



CET 2040 Transit Master Plan

Bend Local TAC Meeting
(CET TMP Bend Focus)
August 19th, 2019



Meeting Purpose and Desired Outcomes

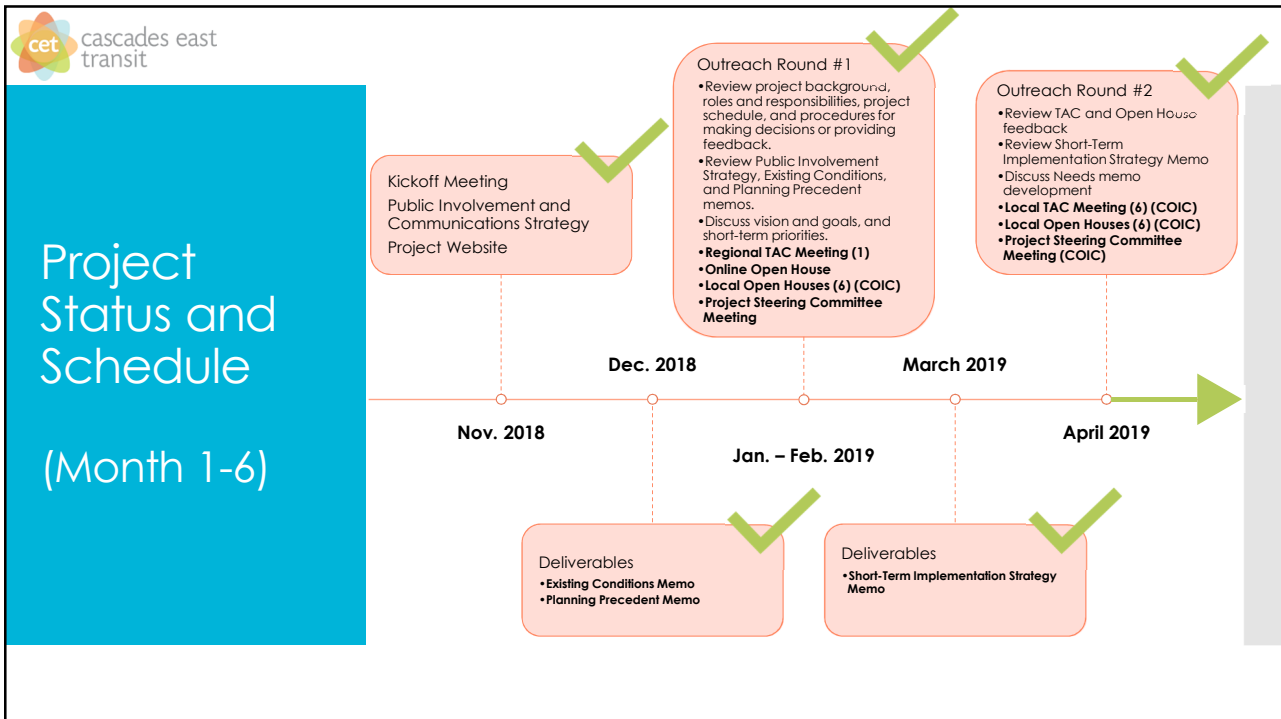
Meeting Purpose

Welcome new Bend Local TAC members
Provide project overview and discuss additional Bend focus work
Review existing conditions and trip purpose analysis for Bend
•Task 3 Memo – Existing Conditions Supplement Memo – Bend Employment Centers
•Task 4 Memo – Needs Assessment Supplement Memo – Bend Trip Purpose Analysis
Note: The full regional Needs Assessment Memo has not been completed. It will be reviewed at the next PSC meeting.

Desired Outcomes

TAC member understanding of project and additional Bend area focus work
Validation of existing conditions and travel patterns in Bend
Validation of bicycle and pedestrian access to transit needs in Bend
Input from TAC on other considerations for existing conditions and needs in Bend

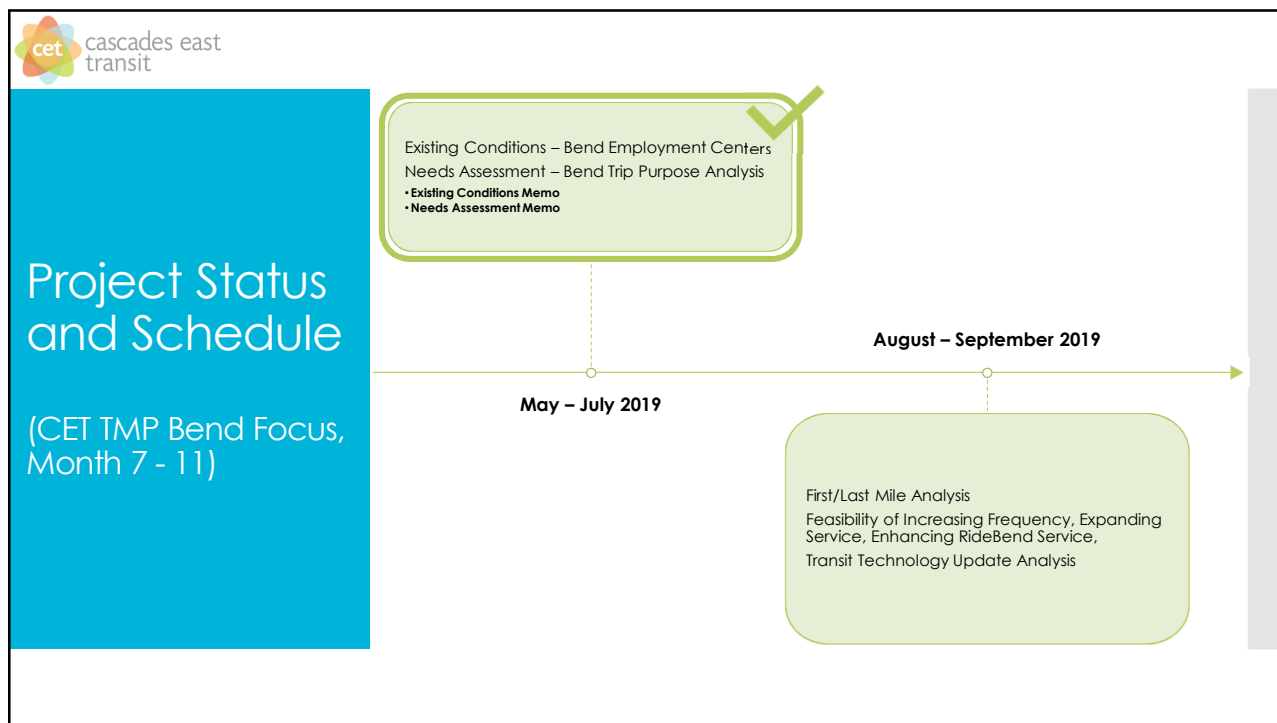
TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
3:00	Welcome and Introductions	Andrea Breault COIC	
3:10	Project Status and Schedule	Susie Wright Kittelson & Associates	Confirm Understanding, Questions for Clarification
3:25	Existing Conditions – Bend Employment Centers (Bend Task 3)	Susie Wright & Miranda Barrus Kittelson & Associates	Task 3 Memo <ul style="list-style-type: none"> - Do you agree with the employment areas identified in this memo? Are there other employment areas that should be considered in this process? - Do you agree with the bicycle and pedestrian access to transit needs? Are there other bicycle and pedestrian access needs that should be considered in this process?
4:10	Needs Assessment – Bend Trip Purpose Analysis (Bend Task 4)	Susie Wright & Miranda Barrus	Task 4 Memo <ul style="list-style-type: none"> - Is the local origin-destination analysis a good representation of commute patterns within Bend based on your knowledge? - Is the intercity origin-destination analysis a good representation of the commute patterns to/from areas outside of Bend based on your knowledge? - Do you agree with the draft airport needs? Are there other airport needs that should be considered throughout this process?
4:55	Next Steps/Adjourn	Andrea	

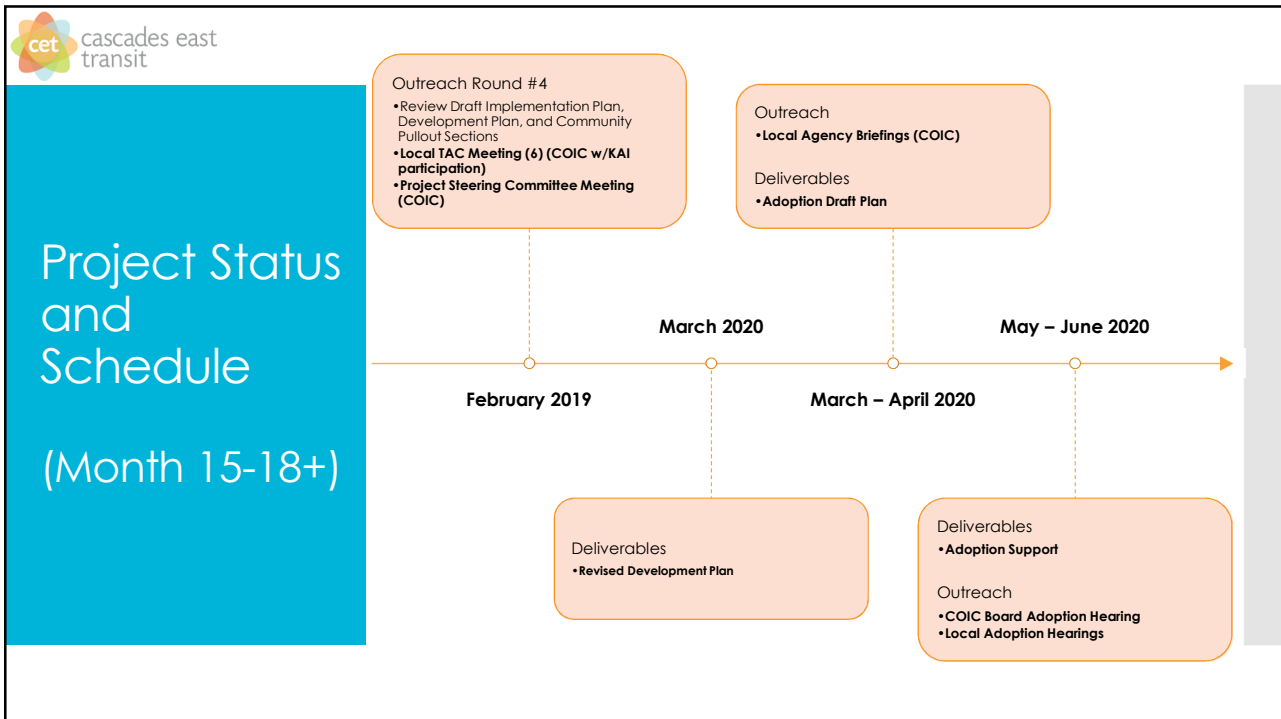
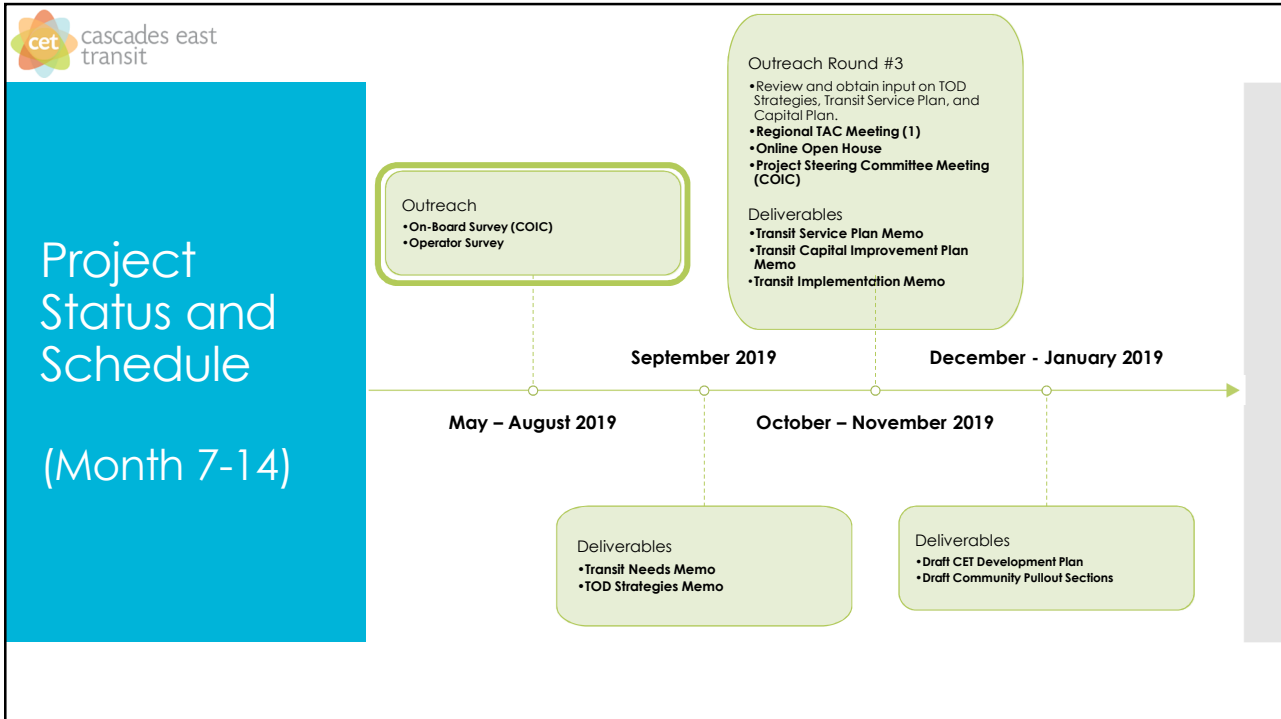


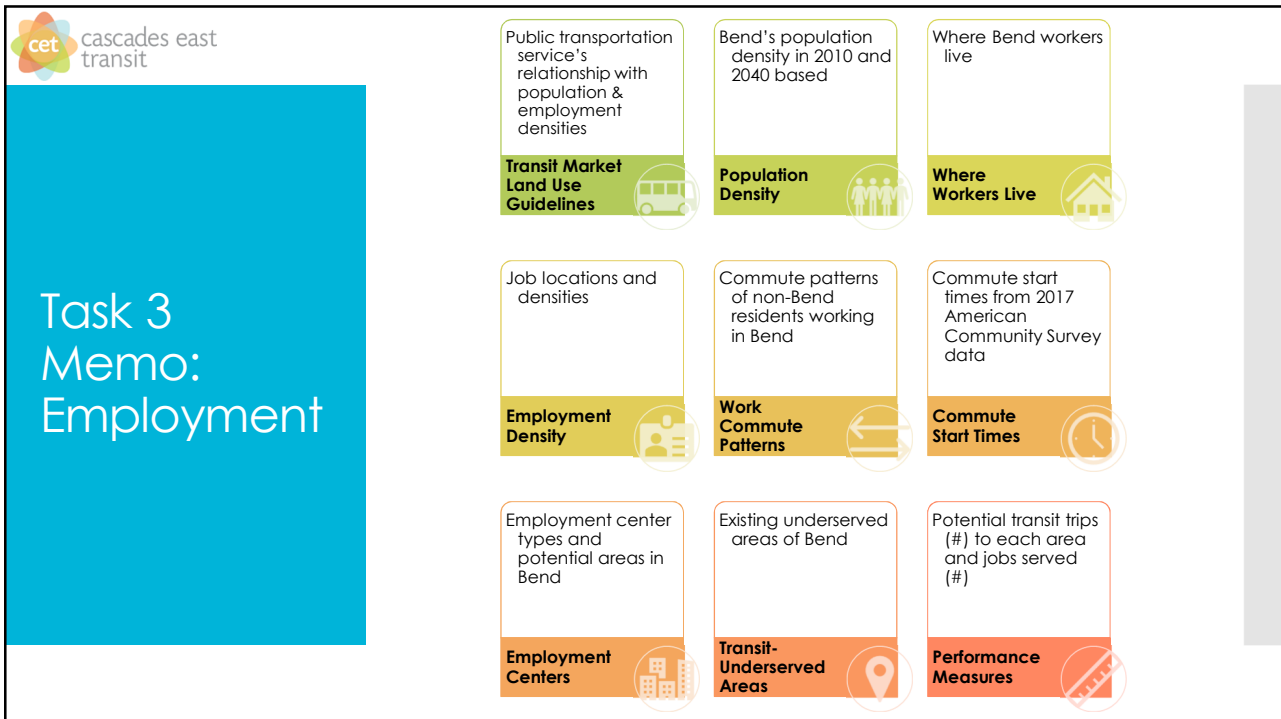
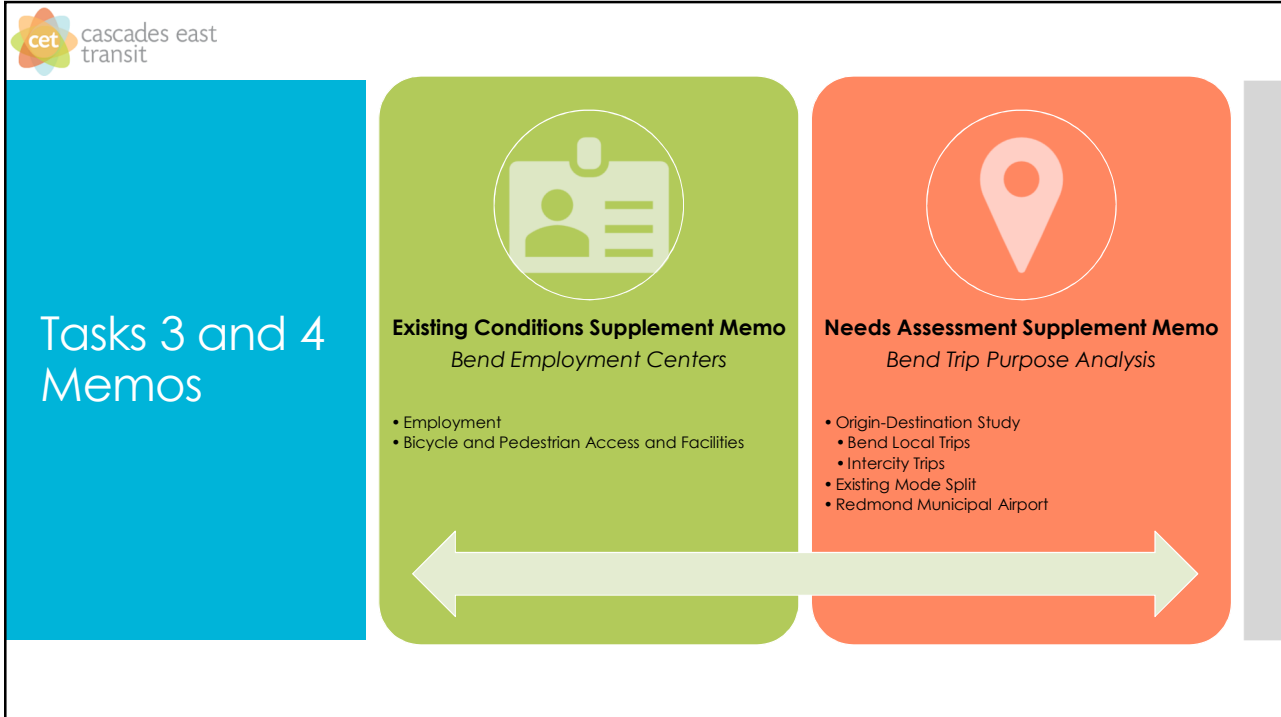
The screenshot shows the Cascades East Transit website. On the left is a blue sidebar with the text "Project Status and Schedule (Month 1-6)". The main content area is titled "Prior Project Documents" and features a navigation menu with items: HOME, LATEST NEWS, MEETINGS, PROJECT TEAM MEMBERS, PROJECT DOCUMENTS, PROJECT MAP, SUBSCRIBE, and CONTACT. A green arrow points to the "MEETINGS" link. Below the menu, there are two sections for meeting materials:

- PSC Meeting (8/20/19)**
Agenda
[Presentation - Will be posted after meeting]
Existing Conditions Supplement Memo - Bend Employment Centers
Needs Assessment Supplement Memo - Bend Trip Purpose Analysis
Needs Assessment Supplement Memo Appendix
- Bend Local TAC Meeting (8/19/19)**
Agenda
[Presentation - Will be posted after meeting]
Existing Conditions Supplement Memo - Bend Employment Centers
Needs Assessment Supplement Memo - Bend Trip Purpose Analysis
Needs Assessment Supplement Memo Appendix

At the bottom of the screenshot, a URL is provided: <http://cettransitplan.com/websites/56/pages/328>







Task 3
Memo:
Employment

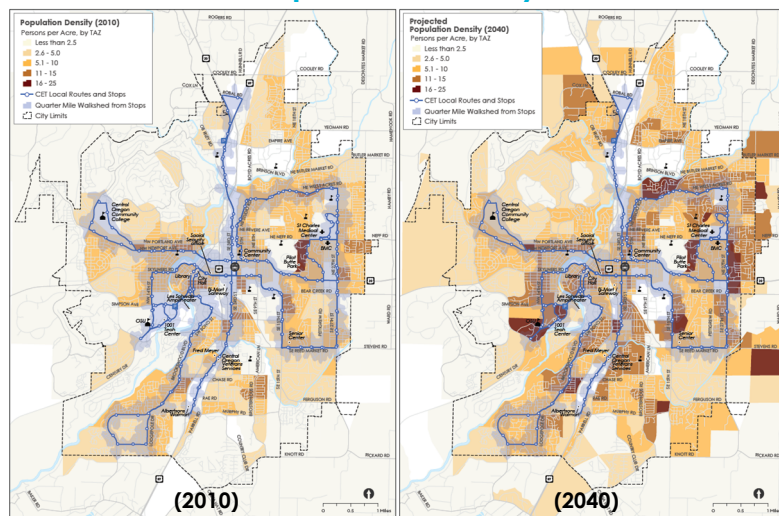
Transit Market Land Use Guidelines

LAND USE			TRANSIT	
Land Use Type	Residents per Acre	Jobs per Acre	Appropriate Types of Transit	Frequency of Service
Urban Mixed-Use	20+	15+	BRT Rapid Bus Local Bus	10-15 minutes
Neighborhood & Suburban Mixed-Use	10-20	10-15	Local Bus	15-30 minutes
Mixed Neighborhoods	10-15	5-10	Local Bus On-Demand	30-60 minutes or on-demand
Low Density	2-10	2-5	On-Demand Rideshare Volunteer Driver Pgm	60 mins or less or on-demand

Page 2, Figure 1

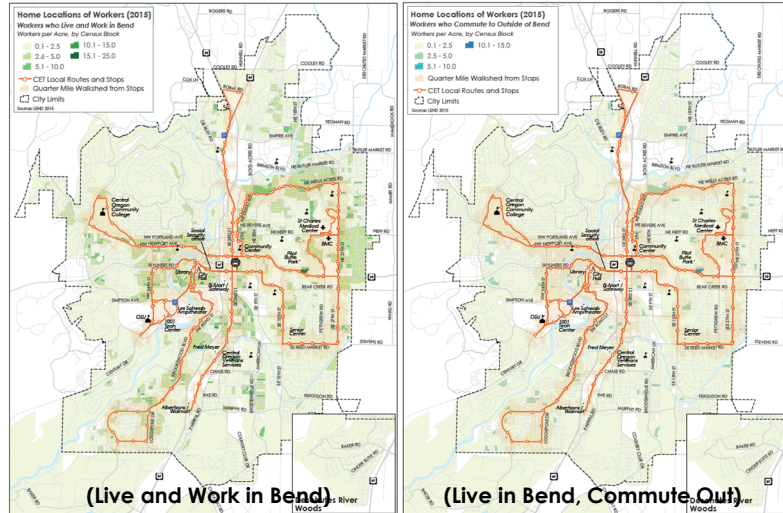
Task 3
Memo:
Employment

Population Density



Page 4, Figure 2

Where Workers Live (2015)



Page 6, Figure 3

Where Workers Live (Cont.)

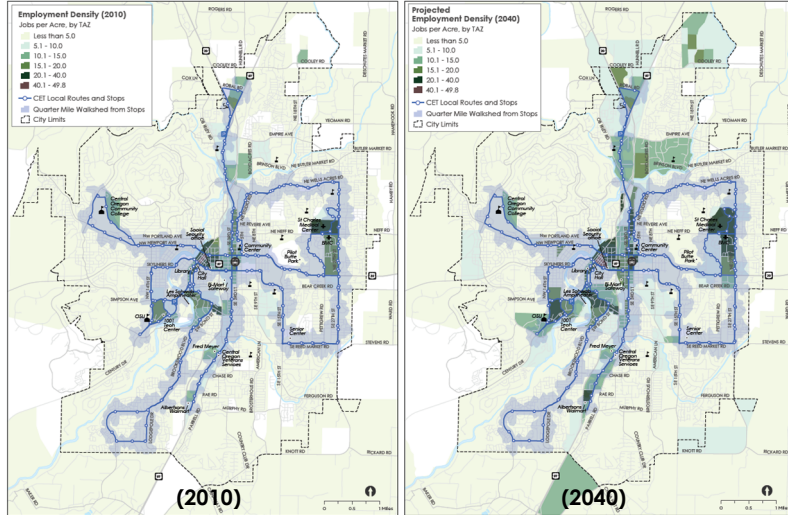
Where Bend Residents Work (Top 10)

Work Location	Persons	Share of total workers
Bend	24,974	67.0%
Redmond	1,890	5.1%
Portland	1,195	3.2%
Salem	497	1.3%
Eugene	448	1.2%
Sunriver CDP	376	1.0%
Prineville	305	0.8%
Sisters	238	0.6%
Medford	236	0.6%
Tigard	219	0.6%
All Other Places	6,870	18.4%

Page 7, Table 1

Task 3 Memo: Employment

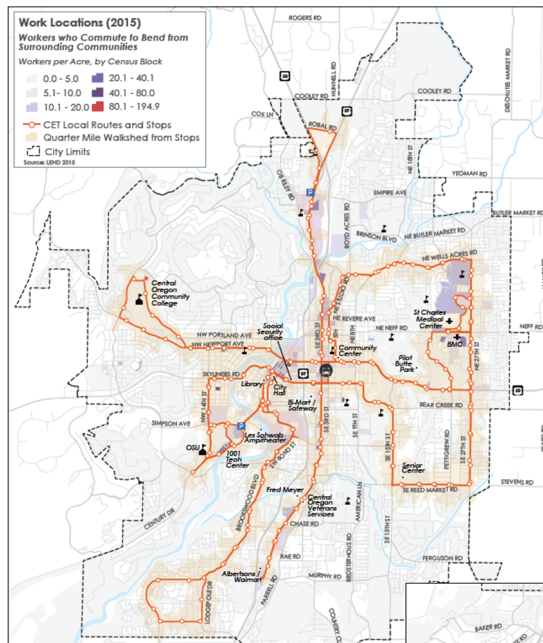
Employment Density



Page 8, Figure 4

Task 3 Memo: Employment

Work Commute Patterns (2015)



Page 9, Figure 5



Task 3
Memo:
Employment

Work Commute Patterns (Cont.)

Where People Who Work in Bend Live, 2015

Home Location	Persons	Share of total workers
Bend	24,974	53.1%
Redmond	3,392	7.2%
Deschutes River Woods	1,561	3.3%
Portland	692	1.5%
Prineville	556	1.2%
Eugene	418	0.9%
Three Rivers	285	0.6%
Madras	242	0.5%
Salem	232	0.5%
Eagle Crest	222	0.5%
All Other Places	14,476	30.8%

Page 10, Table 2



Task 3
Memo:
Employment

Commute Start Times

Share of Commuters Leaving for Work at Certain Times (All Modes)

Geography/Category	# of People	% of Geography
REGIONAL (All Cities)		
Share of Regional Commuters Leaving for work between 5 and 6 am.	4,473	7%
Share of Regional Commuters Leaving for work between 6 and 7 am.	10,440	16%
Share of Regional Commuters Leaving for work between 7 and 9 am.	30,524	47%
Share of Regional Commuters Leaving for work between 4 pm and 12 am.	3,380	5%
Share of Regional Commuters Leaving for work between 12 and 5 am.	3,163	5%
BEND		
Share of Bend Commuters Leaving for work between 5 and 6 am.	2,157	6%
Share of Bend Commuters Leaving for work between 6 and 7 am.	6,356	16%
Share of Bend Commuters Leaving for work between 7 and 9 am.	19,054	49%
Share of Bend Commuters Leaving for work between 4 pm and 12 am.	1,823	5%
Share of Bend Commuters Leaving for work between 12 and 5 am.	966	2%
REDMOND		
Share of Redmond Commuters Leaving for work between 5 and 6 am.	1,057	9%
Share of Redmond Commuters Leaving for work between 6 and 7 am.	2,056	17%
Share of Redmond Commuters Leaving for work between 7 and 9 am.	5,251	43%
Share of Redmond Commuters Leaving for work between 4 pm and 12 am.	870	7%
Share of Redmond Commuters Leaving for work between 12 and 5 am.	1,024	8%

Page 11, Table 3



Task 3
Memo:
Employment

Commute Start Times (Cont.)

Percentage of Residents leaving Home to Commute to Work by Time of Day (All Modes)

Place	Total	12 a.m.	5 a.m.	6 a.m.	7 a.m.	9 a.m.	12 p.m.	4 p.m.
		To 5 a.m.	To 6 a.m.	To 7 a.m.	To 9 a.m.	To 12 p.m.	To 4 p.m.	To 12 a.m.
Bend city	38,706	2%	6%	16%	49%	16%	6%	5%
Culver city	661	11%	13%	14%	35%	12%	7%	8%
Deschutes River Woods CDP	2,700	5%	14%	12%	44%	13%	6%	6%
La Pine city	693	8%	10%	23%	33%	14%	8%	4%
Madras city	2,343	12%	4%	16%	45%	7%	14%	4%
Metolius city	413	13%	11%	23%	29%	5%	14%	5%
Prineville city	3,437	8%	9%	14%	40%	15%	9%	5%
Redmond city	12,205	8%	9%	17%	43%	11%	5%	7%
Sisters city	1,058	2%	8%	11%	51%	16%	11%	1%
Sunriver CDP	258	0%	0%	0%	86%	0%	3%	10%
Terrebonne CDP	476	5%	8%	4%	41%	0%	29%	13%
Three Rivers CDP	1,536	11%	4%	18%	39%	15%	11%	2%
Warm Springs CDP	880	8%	11%	10%	54%	5%	6%	6%

Page 12, Table 5



Task 3
Memo:
Employment

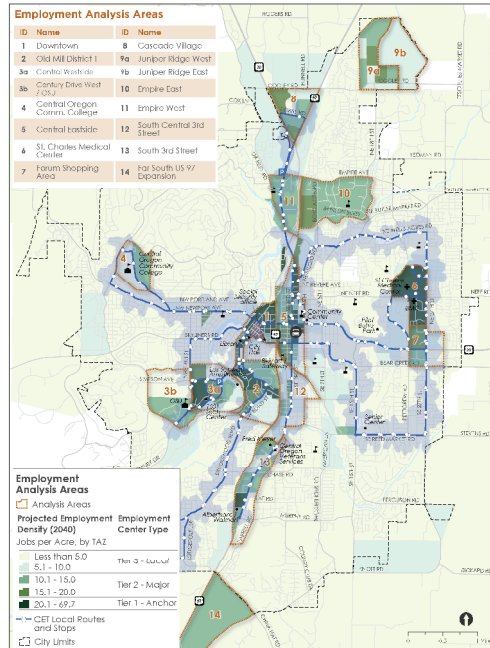
Employment Center Guidelines

Area Type	Description	Density Guideline at Activity Centers (jobs per acre)
Tier 1 – Anchor	Highest daytime work population and consistent customer volumes	20+ jobs
Tier 2 – Major	High work population, and/or significant customer volumes	10 – 20 jobs
Tier 3 - Local	Moderate trip generator; fewer jobs (senior center, event venue)	5-10 jobs

Page 13, Table 6

Task 3 Memo: Employment

Employment Centers (Cont.)



Page 14, Figure 6

Task 3 Memo: Employment

Employment Centers (Cont.)

Potential Employment Analysis Areas Jobs and Jobs Density

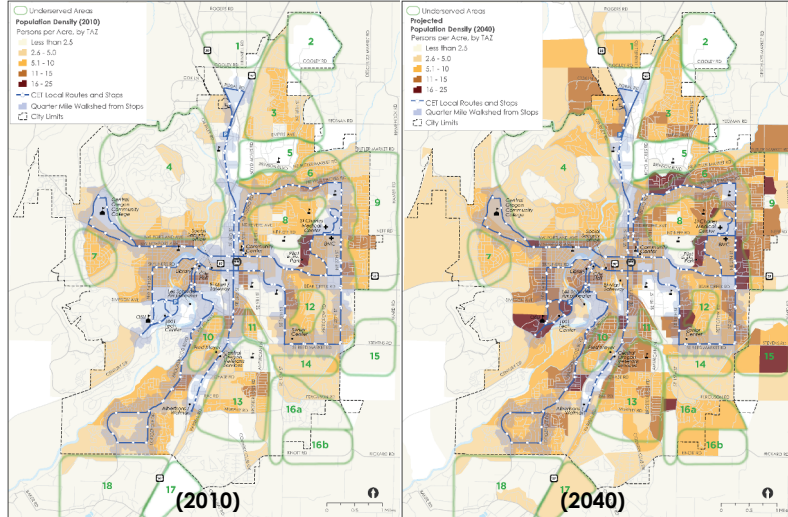
#	Employment Center	Number of Jobs [2]		Density of Jobs		Area Type in 2015
		2015	2040	2015	2040	
1	Downtown	4,300	4,900	25	30	Tier 1 - Anchor
2	Old Mill District [1]	3,700	4,900	12	15	Tier 2 - Major
3a	Central Westside	2,800	3,700	10	13	Tier 2 - Major
3b	Century Drive West (OSU)	1,200	2,000	4	7	Tier 1 - Local
4	Central Oregon Community College	1,000	1,100	6	6	Tier 3 - Local
5	Central Eastside	3,900	4,300	12	13	Tier 2 - Major
6	St. Charles Medical Center	6,400	5,800 [2]	33	33	Tier 1 - Anchor
7	Forum Shopping Area	1,600	1,900	9	11	Tier 3 - Local
8	Cascade Village	1,200	2,400	6	12	Tier 3 - Local
9a	Juniper Ridge West	100	3,000	0.3	12	--
9b	Juniper Ridge East	-	1,900	-	7	--
10	Empire East	2,800	5,400	7	14	Tier 3 - Local
11	Empire West	1,300	2,100	7	11	Tier 3 - Local
12	South Central 3rd Street	1,300	1,800	5	7	Tier 3 - Local
13	South 3rd Street	3,300	2,600 [2]	11	11	Tier 2 - Major
14	Far South US 97 Expansion	-	3,900	-	10	--

[1] Includes KorPine [2] Total employment appears to be less in 2040 St. Charles Medical Center and South 3rd Street; likely due to different data sources used for current and forecast conditions

Page 15, Table 7

Task 3 Memo: Employment

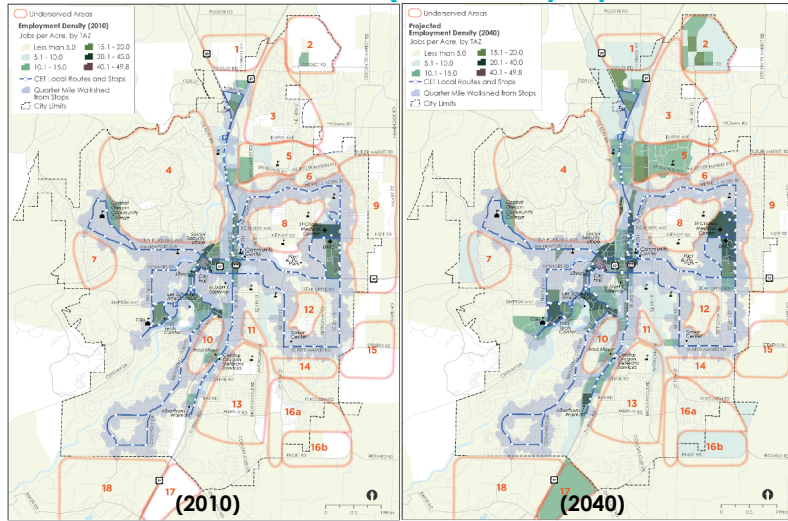
Transit-Underserved Areas (Population Density)



Page 20, Figure 7

Task 3 Memo: Employment

Transit-Underserved Areas (Cont., Employment Density)



Page 21, Figure 8



Task 3 Memo: Employment Transit Underserved Areas(p. 19)

#	Potential Service Area	Description	Population Density		Employment Density		Potential Services [Preliminary Assessment of Feasibility]					
			2010	2040	2010	2040	Fixed Route		Dedicated fixed-route (not on-line)		Addressing	Low density
							Access point	Time frames	Access point	Time frames		
1	North Triangle	Low density future growth	0.4	6.6	0.1	4.7		Future	✓	Future	✓	-
2	Juniper Ridge	Emerging employment	0.0	0.1	0.8	9.8	✓	Future	✓	Future	✓	with fixed route ext.
3	North of Empire (Grand Acres)	Moderate density residential	4.7	7.6	0.9	6.4	✓	Future	✓	Current	✓	✓
4	Northwest	Low density population	2.5	9.8	0.2	0.3		N/A	✓	Current	✓	-
5	South of Empire	Emerging employment area	1.4	1.4	4.6	11.1	✓	Future	✓	Current	✓	✓
6	Northeast Butler Market Rd	Moderate residential beyond existing fixed route	8.0	10.6	0.2	1.1	-	N/A	-	N/A	✓	✓
7	Northwest Clousing	Moderate residential	8.7	8.1	0.8	1.2	✓	Current	✓	Current	✓	-
8	Ninth Road, north of Flat Butte	Moderate residential beyond existing fixed route	6.7	8.0	0.4	0.7	✓	Current	✓	Current	✓	✓
9	East of 27th	Future residential	3.6	6.6	0.2	0.4	-	N/A	✓	Future	✓	-
10	West of Bond / Brookwood	Moderate residential beyond existing fixed route	4.8	9.9	1.6	3.1	-	N/A	-	N/A	✓	✓
11	Alvonia Park	Moderate residential beyond existing fixed route	6.2	7.8	1.4	2.0	-	N/A	✓	Current	✓	✓
12	Larkspur	Moderate residential beyond fixed route	5.8	9.3	0.0	0.4	-	N/A	✓	Current	✓	✓
13	Old Farm (Murphy / Stockman)	Moderate residential	4.0	6.0	0.6	1.0	✓	Current	✓	Current	✓	with fixed route ext.
14	South of Reed Market	Low residential beyond fixed route	4.1	5.0	0.1	0.3	-	N/A	✓	Current	✓	✓
15	Stevens Road	Future residential area	0.2	9.6	0.0	1.3	✓	Future	✓	Future	✓	-
16a	South 16th Street - North zones	Future residential or mixed-use area	1.4	6.4	0.1	0.0	✓	Future	✓	Future	✓	✓
16b	South 16th Street - South zones	Future employment area	0.8	4.0	0.0	7.8	✓	Future	✓	Future	✓	✓
17	South US 97	Future employment area	0.0	3.5	0.0	10.2	✓	Future	✓	Future	✓	✓
18	Deschutes River Woods	Low density residential area	1.3	1.7	0.1	0.1	-	N/A	✓	Current	✓	-



Task 3 Memo: Employment

Performance Measures

- Transit service scenarios for serving employment centers/areas such as those described above will be evaluated during the next phase of the project using a comparative measure of the number of potential transit trips serving each area, weighted by the number jobs served.
- This will be calculated by multiplying the projected number of daily transit trips (i.e., number of buses) within a quarter-mile distance of each area by the number jobs those trips would serve.
- Other suggestions on how to evaluate and prioritize transit service to employment areas?

Task 3 Memo: Existing Conditions Supplement Memo

- Do you agree with the employment areas identified in this memo? Are there other employment areas that should be considered in this process?



Task 3 Memo: Bicycle and Pedestrian Access and Facilities

Bicycle infrastructure gaps relative to access to transit and jobs

**Bicycle
Facilities**



Pedestrian infrastructure gaps relative to access to transit and jobs

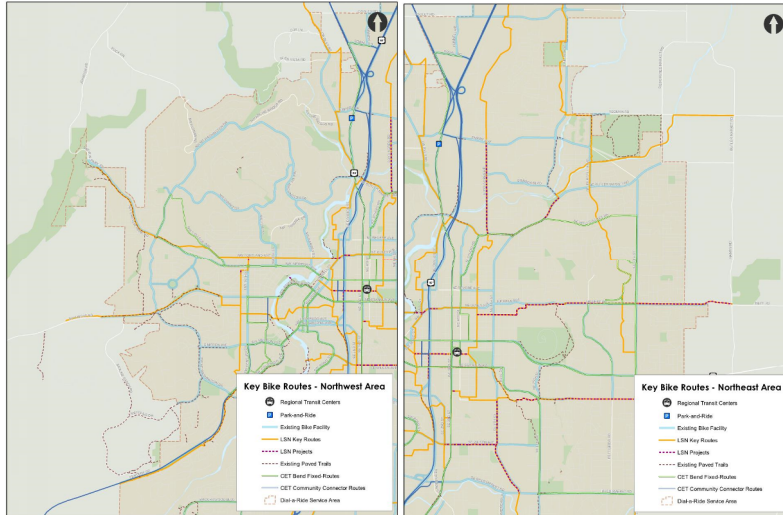
**Pedestrian
Facilities**





Task 3 Memo: Bicycle and Pedestrian Access and Facilities

Bicycle Facilities



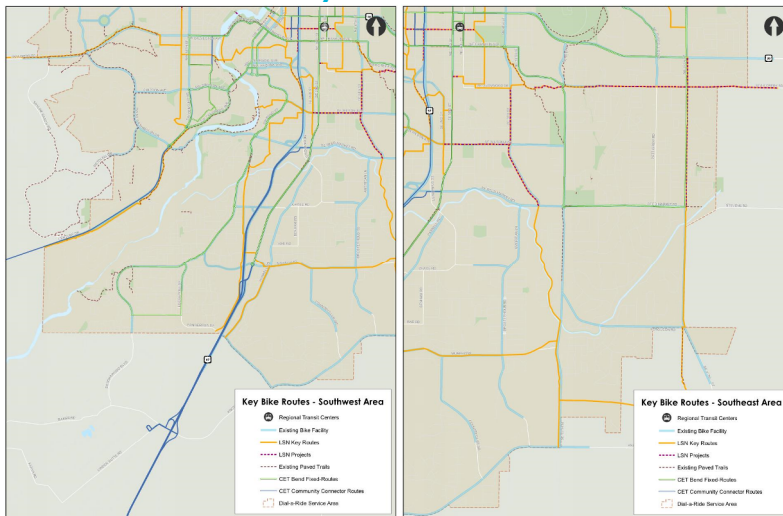
Northwest Area

Northeast Area



Task 3 Memo: Bicycle and Pedestrian Access and Facilities

Bicycle Facilities



Southwest Area

Southeast Area



Bicycle Facilities

Bicycle Facility Deficiencies and Needs for Non-LSN Key Routes

Task 3
Memo:
Bicycle and
Pedestrian
Access and
Facilities

Quadrant	Street	From	To	2040 Population Density ¹	2040 Employment Density ²	Transit Access Priority
Northeast	NE Wells Acres Rd	NE Butler Market Rd	NE 27 th St	Medium	Low	Low
	NE Courtney Dr	NE Conners Ave	NE 27 th St	Medium	High	High
	NE 3 rd St	NE Greenwood Ave	NE Webster Ave	Low to Medium	Medium to High	Mid
	NE 5 th St	NE Greenwood Ave	NE Norton Ave	Medium	Low	Low
	NE Norton Ave	NE 4 th St	NE 5 th St	Medium	Low	Low
	NE 4 th St	NE Norton Ave	NE Revere Ave	Medium	Medium	Mid
	NE Greenwood Ave	US 97	NE 3 rd St	Medium	Medium	Mid
	NE 4 th St	NE Franklin Ave	NE Greenwood Ave	Medium	High	High
Northwest	NE Irving Ave	NE 3 rd St	NE 4 th St	Medium	High	High
	NW College Way	NW Mt. Washington Dr	NW Portland Ave	Low	Low to Medium	Low
	NW Newport Ave	NW Wall St	US 97	Low to Medium	High	Mid
	NW Hill St	NW Franklin Ave	NW Newport Ave	Medium	Medium to High	Mid
	NW Columbia St	NW Commerce Ave	NW Riverside Blvd	Medium	Low to Medium	Mid
Southeast	NW Albany Ave	NW 14 th St	NW Columbia St	Medium	Low to Medium	Mid
	SE 3 rd St	SE Cleveland Ave	SE Miller Ave	Medium to High	Low to Medium	Mid
Southwest	SW Columbia St	SW Colorado Ave	NW Commerce Ave	High	Medium to High	High
	SW Donovan Ave	SW Century Dr	SW Emkay Dr	High	High	High
	SW Emkay Dr	SW Donovan Ave	SW Columbia St	High	High	High
	Poplar St	Brookwood Blvd	Lodgepole Dr	Medium	Low	Low
	Lodgepole Dr	Poplar St	Mahogany St	Medium	Low	Low

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Bicycle Facilities

Bicycle Facility Deficiencies and Needs for LSN Projects

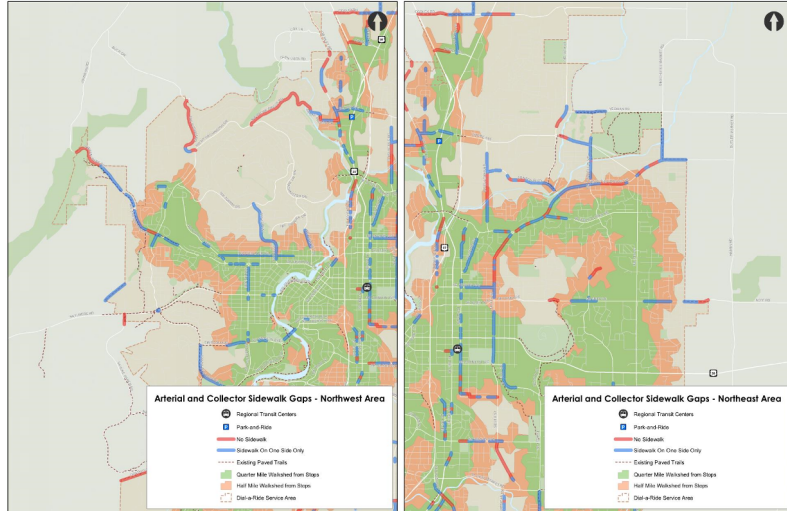
Task 3
Memo:
Bicycle and
Pedestrian
Access and
Facilities

Quadrant	Street	From	To	2040 Population Density ¹	2040 Employment Density ²	Transit Access Priority	
Northeast	Boyd Acres Rd	NE Butler Market Rd	Empire Ave	Low to Medium	Low to Medium	Low	
	NE Butler Market Rd	Boyd Acres Rd	Brinson Blvd	Medium to High	Low to Medium	Mid	
	NE Norton Ave	NE 6 th St	NE Neff Rd	Medium	Low	Low	
	NE Neff Rd	NE Parkridge Dr	Hamby Rd	Medium to High	Low to Medium	Mid	
	NE Olney Ave	US 97	NE 1 st St	Medium to High	Medium to High	High	
	NE Hawthorne Ave	US 97	NE 5 th St	Medium	Medium to High	Mid	
	NE Franklin	US 97	NE 8 th St	Medium	Low to Medium	Mid	
	US 97		NE Hawthorne Ave	Medium	Medium to High	Mid	
	NE Burnside Ave	NE 3 rd St	NE 4 th St	Medium	Low	Low	
	NE Burnside Ave	Multi-use path	NE Bear Creek Rd	Low	Low	Low	
	NE Bear Creek Rd	NE Alpenview Ln	East of UGB	Medium to High	Low	Mid	
	Northwest	NW 14 th St	NW Ogden Ave	NW Portland Ave	High	Low	Mid
		NW Newport Ave	NW College Way	NW 12 th St	Medium to High	Low	Mid
NW 15 th St		NW Lexington Ave	NW Milwaukee Ave	Medium to High	Low	Low	
NW Portland Ave		Deschutes River	US 97	Low to Medium	Medium	Mid	
NW Nashville Ave Ped Bridge		NW Nashville Ave	NW Riverside Blvd	Medium	Low	Low	
NW Hawthorne Ave		NW Harriman St	US 97	Medium to High	Medium to High	High	
NW Franklin Ave		NW Harriman St	US 97	Medium to High	Medium to High	High	
Southeast	SE Miller Ave	SE 3 rd St	SE Heyburn St	High	Low	Mid	
	SE Wilson Ave	SE 2 nd St	SE 9 th St	High	Low	Mid	
	SE 9 th St	SE Reed Market Rd	SE Glenwood Dr	Low	Low	Low	
	SE 27 th St	SE Reed Market Rd	Greenwood Ave	Medium to High	Low	Mid	

Page 28, Table 10

Task 3
Memo:
Bicycle and
Pedestrian
Access and
Facilities

Pedestrian Facilities

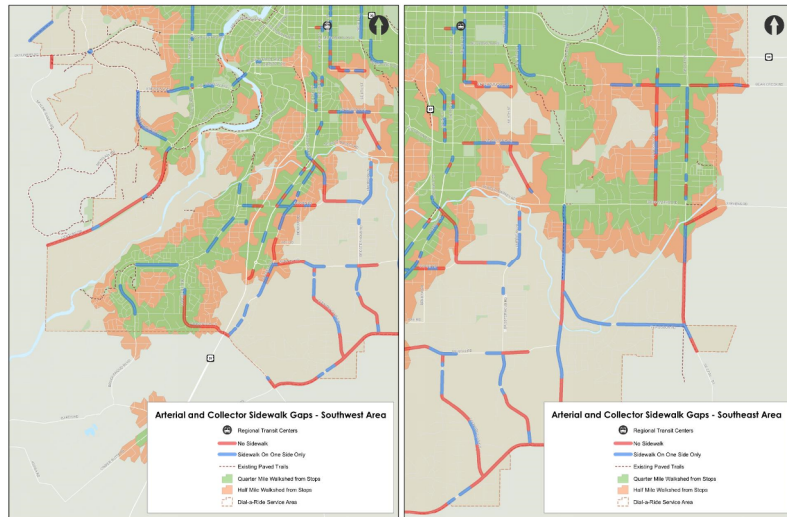


Northwest Area

Northeast Area

Task 3
Memo:
Bicycle and
Pedestrian
Access and
Facilities

Pedestrian Facilities



Southwest Area

Southeast Area

Task 3 Memo: Existing Conditions Supplement Memo

- Do you agree with the bicycle and pedestrian access to transit needs? Are there other bicycle and pedestrian access needs that should be considered in this process?



Task 4 Memo: Origin- Destination Study

Analysis of trips with origins and destinations in Bend

Bend Local Trips (Start and End in Bend)



Analysis of trips between Bend and Redmond

Travel Demand Between Bend and Redmond



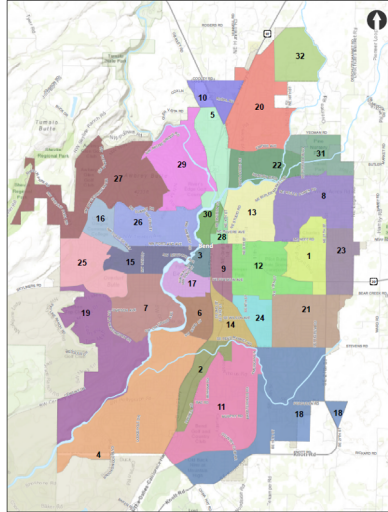
Origins and destinations for intercity trips to or from locations within the Bend-Redmond model to or from locations outside of the model area

Intercity Travel Demand



Task 4
Memo:
Origin-
Destination
Study

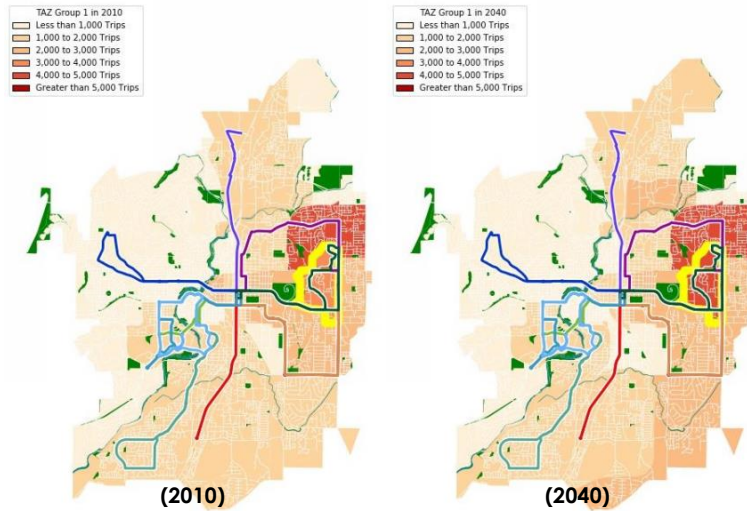
Bend Local Trips (Start and End in Bend)



Bend Transportation Analysis Zone Groups

Task 4
Memo:
Origin-
Destination
Study

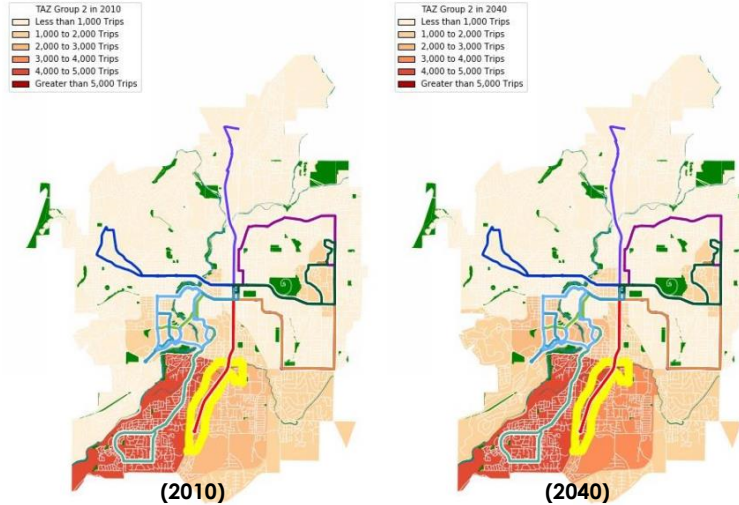
Bend Local Trips (Start and End in Bend, Cont.)



Trip Distribution to/from Group 1: Medical Center

Task 4
Memo:
Origin-
Destination
Study

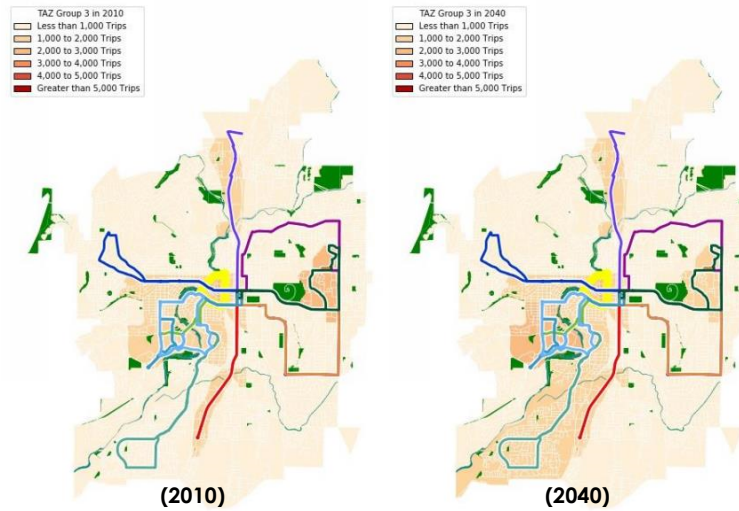
Bend Local Trips (Start and End in Bend, Cont.)



Trip Distribution to/from Group 2: Retail/Commercial Corridors along Highway 20-3rd Street

Task 4
Memo:
Origin-
Destination
Study

Bend Local Trips (Start and End in Bend, Cont.)

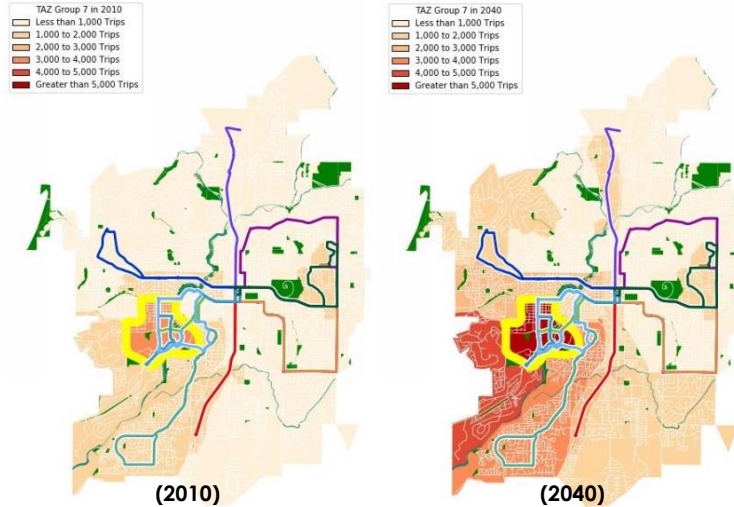


Trip Distribution to/from Group 3: Downtown Bend



Task 4 Memo: Origin- Destination Study

Bend Local Trips (Start and End in Bend, Cont.)

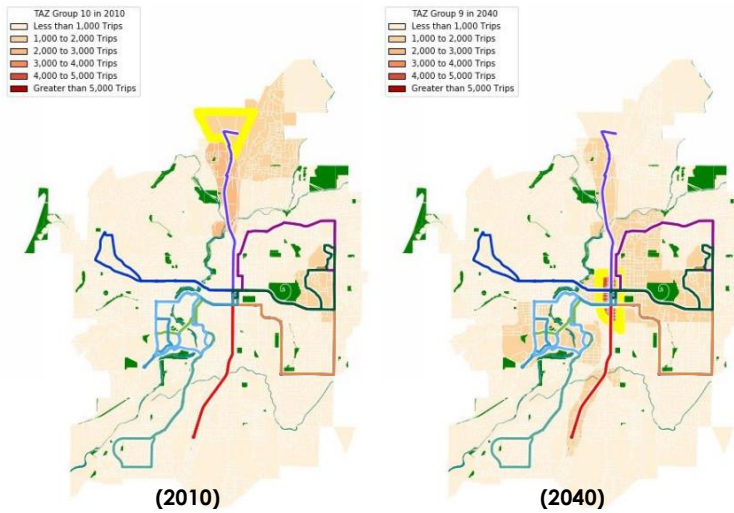


Trip Distribution to/from Group 7: Oregon State University-Cascades



Task 4 Memo: Origin- Destination Study

Bend Local Trips (Start and End in Bend, Cont.)

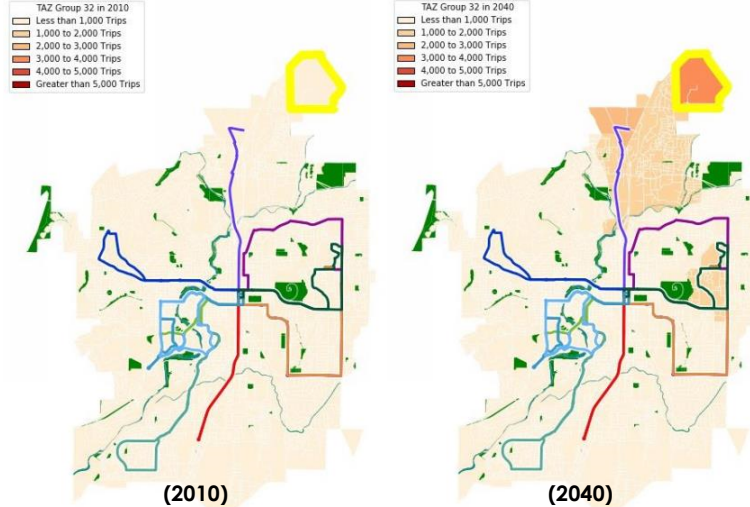


Trip Distribution to/from Group 9: Retail/Commercial Corridors along Highway 20-3rd Street



Task 4 Memo: Origin- Destination Study

Bend Local Trips (Start and End in Bend, Cont.)



Trip Distribution to/from Group 32: Juniper Ridge

Task 4 Memo: Needs Assessment Supplement Memo

- Is the local origin-destination analysis a good representation of commute patterns within Bend based on your knowledge?



Task 4 Memo: Origin- Destination Study

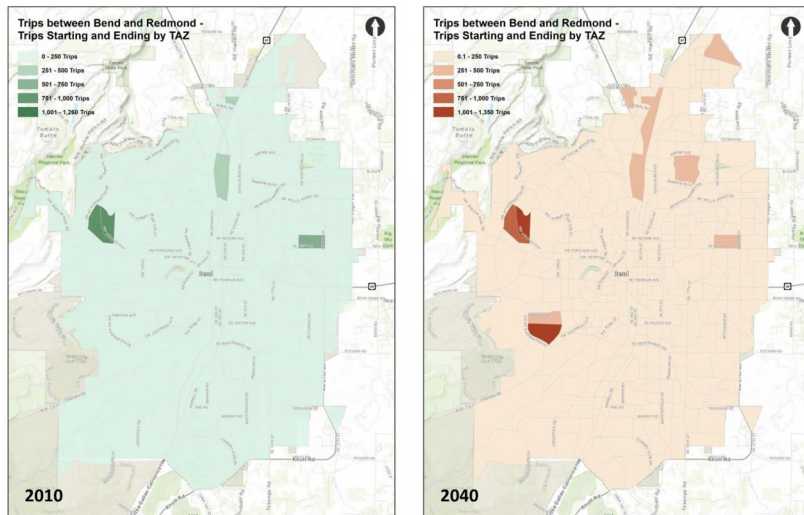
Travel Demand Between Bend and Redmond

- In the 2010 Bend-Redmond model, there are approximately 13,600 total weekday trips between Bend and Redmond.
- The model projects that the number of trips between the cities will grow by approximately 65 percent by 2040 to 22,500.



Task 4 Memo: Origin- Destination Study

Travel Demand Between Bend and Redmond (Cont.)

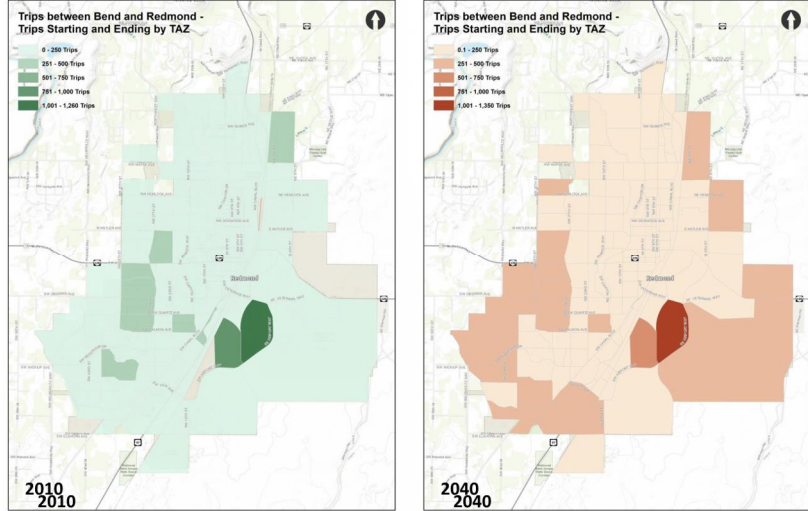


Bend Trips Connecting to Redmond (Total Trips per TAZ)



Task 4 Memo: Origin- Destination Study

Travel Demand Between Bend and Redmond (Cont.)



Redmond Trips Connecting to Bend (Total Trips per TAZ)

Task 4 Memo: Needs Assessment Supplement Memo

- Is the intercity origin-destination analysis a good representation of commute patterns to/from areas outside of Bend based on your knowledge?



Task 4 Memo: Redmond Municipal Airport

Airport arrival and departure statistics

Arrivals and Departures

Airport employee information

Airport Employees

Preliminary service additions

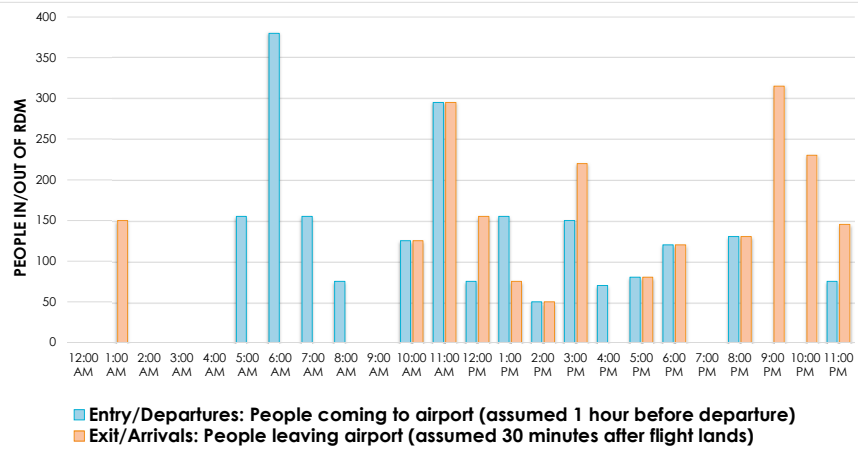
Airport Transit Needs



Task 4 Memo: Redmond Municipal Airport

Arrivals and Departures (Cont.)

Monday, June 24 Flight Data – Represented as Typical Weekday Travel Patterns

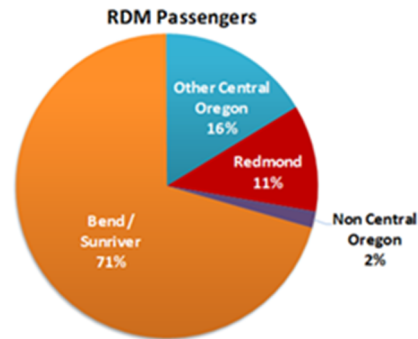


Source: flightradar24.com

Task 4 Memo: Redmond Municipal Airport

Arrivals and Departures (Cont.)

RDM Passenger Origins and Destinations



Source: RDM

Task 4 Memo: Redmond Municipal Airport

Airport Employees

- Approximately 370 staff at RDM, not including airfield staff, such as FBO, flight school staff, etc.
 - **SP Plus** (three shifts: 12-8am, 8am-4 pm, 4pm-12am)
 - **TSA** (3am-last departure flight, ~11:15pm)
 - **Ground crews** (3am-1 hour after last arrival, ~1:30am)
 - **Air mechanics** (7pm-7am)
 - **Pub employees** (4:30am-8:30pm)
 - **Retail employees** (3:30am-8:30pm)
 - **Five rental car companies** (7:30am-1:00am)
 - **Security** (five shifts: 5am-1pm, 10am-5pm, 2pm-10pm, 5pm-12am, 10pm-6am)
 - **Airport administration:** (7am-4:30pm)
 - **Airport custodial staff:** (4am-2am)
 - **Airport operations:** (4am-11pm [summer], 4am-1am [winter])
 - **Others** (5am-7pm)



Task 4 Memo: Redmond Municipal Airport

Airport Transit Needs

- **New fixed-route connection between Hawthorne Station, Redmond Transit Hub, and RDM**
 - Hours of operation could serve 6:00 a.m. and 11:00 a.m. flight departures as well as 11:00 a.m. and 3:00 p.m. arrivals (all other peak times served by dial-a-ride transit).
 - Circulate Community Connector throughout Redmond between flight departures and arrivals.
 - Annual service cost is approximately \$460k at \$106/hour for 12 hours a day 365 days a year
- **New stop at RMD for Community Connector Route 24 (Redmond-Bend)**
 - Leave Redmond Transit Hub at 5:00 a.m. and final arrival to Redmond Transit Hub at 9:02 p.m.
 - Additional annual service cost is approximately \$58k for operating an extra 90 minutes a day 365 days a year

Task 4 Memo: Needs Assessment Supplement Memo

- Do you agree with the draft airport needs: Are there other airport needs that should be considered throughout this process?

Next Steps

- Project Steering Committee (RPTAC) Meeting
 - 8/20/2019 (1:30 – 3:30)
- Next Local Bend TAC Meeting
 - 9/19/2019 (3:00 – 5:00)
 - First/Last Mile Analysis; Feasibility of Increasing Frequency, Expanding Service, Enhancing RideBend Service; Transit Technology Update Analysis
- Next Project Steering Committee (RPTAC) Meeting
 - 9/20/2019 (1:30 – 3:30)
- Round 3 Regional TAC Meeting
 - 10/14/2019 (2:00 – 4:30)
 - Needs, TOD Strategies, Transit Service and Transit Capital Improvement Plan

Adjourn