

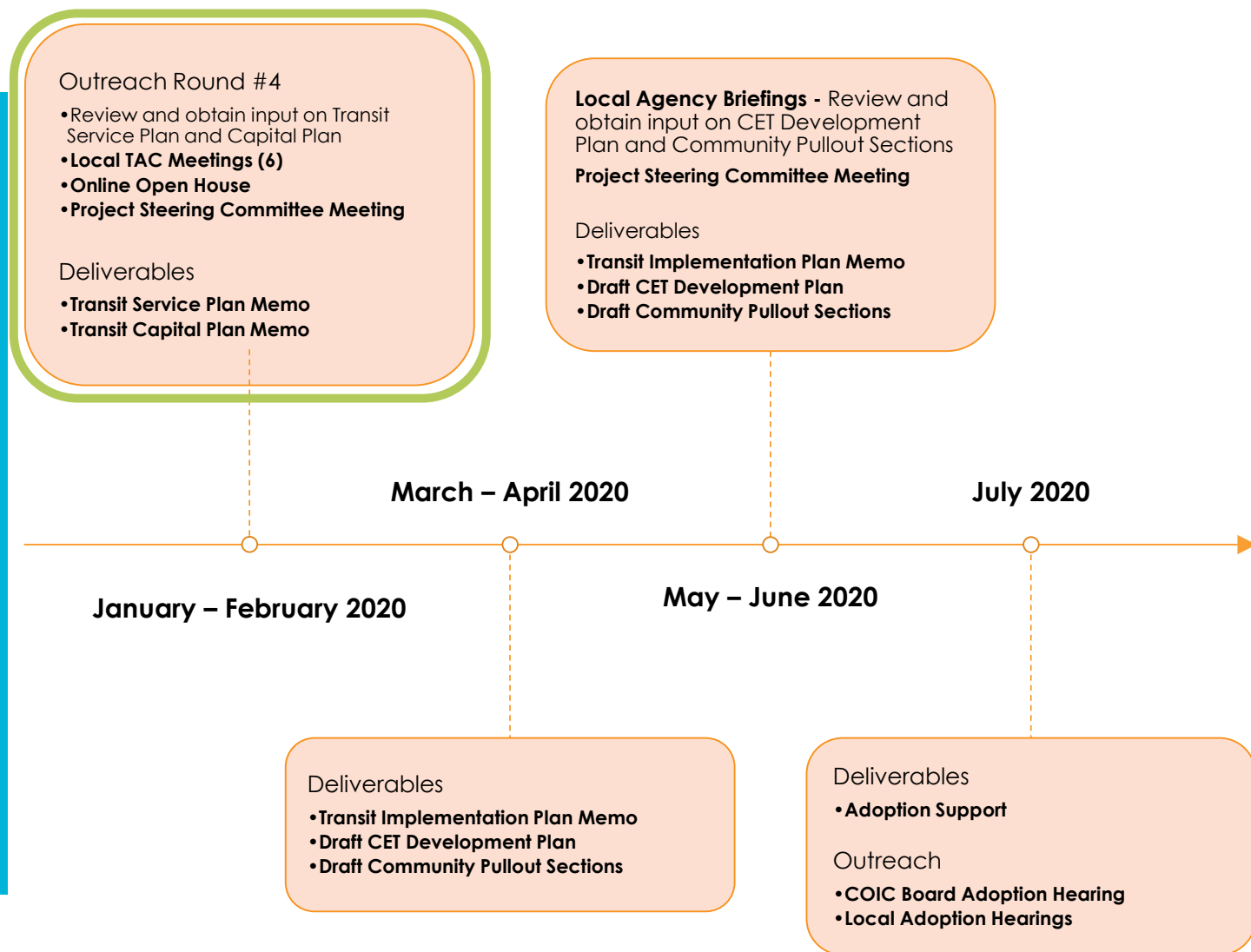
Project team understands PSC member priorities

Meeting Agenda

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
1:30	Welcome and Introductions	Richard Ross/RPTAC Chair	
1:35	Public Comment	Derek Hofbauer/COIC	
1:40	CET Updates	Andrea Breault/COIC	Confirm Understanding, Questions for Clarification
1:45	Project Status and Schedule	Andrea	Confirm Understanding, Questions for Clarification
1:50	Proposed Service Plan and Capital Plan Overview (Memo 6 and 7)	Andrea	Are there any other projects you'd like to see in the plan? Do you agree with the proposed short-term, mid-term, and long-term phasing?
2:45	Local TAC Meetings and Virtual Workshop Feedback	Derek	Confirm Understanding, Questions for Clarification
3:00	Review Plan Goals and Objectives	Andrea	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	
3:25	Next Steps/Adjourn	Andrea	

Project Status and Schedule

(Month 15-18+)



Memos 6 & 7



Memo 6 – Transit Service Plan

- Plan Phases & Funding Assumptions
- Community Connector Service
- Bend Local Service
- Redmond Local Service
- Local Service in Smaller Communities
- Recreational Services



Memo 7 – Transit Capital Plan

- Transit Vehicles
- Transit Facilities
- Transit Technology
- Transit Asset Management



Memo 6: Plan Phases & Funding Assumptions

Funding Level Assumptions

- CET's fiscal year 2019-20 projected revenue budget = \$9.4 million (includes \$3.6 million from STIF)
- May be able to increase to \$16 million annually over 20 years
- Planned phasing and funding levels:
 - Existing: 0-1 years (FY 2019, includes initial implementation of STIF)
 - Near-Term: 1-2 years (FY 2020-21, includes STIF)
 - Short-Term: 3-5 years (FY 2022-23 and FY 2023-24, includes STIF)
 - Mid-Term: 6-10 years (Potential sources in addition to STIF)
 - Long-Term: 11-20 years (unconstrained financially)

Memo 6: Plan Phases & Funding Assumptions

Existing Funding Source Assumptions

- Revenue sources: federal, service contracts, state, local, fares, one-time revenues, and advertising/other
- Fluctuate year by year
- 1.0% growth rate assumed on non-STIF, 0% on state and local funds, and 2-5% increases in fare and contract revenues for future years
- STIF projections have been provided by ODOT through FY 2023
 - Stable for Warm Springs and vary for counties with 4% growth rate assumed after 2021

Funding Source	Sub-System or Qualified Entity	Sample Fiscal Year			
		2019-2020	2024-2025	2029-2030	2039-2040
Total Existing Revenue	Bend System	\$3,544,090	\$3,724,874	\$3,914,880	\$4,324,463
	Rural System	\$2,287,650	\$2,404,343	\$2,526,989	\$2,791,368
STIF	Confederated Tribes of the Warm Springs	\$100,000	\$100,000	\$100,000	\$100,000
	Crook County	\$223,000	\$313,664	\$381,620	\$564,891
	Deschutes County	\$3,049,000	\$4,327,482	\$5,265,043	\$7,793,550
	Jefferson County	\$222,000	\$314,746	\$382,936	\$566,839
TOTAL		\$9,425,740	\$11,185,109	\$12,571,468	\$16,141,111

Table 1, Page 4

Future Funding Scenarios

- Seven future funding scenarios
- All use existing funding source projections as a base

ID	Funding Scenario	Variation	Fiscal Year			
			2019-2020	2024-2025	2029-2030	2039-2040
A	Existing Revenue Sources (excluding STIF)	Includes both sub-systems	\$5,831,740	\$6,129,217	\$6,441,869	\$7,115,831
B	Existing Revenue Sources (including STIF)	N/A	\$9,425,740	\$11,185,109	\$12,571,468	\$16,141,111
C1	Existing + STIF + 0.02% Property Tax	Within counties	-	\$18,832,255	\$22,331,381	\$32,038,980
C2		Within incorporated areas	-	\$15,427,578	\$17,986,054	\$24,960,900
D	Existing + STIF + Employer-Based Payroll Tax	N/A	-	\$16,241,000	\$18,701,068	\$25,166,391
D1	Existing + STIF + Property Tax + Payroll Tax	0.02% Property Tax within Counties	-	\$23,888,147	\$28,460,980	\$41,064,260
D2		0.02% Property Tax within Incorporated Areas	-	\$20,483,469	\$24,115,653	\$33,986,180

Table 3, Page 6

Memo 6: Plan Phases & Funding Assumptions

Memo 6: Plan Phases & Funding Assumptions

Recommendations

- Existing funding sources (including STIF) provide a base to continue funding existing transit services and enhance future transit services (some existing funding resources are declining/not increasing to keep up with inflation)
- Recommendations included in the memo will require additional funding
- Starting in the mid-term timeframe, additional funding resources are assumed based on C2 funding scenario for illustrative purposes (0.02% property tax within incorporated areas only)
- Estimates can change quickly – CET should continually monitor funding environment and update future revenue forecast

Recommended Service Types

Local Service Area	Fixed-Route	ADA Paratransit	Dial-A-Ride	Flex-Route	Micro-transit	Community Connector	Rural Shopping / Medical Shuttle
Deschutes County							
Bend	Existing	Existing	Existing	-	Potential	Existing: 24, 28, 30	-
Redmond	Future	Future	Existing	-	Potential	Existing: 22, 24, 26, 29	-
Sisters	-	-	Existing	Potential	-	Existing: 28, 29	Potential
La Pine	-	-	Existing	Potential	-	Existing: 30	Potential
Sunriver	-	-	-	Potential	-	Future	Potential
Deschutes River Woods	-	-	-	-	-	Existing: 30	Potential
Jefferson County							
Madras	-	-	Existing	Future	-	Existing: 22	-
Metolius	-	-	-	Potential	-	Existing: 22	Potential
Culver	-	-	-	Potential	-	Existing: 22	Potential
Terrebonne	-	-	-	-	-	Existing: 22	Potential
Crooked River Ranch	-	-	-	-	-	-	Potential
Crook County							
Prineville	-	-	Existing	Future	-	Existing: 26	-
Powell Butte	-	-	-	-	-	Existing: 26	Potential
Juniper Canyon	-	-	-	-	-	-	Potential
Confederated Tribes of Warm Springs							
Warm Springs	-	-	-	Existing	-	Existing: 20	-

Memo 6: Service Types

Figure 2, Page 12

Memo 6: Community Connector Service

Shopping/Medical Shuttle Service

- Demand-response with reservations, serves key destinations
- Could be implemented as midday service on existing routes:
 - Sisters – Bend
 - Madras – Redmond (including Culver and Metolius)
 - Prineville – Redmond (can include Juniper Canyon)
 - La Pine – Bend (can include Sunriver)
- The following shuttles could provide service in new markets:
 - Crooked River Ranch
 - Juniper Canyon
 - Deschutes River Woods
 - Warm Springs; Simnasho and other outlying communities



Memo 6: Community Connector Service

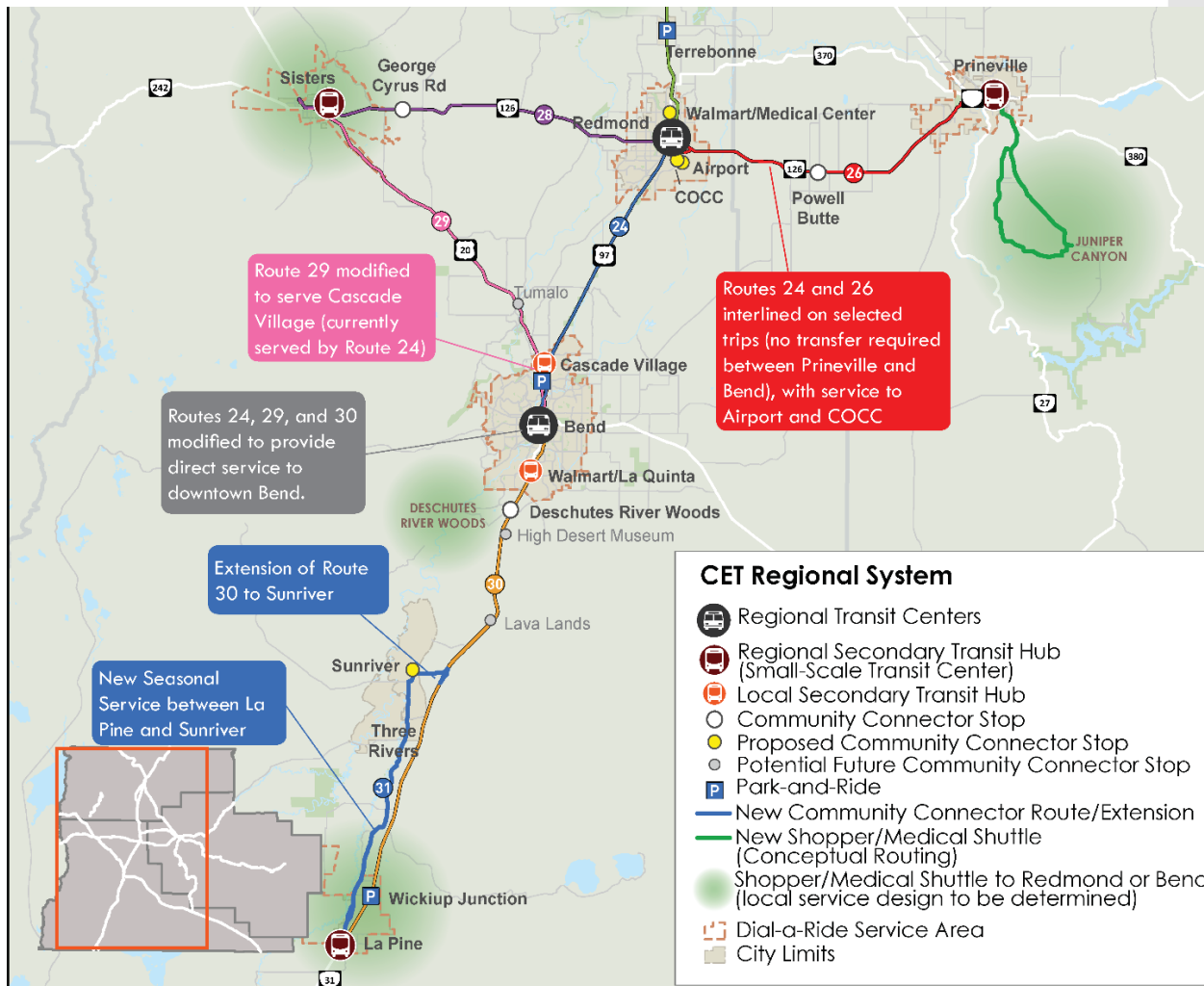
Summary of Service Enhancements

- Enhance Community Connector service in the highest demand markets
- Modify Community Connector routes to provide **more direct service**
- Develop **enhanced regional transit stops and stations**, including mobility hubs
- Add **Shopping/Medical Shuttle service** in select markets
- Add service to selected **new markets**
- Add **Saturday service** for the Community Connector system

Summary of Community Connector Service Enhancements



Figure 3, Page 14



CET Regional System

- Regional Transit Centers
- Regional Secondary Transit Hub (Small-Scale Transit Center)
- Local Secondary Transit Hub
- Community Connector Stop
- Proposed Community Connector Stop
- Potential Future Community Connector Stop
- Park-and-Ride
- New Community Connector Route/Extension
- New Shopper/Medical Shuttle (Conceptual Routing)
- Shopper/Medical Shuttle to Redmond or Bend (local service design to be determined)
- Dial-a-Ride Service Area
- City Limits

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route 20 Warm Springs - Redmond	<ul style="list-style-type: none"> Maintain existing weekday service (6 daily trips) 	<ul style="list-style-type: none"> Add 1 additional trip, likely evening (7 daily trips) Add Saturday service (3 trips) Shopper/medical shuttle (1 day per week) 	<ul style="list-style-type: none"> Add 1 additional trip (evening and/or morning) 6 weekday and 3 Saturday trips Shopper/medical shuttle (2 days per week) 	<ul style="list-style-type: none"> 8 weekday and 3 Saturday trips Add Sunday service (3 trips) Shopper/medical shuttle (2 days per week)
Route "19" Warm Springs Employment Service	<ul style="list-style-type: none"> New Seasonal Service, Wed-Sun, 3 trips per day, 4 months per year 	<ul style="list-style-type: none"> Maintain seasonal service 	<ul style="list-style-type: none"> Maintain seasonal service 	<ul style="list-style-type: none"> 7 days per week, 3 daily trips
Route 22 Madras -Redmond	<ul style="list-style-type: none"> Add 1 peak trip (6.5 total) Add midday shopper/medical shuttle trip (5 days) Add 3 Saturday trips 	<ul style="list-style-type: none"> Add 1 peak trip 7 weekday, 3 Saturday trips Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> Add 1 evening trip (8 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> 8 weekday, 3 Saturday trips Midday shopper/medical shuttle (5 days) Add Sunday service (3 trips)

Memo 6: Summary of Community Connector and Local Service

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Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route 24 Redmond-Bend	<ul style="list-style-type: none"> Add 1 midday trip (10 total) Add 5 Saturday trips 	<ul style="list-style-type: none"> Add 1 midday trip (11 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> Add 1 midday and evening trip (13 weekday, 5 Saturday trips) 	<ul style="list-style-type: none"> 13 weekday, 5 Saturday trips Add Sunday service (5 trips)
Route "25" Crooked River Ranch - Redmond	<ul style="list-style-type: none"> New midday shopper/medical shuttle (1 day) 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (1 day) 	<ul style="list-style-type: none"> Expand shopper/medical shuttle to 2 days per week 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (2 days)
Route 26 Prineville-Redmond	<ul style="list-style-type: none"> Add 1 peak weekday trips, interline service with Route 24, serving Redmond Airport and COCC (7 total) Add midday shopper/medical shuttle trip (5 days) Add 3 Saturday trips 	<ul style="list-style-type: none"> Add 1 peak weekday trip (7 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> Add 1 evening trip (8 weekday, 3 Saturday trips) Midday shopper/medical shuttle (5 days) 	<ul style="list-style-type: none"> 8 weekday, 3 Saturday trips Midday shopper/medical shuttle (5 days) Add Sunday service (3 trips)

Memo 6: Summary of Community Connector and Local Service

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route 28 Sisters – Redmond	<ul style="list-style-type: none"> Maintain existing service (3 trips) Add flex route in Sisters 	<ul style="list-style-type: none"> 3 weekday trips with local flex route 	<ul style="list-style-type: none"> 3 weekday trips with local flex route 	<ul style="list-style-type: none"> 3 weekday trips with local flex route
Route 29 Sisters - Bend	<ul style="list-style-type: none"> Maintain existing weekday service (3 trips) Add flex route in Sisters Add Saturday service (3 trips) Add midday shopper/ medical shuttle trip (2 days) 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (2 days) 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Expand midday shopper/ medical shuttle to 3 days per week 	<ul style="list-style-type: none"> 3 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) Add Sunday service (3 trips)
Route 30 La Pine – Bend	<ul style="list-style-type: none"> Maintain existing weekday service (4 trips) Add flex route in La Pine Add Saturday service (3 trips) Add midday shopper/ medical shuttle trip (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) 	<ul style="list-style-type: none"> 4 weekday and 3 Saturday trips with local flex route Midday shopper/ medical shuttle (3 days) Add Sunday service (3 trips)

Memo 6: Summary of Community Connector and Local Service

Table 18, Page 60-61

Community Connector

Community Connector Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Route "31" La Pine - Sunriver	<ul style="list-style-type: none"> New service, seasonal 	<ul style="list-style-type: none"> Maintain service; potential enhancement to connect to recreational/employment sites 	<ul style="list-style-type: none"> Maintain/enhance service 	<ul style="list-style-type: none"> Enhance service to year-round
Route "32" Deschutes River Woods	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Add shopper/medical shuttle to 2 days per week 	<ul style="list-style-type: none"> Midday shopper/medical shuttle (2 days)

Memo 6: Summary of Community Connector and Local Service

Memo 6: Bend Local Service

Summary of Bend Service Enhancements

- **Route modifications to serve westside mobility hubs, reducing dependence on transfers, and transitioning from a single transit hub system to a multi-hub system**
- **Increase frequency on core routes**, which is necessary to move away from a single-hub system.
- **Route modifications, new routes, or microtransit to expand coverage** in NE Bend, SE Bend, and the St. Charles area (based on the approach in the Bend Mobility Services and Fixed-Route Transit Network Analysis memo)
- **Implement microtransit to serve new areas and bring riders to the nearest mobility hub...**
 - until demand reaches the level to support a full fixed-route in a particular geographic area
 - to provide service in the later evening when demand does not warrant fixed-route service on some/all routes

Memo 6: Bend Local Service

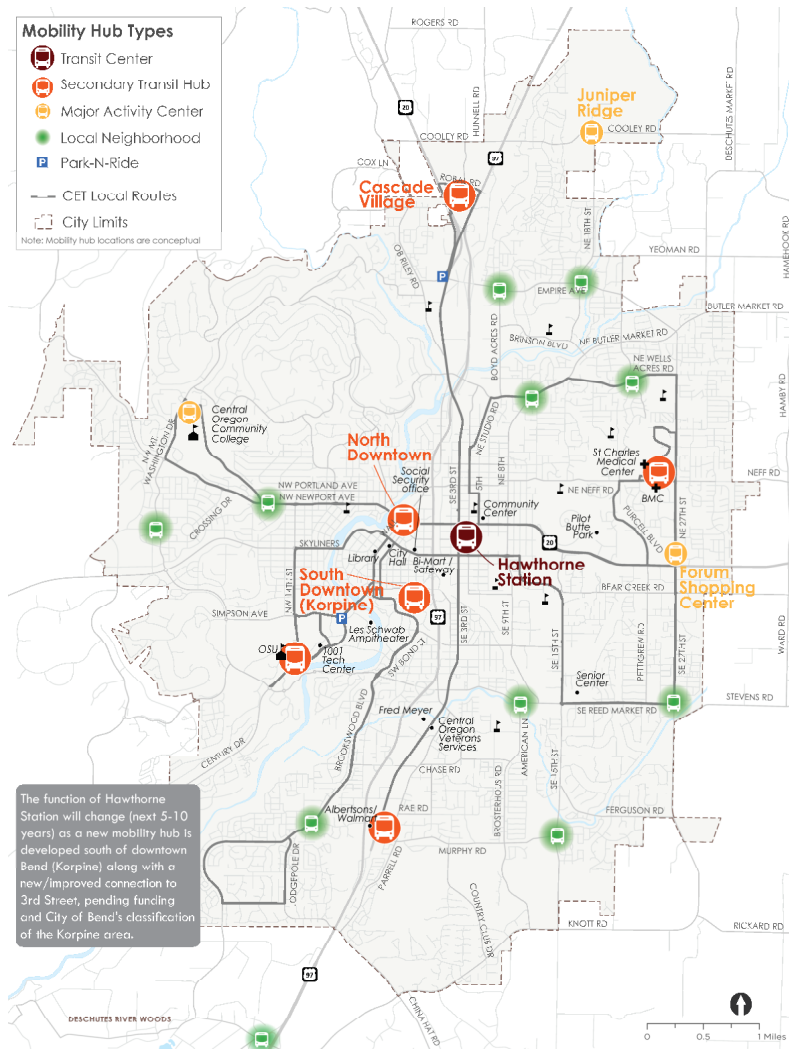
Mobility Hubs

- Hawthorne Station is **primary transit center** in Bend
 - Provides shelters and an indoor waiting area with restrooms
 - Facilitates transfers to/from Community Connector routes as well as longer-distance intercity services
 - **Transition to a more multi-centric system over time**
- Several **secondary transit hubs** are recommended
 - Smaller-scale mobility hubs that provide additional transfer and layover locations outside of the main transit center
 - In a multi-centric system, there may be no single transit center in the long-term
- Connections to/between transit routes may also occur at major activity centers

Memo 6: Bend Local Service

Figure 9, Page 25

Mobility Hubs



Conceptual
locations

Memo 6: Bend Local Service

Mobility Hubs

Westside Transit Center/Mobility Hub Phasing

- **Near- to short-term:**

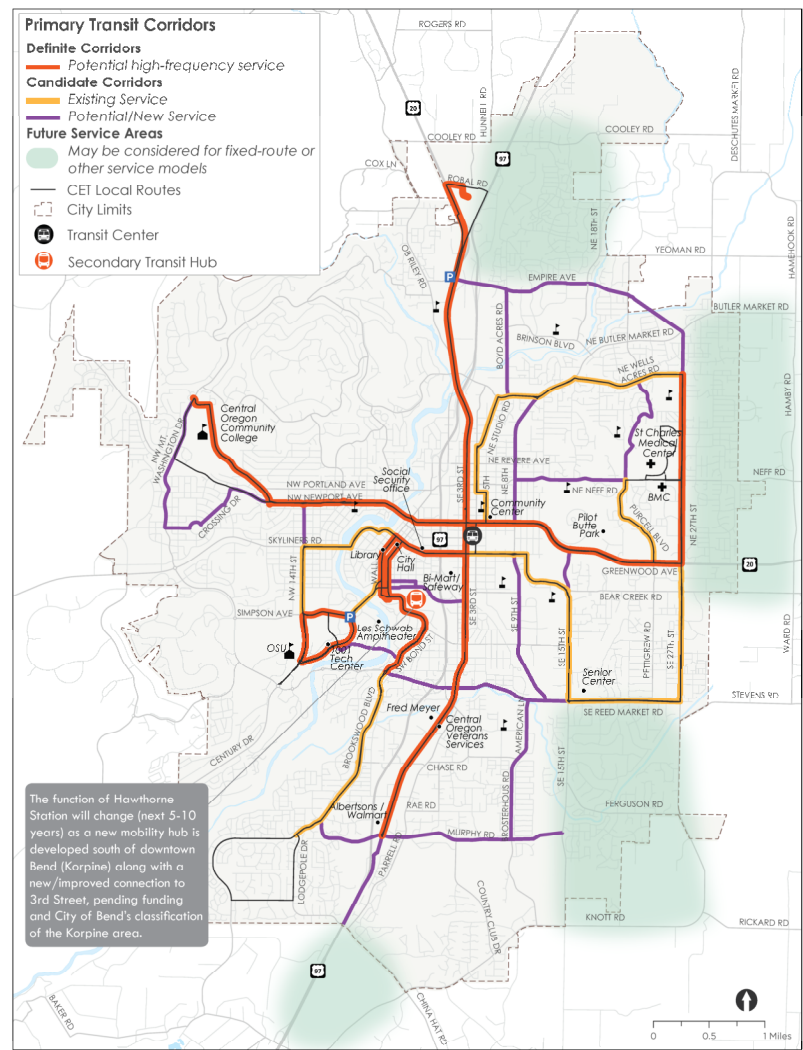
- Stop at Hawthorne Station, or adjacent stops on 3rd Street at Hawthorne, still required. Modify Community Connector Routes 24, 29, and 30 to connect to one or more westside mobility hubs to eliminate need for transfers at Hawthorne Station.
- Some routing changes require more direct crossing between 3rd Street and south downtown, such as extension/realignment of Aune Street as identified in Bend Transportation System Plan (TSP) Update, which would not complete until medium- to long-term.

- **Mid- to Long-term:**

- Community Connector routes have been redesigned to provide a stop on the westside.
- An Aune Street (or other) connection between 3rd Street and south downtown is available.
- Mobility hubs are in place in both north and south downtown.

Memo 6: Bend Local Service

Recommended Primary Transit Network



Memo 6: Bend Local Service

Short-Term Service Concepts

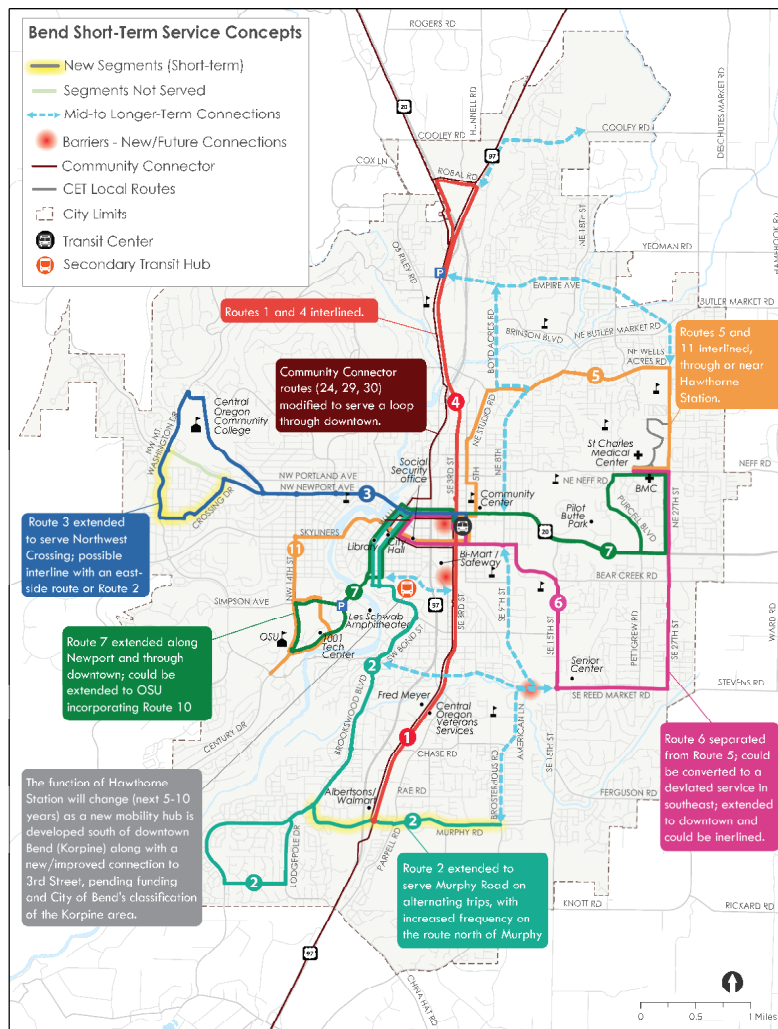


Figure 10, Page 29

Memo 6: Bend Local Service

Mid- to Long-Term Service Concepts

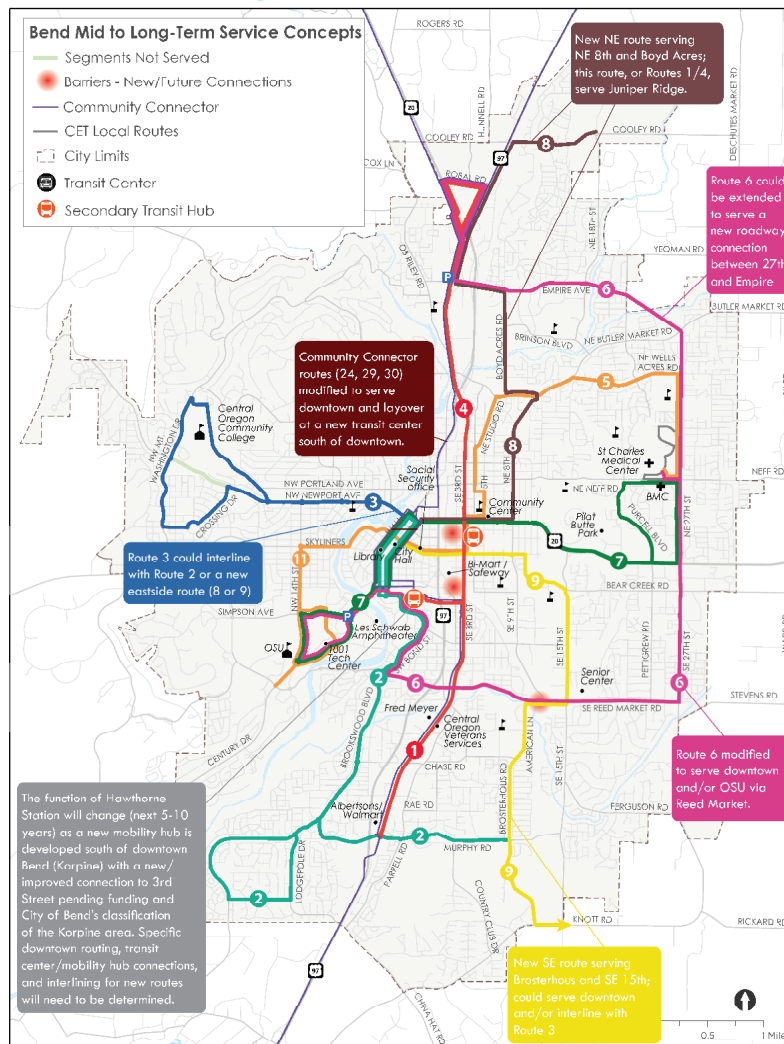


Figure 11, Page 30

Local Service

Summary of Bend Service Concepts

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
1 – South 3rd St	30 min headway*	<ul style="list-style-type: none"> Interlined with Route 4, 15-20 min peak headway 	<ul style="list-style-type: none"> Interlined with Route 4, 15-20 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
2 – Brookwood	45 min headway*	<ul style="list-style-type: none"> 45 min headway 	<ul style="list-style-type: none"> 15-20 min headway, alternating trips to Murphy/Broster hous and Brookwood 	<ul style="list-style-type: none"> Add Sunday Service
3 – Newport	30 min headway*	<ul style="list-style-type: none"> 30 min headway 	<ul style="list-style-type: none"> 15-20 min all-day headway, serves NW Crossing 	<ul style="list-style-type: none"> Add Sunday Service

Note: *Short-term changes that are part of FY 2019-21 STIF plan can be phased in starting in the near-term.

Memo 6: Summary of Community Connector and Local Service

Local Service

Summary of Bend Service Concepts

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
4 – North 3rd St	30 min headway*	<ul style="list-style-type: none"> Interlined with Route 1, 15-20 min peak headway 	<ul style="list-style-type: none"> Interlined with Route 1, 15-20 min all-day headway Extended to Juniper Ridge 	<ul style="list-style-type: none"> Add Sunday Service
5 – Well Acres	45 min headway*	<ul style="list-style-type: none"> Interlined with Route 11 	<ul style="list-style-type: none"> Interlined with Route 11, 20-30 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
6 – Reed Market	45 min headway*	<ul style="list-style-type: none"> Split from Route 5, redesign to serve downtown and/or provide deviated service 	<ul style="list-style-type: none"> Extend to Cascade Village via NE 27th and/or to downtown/OSU via Reed Market 	<ul style="list-style-type: none"> Add Sunday Service

Note: *Short-term changes that are part of FY 2019-21 STIF plan can be phased in starting in the near-term.

Memo 6: Summary of Community Connector and Local Service

Local Service

Summary of Bend Service Concepts

Memo 6: Summary of Community Connector and Local Service

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing + STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF + Additional Sources
7 – Greenwood	30 min headway*	<ul style="list-style-type: none"> Extend to downtown, 15-20 min peak headway, then to OSU (incorporating Route 10) in short or mid-term 	<ul style="list-style-type: none"> Combined with Route 10, connects eastside to downtown/OSU, 15-20 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service
8 – NE (New)	N/A	<ul style="list-style-type: none"> N/A (Initiate microtransit pilot if resources permit; not assumed) 	<ul style="list-style-type: none"> Approx 45 min headway route 	<ul style="list-style-type: none"> Add Sunday Service
9 – SE (New)	N/A	<ul style="list-style-type: none"> N/A (Initiate microtransit pilot, or service via Route 2, if resources permit; not assumed) 	<ul style="list-style-type: none"> Approx 45 min headway route 	<ul style="list-style-type: none"> Add Sunday Service
10 – Colorado	60 min headway*	<ul style="list-style-type: none"> Folded into Route 7 (Short or Mid-Term) 	<ul style="list-style-type: none"> Folded into Route 7 	<ul style="list-style-type: none"> N/A
11 – Galveston	60 min headway*	<ul style="list-style-type: none"> Interlined with Route 5 	<ul style="list-style-type: none"> Interlined with Route 5, 20-30 min all-day headway 	<ul style="list-style-type: none"> Add Sunday Service

Table 20, Page 64

Note: *Short-term changes that are part of FY 2019-21 STIF plan can be phased in starting in the near-term.

Modifications to Existing Routes, New Routes or Service

Ridership Percentage Change for All-Route Scenarios (Elasticity Model)

Memo 6: Bend Local Service

Ridership % Change, TBEST Scenarios modeled with elasticities

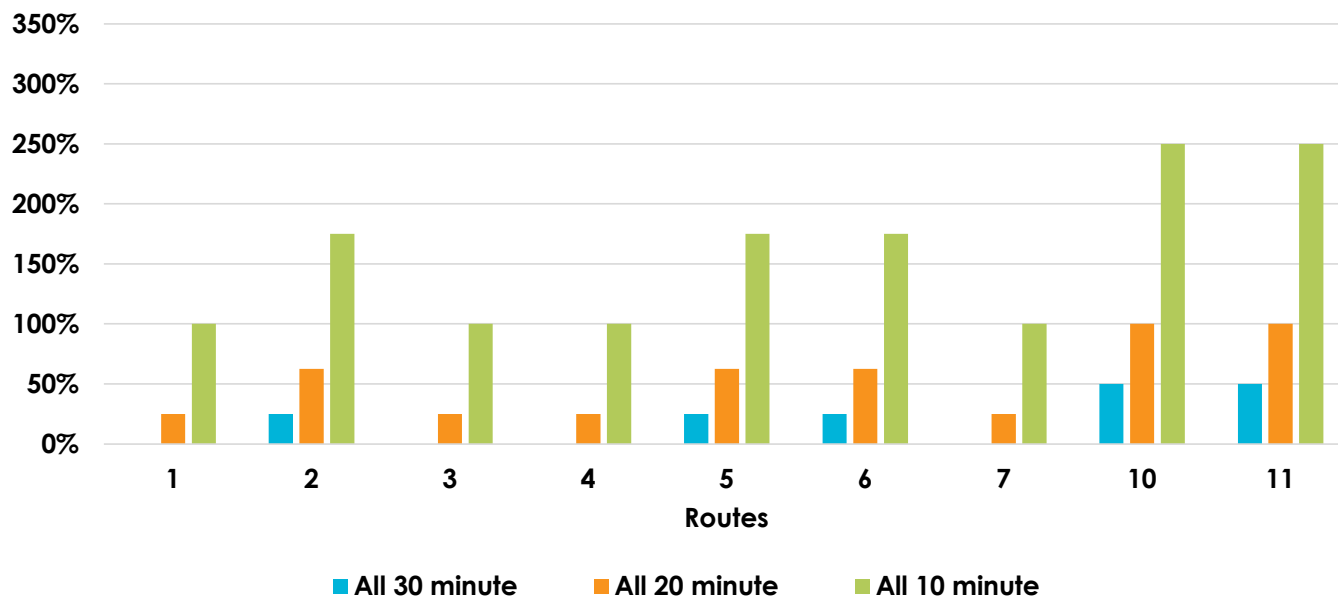


Figure 22, Page 43

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service

Frequency Scenarios – Key Findings:

- Increasing service frequency to every 15-minutes on the Primary Transit Network (Routes 1, 3, 4, 7, 10 and 11) would result in the lowest cost per new rider (\$13.79) and highest systemwide productivity (10 riders per hour)
- Routes 1, 3, 4, and 7 form the core of the Primary Transit Network and have the highest ridership per transit service hour today. The modeling results suggest this balance would continue in the future
- The 20-minute/40-minute peak/off-peak scenario and all-day 30-min scenarios suggests approach for balancing all day frequency on the Primary Transit Network with a moderate increase in frequency on a wider geographic coverage in the city.

Memo 6: Bend Local Service

Modifications to Existing Routes, New Routes or Service Evening Service Enhancements

- ***Near-term to mid-term:***

- Expand fixed-route and ADA Paratransit service until 8 pm or 9 pm, coordinated with later service on the Community Connector system.
- Develop and expand a microtransit pilot program to provide later evening connections when demand does not warrant fixed-route service on core and/or all routes (e.g., after 8 or 9 pm).

Bend Local Service

Local Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Bend	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 7:30 pm, 30/45 min headways Saturday 7:30 am – 5:30 pm, at up to 30 min headways 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 7:30 pm, up to 15/20 min peak headways on core routes (1, 4, and 7 w/7 extended to downtown/Old Mill and/or OSU) Saturday 7:30 am – 5:30 pm 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 9 pm Evening Service on Core Routes/DAR to 9 pm Saturday extended to 7:00 am – 7:00 pm Sunday DAR Only 8:30 am – 3:15 pm Evening Microtransit to approx. 11 pm 	Fixed-Route, Dial-A-Ride/ADA <ul style="list-style-type: none"> Weekday 6 am – 9 pm Evening Service on Core Routes/DAR to 9 pm Saturday 7:00 am – 7:00 pm Sunday 8:00 am – 6:00 pm Evening Microtransit to approx. 11 pm

Memo 6: Summary of Community Connector and Local Service

Redmond Local Service

Summary of Redmond Conceptual Service Alternative and Preliminary Phasing

Plan Phase	Existing	Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing	STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Service Type / # of Routes	Dial-A-Ride (average 3 vehicles all-day)	Dial-A-Ride (weekday only) Add Local Circulator flex-route (weekdays and Saturday)	4 Deviated Routes Circulator flex-route Maintain 1 Dial-A-Ride vehicle	4 Fixed-Routes Local circulator ADA Paratransit	5 Fixed-Routes Local circulator ADA Paratransit
Service Days / Hours	6 am – 6 pm weekdays	6 am – 6 pm weekdays Circulator runs on Saturdays			
# People	28,500 (2017 citywide estimate)	Local Circulator: 9,500 (w/in 1/2 mile)	Deviated Routes / Circulator: 19,000 (w/in 1/2 mile)	Fixed Routes / Circulator: 12,400 (w/in 1/4 mile)	Fixed Routes / Circulator: 12,900 (w/in 1/4 mile)
# Jobs	12,700 (2017 citywide estimate)	Local Circulator: 2,900 (w/in 1/2 mile)	Deviated Routes / Circulator: 4,200 (w/in 1/2 mile)	Fixed Routes / Circulator: 3,000 (w/in 1/4 mile)	Fixed Routes / Circulator: 3,000 (w/in 1/4 mile)

Memo 6: Redmond Local Service

Table 12, Page 47

Local Service

Local Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Redmond ¹	Dial-A-Ride <ul style="list-style-type: none"> 6:30 am – 6:00 pm Add deviated circulator route Add limited Saturday service (e.g. circulator route)	Possible conversion to deviated Fixed-Route service <ul style="list-style-type: none"> Weekday 6:30 am – 6:00 pm Saturday circulator route 	Fixed-Route, ADA, Limited Dial-A-Ride (or hybrid of fixed-route and deviated-routes) <ul style="list-style-type: none"> Weekday 6:30 am – 6:00 pm Saturday 7:00 am – 6:00 pm Evening Microtransit 	Fixed-Route, ADA, Limited Dial-A-Ride (or hybrid of fixed-route and deviated-routes) <ul style="list-style-type: none"> Weekday 6:30 am – 6:00 pm Saturday 7:00 am – 6:00 pm Sunday 8:00 am – 6:00 pm Evening Microtransit

Note: Preliminary assumptions for Redmond service; to be determined based on local transit study.

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Memo 6: Summary of Community Connector and Local Service

Local Service

Local Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
La Pine	Dial-A-Ride <ul style="list-style-type: none"> 6 am – 6 pm 	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 6 am – 6 pm Saturday limited circulation as part of Route 30 flex-route Expand service boundaries to meet rural need	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 6 am – 6 pm Saturday limited circulation as part of Route 30 flex-route	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 6 am – 6 pm Saturday limited circulation as part of Route 30 flex-route

Note: Preliminary assumptions for Redmond service; to be determined based on local transit study.

Memo 6: Summary of Community Connector and Local Service

Local Service

Local Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Sisters	Dial-A-Ride <ul style="list-style-type: none"> Tuesday only 9-10 am, 1-2 pm) Add 2nd day of service 	Dial-A-Ride <ul style="list-style-type: none"> 2 days, limited hours Route 29/30 flex-route Saturday limited circulation as part of Route 29 flex-route Expand service boundaries to meet rural need	Dial-A-Ride <ul style="list-style-type: none"> 2 days, limited hours Route 29/30 flex-route Saturday limited circulation as part of Route 29 flex-route	Dial-A-Ride <ul style="list-style-type: none"> 2 days, limited hours Route 29/30 flex-route Saturday and Sunday limited circulation as part of Route 29 flex-route
Prineville	Dial-A-Ride <ul style="list-style-type: none"> 7:30 am – 5:30 pm 	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Evening and Saturday limited circulation as part of Route 26 flex-route	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Evening and Saturday limited circulation as part of Route 26 flex-route	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Evening, Saturday, and Sunday limited circulation as part of Route 26 flex-route

Memo 6: Summary of Community Connector and Local Service

Local Service

Local Service Plan Summary

Plan Phase	Existing/Near-Term	Short-Term	Mid-Term	Long-Term
Funding Level:	Existing+ STIF FY19-21	STIF FY22-23, FY23-24	STIF+Additional Sources	STIF+Additional Sources
Madras	Dial-A-Ride <ul style="list-style-type: none"> 7:30 am – 5:30 pm Flex-Route as part of Route 20	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Early evening and Saturday limited circulation as part of Route 20/22 flex-routes	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Early evening and Saturday limited circulation as part of Route 20/22 flex-routes	Dial-A-Ride/Flex-Route <ul style="list-style-type: none"> 7:30 am – 5:30 pm Early evening, Saturday, and Sunday limited circulation as part of Route 20/22 flex-routes
Warm Springs	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) Add flex-route as part of 3 Saturday Route 20 trips	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) 3 Saturday Route 20 flex-route trips	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) 3 Saturday Route 20 flex-route trip	Flex-Route (part of Route 20) <ul style="list-style-type: none"> 6 am – 7 pm (6 trips) 3 Saturday and Sunday Route 20 flex-route trip

Memo 6: Summary of Community Connector and Local Service

Memo 6: Recreational Services

Recreational Services

The locations identified as potential needs and opportunities to seek out or evaluate partnerships include:

- Sunriver (year-round)
- Black Butte Ranch (year-round)
- High Desert Museum (year-round to/from Bend and/or Sunriver)
- Lava Lands Visitor Center (seasonal to/from Bend and/or Sunriver)
- OSU Cascades (year-round)
- Smith Rock (summer)
- Popular Central Oregon sno-parks (winter)

Deschutes County - Finance Summary

Costs and Funding by Qualified Entity, Existing Through Short-Term

Phase Name	Deschutes County		
	Existing	Short-Term	Mid-Term
Plan Years	2019-2020	2022-2025	2026-2030
Representative Year	2019-2020	2024-2025	2029-2030
Service Cost	\$5,484,000	\$9,171,000	\$19,548,000
STIF Funding Only	N/A	\$4,411,000	\$5,630,000
By Service Type			
Community Connector	\$855,000	\$1,865,000	\$2,694,000
Fixed-Route	\$2,290,000	\$4,164,000	\$11,702,000
Dial-A-Ride (All)	\$2,339,000	\$3,142,000	\$5,152,000
Community Connector			
Warm Springs - Madras	\$0	\$0	\$0
Madras - Redmond	\$77,000	\$162,000	\$262,000
Redmond - Bend	\$342,000	\$664,000	\$928,000
Prineville - Redmond	\$66,000	\$167,000	\$272,000
Sisters - Redmond	\$91,000	\$155,000	\$201,000
Sisters - Bend	\$106,000	\$246,000	\$344,000
La Pine - Bend	\$174,000	\$357,000	\$460,000
Warm Springs / Employment Areas	\$0	\$0	\$0
La Pine - Sunriver	\$0	\$93,000	\$121,000
Crooked River Ranch - Redmond	\$0	\$20,000	\$53,000
Deschutes River Woods - Bend	\$0	\$0	\$53,000
Bend Local Service			
Bend: Fixed-Route	\$2,290,000	\$3,795,000	\$9,629,000
Bend: Dial-A-Ride	\$1,141,000	\$1,528,000	\$3,445,000
Non-Bend Local Service			
Redmond: Fixed-Route / DAR	\$912,000	\$1,583,000	\$3,260,000
La Pine: DAR / Flex-Route	\$272,000	\$362,000	\$471,000
Sisters: DAR / Flex-Route	\$14,000	\$37,000	\$48,000
Madras: DAR / Flex-Route	\$0	\$0	\$0
Prineville: DAR / Flex-Route	\$0	\$0	\$0

Memo 6: Summary of Community Connector and Local Service

Table 17, Page 59

Crook County - Finance Summary

Costs and Funding by Qualified Entity, Existing Through Short-Term

Phase Name	Crook County		
	Existing	Short-Term	Mid-Term
Plan Years	2023-2025	2023-2025	2026-2030
Representative Year	2024-2025	2024-2025	2029-2030
Service Cost	\$336,000	\$667,000	\$950,000
STIF Funding Only	N/A	\$320,000	\$408,000
By Service Type			
Community Connector	\$98,000	\$350,000	\$538,000
Fixed-Route	\$0	\$0	\$0
Dial-A-Ride (All)	\$238,000	\$317,000	\$412,000
Community Connector			
Warm Springs - Madras	\$0	\$0	\$0
Madras - Redmond	\$0	\$0	\$0
Redmond - Bend	\$0	\$0	\$0
Prineville - Redmond	\$98,000	\$350,000	\$538,000
Sisters - Redmond	\$0	\$0	\$0
Sisters - Bend	\$0	\$0	\$0
La Pine - Bend	\$0	\$0	\$0
Warm Springs / Employment Areas	\$0	\$0	\$0
La Pine - Sunriver	\$0	\$0	\$0
Crooked River Ranch - Redmond	\$0	\$0	\$0
Deschutes River Woods - Bend	\$0	\$0	\$0
Bend Local Service			
Bend: Fixed-Route	\$0	\$0	\$0
Bend: Dial-A-Ride	\$0	\$0	\$0
Non-Bend Local Service			
Redmond: Fixed-Route / DAR	\$0	\$0	\$0
La Pine: DAR / Flex-Route	\$0	\$0	\$0
Sisters: DAR / Flex-Route	\$0	\$0	\$0
Madras: DAR / Flex-Route	\$0	\$0	\$0
Prineville: DAR / Flex-Route	\$238,000	\$317,000	\$412,000

Memo 6: Summary of Community Connector and Local Service

Table 17, Page 59

Jefferson County - Finance Summary

Costs and Funding by Qualified Entity, Existing Through Short-Term

Phase Name	Jefferson County		
	Existing	Short-Term	Mid-Term
Plan Years	2023-2025	2023-2025	2026-2030
Representative Year	2024-2025	2024-2025	2029-2030
Service Cost	\$557,000	\$1,059,000	\$1,585,000
STIF Funding Only	N/A	\$321,000	\$409,000
By Service Type			
Community Connector	\$330,000	\$742,000	\$1,173,000
Fixed-Route	\$0	\$0	\$0
Dial-A-Ride (All)	\$227,000	\$317,000	\$412,000
Community Connector			
Warm Springs - Madras	\$76,000	\$129,000	\$190,000
Madras - Redmond	\$156,000	\$363,000	\$575,000
Redmond - Bend	\$0	\$0	\$0
Prineville - Redmond	\$98,000	\$250,000	\$408,000
Sisters - Redmond	\$0	\$0	\$0
Sisters - Bend	\$0	\$0	\$0
La Pine - Bend	\$0	\$0	\$0
Warm Springs / Employment Areas	\$0	\$0	\$0
La Pine - Sunriver	\$0	\$0	\$0
Crooked River Ranch - Redmond	\$0	\$0	\$0
Deschutes River Woods - Bend	\$0	\$0	\$0
Bend Local Service			
Bend: Fixed-Route	\$0	\$0	\$0
Bend: Dial-A-Ride	\$0	\$0	\$0
Non-Bend Local Service			
Redmond: Fixed-Route / DAR	\$0	\$0	\$0
La Pine: DAR / Flex-Route	\$0	\$0	\$0
Sisters: DAR / Flex-Route	\$0	\$0	\$0
Madras: DAR / Flex-Route	\$227,000	\$317,000	\$412,000
Prineville: DAR / Flex-Route	\$0	\$0	\$0

Memo 6: Summary of Community Connector and Local Service

Table 17, Page 59

Warm Springs - Finance Summary

Costs and Funding by Qualified Entity, Existing Through Short-Term

Phase Name	Warm Springs		
	Existing	Short-Term	Mid-Term
Plan Years	2023-2025	2023-2025	2026-2030
Representative Year	2024-2025	2024-2025	2029-2030
Service Cost	\$153,000	\$381,000	\$806,000
STIF Funding Only	N/A	\$100,000	\$100,000
By Service Type			
Community Connector	\$153,000	\$381,000	\$806,000
Fixed-Route	\$0	\$0	\$0
Dial-A-Ride (All)	\$0	\$0	\$0
Community Connector			
Warm Springs - Madras	\$153,000	\$262,000	\$386,000
Madras - Redmond	\$0	\$0	\$0
Redmond - Bend	\$0	\$0	\$0
Prineville - Redmond	\$0	\$0	\$0
Sisters - Redmond	\$0	\$0	\$0
Sisters - Bend	\$0	\$0	\$0
La Pine - Bend	\$0	\$0	\$0
Warm Springs / Employment Areas	\$0	\$99,000	\$367,000
La Pine - Sunriver	\$0	\$0	\$0
Crooked River Ranch - Redmond	\$0	\$0	\$0
Deschutes River Woods - Bend	\$0	\$0	\$0
Bend Local Service			
Bend: Fixed-Route	\$0	\$0	\$0
Bend: Dial-A-Ride	\$0	\$0	\$0
Non-Bend Local Service			
Redmond: Fixed-Route / DAR	\$0	\$0	\$0
La Pine: DAR / Flex-Route	\$0	\$0	\$0
Sisters: DAR / Flex-Route	\$0	\$0	\$0
Madras: DAR / Flex-Route	\$0	\$0	\$0
Prineville: DAR / Flex-Route	\$0	\$0	\$0

Memo 6: Summary of Community Connector and Local Service

Table 17, Page 59

Finance Summary

Options for Aligning Short-Term Costs with Projected Funding *Short-Term Cost-Constrained Service Scenario*

Memo 6: Summary of Community Connector and Local Service

Community Connector	Local Service
<ul style="list-style-type: none"> ▶ No increase in Route 22 Madras – Redmond trips ▶ Add only 1 midday trip on Route 24 Redmond – Bend instead of 3 trips. ▶ No addition of evening trips on Routes 22, 24, and 26 	<ul style="list-style-type: none"> ▶ No expansion of Route 2 to serve the southeast area and increase frequency north of Murphy Road. ▶ No modification of Route 4 to increase frequency and serve Northwest Crossing. ▶ No microtransit pilots to serve the southeast and northeast areas. ▶ No expansion of Saturday service hours ▶ Limit Saturday service in Redmond to a single circulator route.

Fleet and Facility Requirements

Fleet Requirements

Vehicles Required	Total Buses by Time Period				Incremental Buses by Time Period (vs. previous time period)		
	Existing	Short-Term	Mid-Term	Long-Term	Short-Term	Mid-Term	Long-Term
By Service Type	26	36	51	55	10	15	4
Community Connector	7	13	13	13	6	0	0
Fixed-Route	9	13	23	24	4	10	1
Dial-A-Ride	10	10	15	18	0	5	3
Bend and Redmond	16	20	35	36	4	15	1
Bend Fixed-Route	9	12	19	19	3	7	0
Bend DAR	4	4	8	8	0	5	0
Redmond Fixed-Route	0	1	4	5	1	3	1
Redmond Dial-A-Ride	4	4	4	4	0	1	0
By Vehicle Class	26	36	51	55	10	15	4
Large	1	2	2	2	1	0	0
Medium	15	22	32	33	7	10	1
Small	10	12	11	14	2	-1	3
Van	0	0	6	6	0	6	0

Memo 6:
Summary of
Community
Connector
and Local
Service

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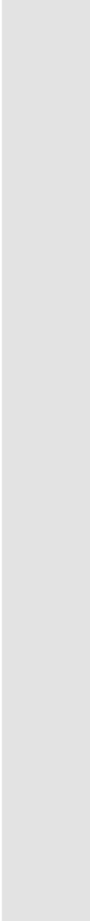
Memo 7: Transit Facilities

Type	Example Locations	Context (Transit and Land Use)	Mobility Services	Technology Features
Transit Center (Large-Scale)	<ul style="list-style-type: none"> ▶ Bend Hawthorne Station (or future replacement on eastside); ▶ Redmond Transit Center 	<ul style="list-style-type: none"> ▶ Central transit hub with multiple local and Community Connector routes 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Transit Hub (Bend)	<ul style="list-style-type: none"> ▶ Cascade Village (North) ▶ Walmart (South) ▶ OSU (West) ▶ St. Charles (East) ▶ South Downtown/Old Mill (vicinity of Colorado-/Arizona) ▶ North Downtown (vicinity of Newport & Wall/Bond) 	<ul style="list-style-type: none"> ▶ Major activity center with 2+ connecting routes ▶ Potential Community Connector stop 	<ul style="list-style-type: none"> ▶ Context-sensitive park-and-ride ▶ Drop-off area ▶ Car sharing ▶ Micromobility ▶ Short-term and long-term/secure bike parking 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Secondary Hub / Small-Scale Transit Center (Regional)	<ul style="list-style-type: none"> ▶ Sisters (northwest of downtown) ▶ Madras ▶ Metolius ▶ Culver ▶ Warm Springs ▶ Prineville (near Thriftway or Rays) 			
Major Activity Center	<ul style="list-style-type: none"> ▶ North Downtown Bend (vicinity of Newport/Hawthorne) ▶ COCC ▶ Forum Shopping Center ▶ Major employment areas 	<ul style="list-style-type: none"> ▶ High ridership stop 	<ul style="list-style-type: none"> ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information ▶ Off-board fare payment
Local Neighborhood	<ul style="list-style-type: none"> ▶ Local route terminus ▶ Neighborhood stop (fixed-route or deviated route) 	<ul style="list-style-type: none"> ▶ Low-to-medium density residential land uses ▶ Can be employed with micromobility where urban form limits transit access 	<ul style="list-style-type: none"> ▶ Drop-off area ▶ Micromobility 	<ul style="list-style-type: none"> ▶ Real-time information
Local stops	<ul style="list-style-type: none"> ▶ Typical stop 		<ul style="list-style-type: none"> ▶ Bike parking 	
Park-and-ride lots (major or minor)	<ul style="list-style-type: none"> ▶ ODOT P&R ▶ Mt. Bachelor 	<ul style="list-style-type: none"> ▶ City edge for unstructured parking ▶ Structured parking opportunities in central city, dense mixed use development areas 	<ul style="list-style-type: none"> ▶ Micromobility ▶ Bike parking ▶ Drop off area 	<ul style="list-style-type: none"> ▶ Real-time information

Table 8, Page 11



Memo 6 and 7: Service and Capital Plans

- Do you have comments on the summary of recommended Community Connector and local services?
 - Do you have comments on the recommended transit facilities?
- 

Memo 7: Transit Technology

Transit Signal Priority

- Transit Signal Priority is a general term for a set of operational improvements that use signal controller technology to reduce the wait time for buses at traffic signals by holding the green time and reducing the red time when a bus is detected. CET should coordinate with ODOT through its 2040 TMP to provide transit signal priority in the following cities and along associated corridors:
 - Bend: 3rd Street/US 97 BUS, Greenwood/Highway 20, Downtown, and Reed Market Road (when more services are introduced to this corridor)
 - Redmond: US 97, OR 126, and Downtown (when local services are introduced to Redmond)
 - Madras: US 97
 - La Pine: US 97

Memo 7: Transit Technology

Other Technology Investments

- The following additional technology needs have been identified for inclusion in the Transit Master Plan; funding for technology improvements has been included in Deschutes County's STIF plan for FY 2021:
- One app/platform for fare payment and trip planning that:
 - Operates regionally
 - Provides real-time arrival information
 - Works for all modes (e.g. bike share, fixed-route, DAR, etc.)
 - Coordinated with identified mobility hubs
 - User friendly for older, younger, and/or disabled populations (e.g. real-time text message updates to accommodate standard cell phones)
- Fare payment configuration to allow credit cards on buses
- New dispatch software and tablets for drivers

Local TAC Feedback

1

**Warm
Springs**

2

**Jefferson
County**

3

Sisters

4

Redmond

5

**Crook
County**

6

Bend

7

La Pine

Local TAC Feedback

Warm Springs

- Concern that current STIF base-level of funding received is low
- Need for increased frequency between Madras and Warm Springs to minimize overcrowding during early mornings and evenings
- Short-term need for bus stop relocation with DHS's move
- 20 to 40 riders anticipated to use Government Camp-Warm Springs service
 - Special events at Ski Bowl should draw additional riders
- Rural areas needing service: Shimnasho and Shisheeka and around Kah-Nee-Ta
 - Interest in a shopper/medical shuttle that is demand-responsive
- Need for buses to arrive early enough for riders to make their connections by 8AM
- Warm Springs intends to develop broadband infrastructure (future project for workers possibly needing public transportation)
- Warm Springs Market stop is a popular hub for the community and could have enhancement needs

Local TAC Feedback

Jefferson County

- Plan should identify particular funding sources
 - May be premature to recommend additional tax base
 - Public needs to advocate for what services are needed
 - Plan should note that costs are exceeding revenue projections and additional public outreach needed
- Need for park-and-ride at Crooked River Ranch
- Need for evaluating gaps for disabled community, veterans, and seniors
- Potential for deviated flex-route as long as it comes with rider education
- Need for larger fonts for schedule holders
- Many low-income individuals and veterans in the community needed transportation services
- Need for services/outreach to Keith Manufacturing, the school district, and St. Charles
- Interest in leveraging Safe Routes to School programs with transit funding
- Interest in changing some development codes to allow for more transit supportive development

Local TAC Feedback

Sisters

- Potential property acquisition for East Portal in Summer 2021 (Forest Service land); interest in developing as a mobility hub
- Age-Friendly Sisters desires a fixed-route system eventually
- Potential growth for medical trips
- Stops near Shopko and Bethlehem Inn in Bend could attract riders
- May need improved/increased marketing of existing services prior to changing the service design
- Interest in service between Black Butte and Sister and incorporating Hoodoo
- Potential stop locations at the motel and shopping center (near Rays) and a new hotel near McDonalds

Local TAC Feedback

Redmond

- Needs along Canal Boulevard for significant multifamily developments
- Needs in the northeast area for affordable housing project
- Needs for aging populations that can no longer drive
- Anticipated fixed-route system would potentially operate as “spoke and hub” like Bend’s system
- Suggestion to serve Cline Falls State Park
- Possible interest in microtransit
- City is exploring a flex-route system and its opportunities
- Interest in creating a better experience on the bus
- Need for improved lighting at the Redmond Transit Hub as well as security

Local TAC Feedback

Crook County

- Interest in developing the old bowling alley as a mobility hub
- Need for DAR outside of UGB
- Interest in shuttle to Smith Rock
- Interest in transit supportive strategies to make transit more attractive

Local TAC Feedback

Bend

- Some concern behind forming a transit district, relying on property taxes, and creating high-value properties
- Concern for no direct E-W and N-S routes
- Suggestions such as paid parking to increase ridership
- Interest in the timeframe of mobility hubs
- Interest in the current and proposed service frequencies
- Discussion on mobility hubs being managed by partnerships between multiple entities, both public and private
- Potential primary transit corridor needs in the NE as well as 15th Street
- Interest in having a Route 7/10 transfer downtown to provide a one-seat ride
- References made to tolling Cascade Lakes highway as a policy change
- Interest in electric vehicles
- Suggestions to evaluate Corvallis model for funding fare free operations

Local TAC Feedback

La Pine

- Need for highlighting Sunriver-La Pine service and possible extensions in the plan (e.g. Sunriver-Bend or Sunriver-Redmond Airport)
- Interest in developing mobility hub at Country Store in Sunriver (access off of Day Road)
- Interest in interlining Route 30 to route to St. Charles
- Younger riders would find a secondary hub close to downtown attractive

Virtual Open House Input

1

**Community
Connector**

2

Bend

3

Redmond

4

Sisters

5

La Pine

6

La Pine

7

**Prineville/
Crook County**

8

**Madras/
Jefferson
County**

9

Warm Springs

Virtual Open House Input

Community Connector

- Top Priorities
 - **Route 20 (Warm Springs-Madras)**: Adding Saturday Service
 - **Route 22 (Madras-Redmond)**: Adding more frequent peak period trips and an evening trip
 - **Route 24 (Redmond-Bend)**: Adding more frequent service all day and an additional evening trip
 - **Route 26 (Prineville-Redmond)**: Redesigning route to serve Redmond Airport and COCC as well as interlining Route 24 during select peak period trips to provide a one-seat ride to Bend
 - **Route 28 (Sisters-Redmond)**: Improving local stop branding and amenities within Sisters
 - **Route 29 (Sisters-Bend)**: Providing a stop in Tumalo (contingent on roadway improvements)
 - **Route 30 (La Pine-Bend)**: Modifying route to serve Sunriver (increases travel time)
 - Shopping/Medical Shuttle service between Madras and Redmond
- New Services
 - **Support** for new Route "19" (Warm Springs Employment Center Service)
 - New **Redmond Airport service** received a 2.8 out of 4.0-star rating
 - New **Route "31" (La Pine-Sunriver)** service received a 3.0 out of 4.0-star rating

Virtual Open House Input

Bend

- 89% agree with identified **primary transit corridors** (52 answers)
- 84% agree with identified **mobility hubs** (44 answers)
- 80% support the proposed **short-term service concepts** (40 answers)
- 84% support the proposed **mid- to long-term service concepts** (32 answers)
- 79% support the proposed services to **Deschutes River Woods** (29 answers)
- 90% support the proposed **fixed-route services** (30 answers)

Virtual Open House Input

Redmond

- 100% support the proposed **local Redmond services** (21 answers)
- 73% support the proposed **implementation timeframe** (22 answers)

Virtual Open House Input

Sisters

- 100% support the proposed **local Sisters services** (8 answers)
- The proposed **transit facility** received a 4.2 out of 5.0-star rating (9 answers)

Virtual Open House Input

La Pine

- 93% support the proposed **local La Pine services** (*15 answers*)
- 93% support the proposed services to **Deschutes River Woods** (*14 answers*)

Virtual Open House Input

Prineville/Crook County

- 100% support the proposed **local Prineville services** (20 answers)
- The proposed **transit facility** received a 4.1 out of 5.0-star rating (19 answers)

Virtual Open House Input

Madras/Jefferson County

- 100% support the proposed **local Madras services** (*11 answers*)
- 67% support the proposed services to **Crooked River Ranch** (*9 answers*)
- 100% support the proposed **local Metolius and Culver services** (*9 answers*)
- The proposed **transit facility in Madras** received a 4.4 out of 5.0-star rating (*10 answers*)
- The proposed **transit facility in Metolius** received a 3.9 out of 5.0-star rating (*9 answers*)
- The proposed **transit facility in Culver** received a 3.2 out of 5.0-star rating (*9 answers*)

Virtual Open House Input

Warm Springs

- 100% support for the proposed **local Warm Springs service** (22 answers)
- The proposed **transit facility** received a 4.4 out of 5.0-star rating (22 answers)

Virtual Open House Input

Funding

- 19 responses
- 71% think CET should pursue additional funding sources

Goals and Objectives Review

- Do the draft Service and Capital Plans achieve the Goals and Objectives set at the beginning of the project?
- Do they need updating?



Next Steps

- Draft Transit Development Plan and Implementation Plan
 - Local Agency Briefings – Summer 2020
 - Final Steering Committee Meeting – Summer 2020
 - COIC Board and Local Adoption – Fall 2020
- 



Adjourn