

Meeting Summary



BMPO Technical Advisory Committee

Location: Board Room, Bend City Hall
710 NW Wall, Bend, Oregon

Date: December 4, 2024

Time: 10:00 a.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

TAC Voting Members

- Paul Dean, Bend La Pine Schools (BLS) – *left meeting at 11:40 a.m.*
- Susanna Julber, City of Bend
- Eric Lint, Cascades East Transit (CET)
- Greg Bryant, Citizen Representative – *joined meeting at 10:10 a.m.*
- James Dorofi, Citizen Representative
- Brian Potwin, Commute Options
- Tarik Rawlings, Deschutes County
- Neil Baunsgard, Deschutes County Bicycle and Pedestrian Advisory Committee (BPAC)

TAC Non-Voting Members

- Tyler Deke, BMPO Manager

BMPO Staff and Other Attendees

- Andrea Napoli, BMPO Senior Planner
- Kelli Kennedy, BMPO Staff
- Bob Townsend, CET
- David Green, Deschutes County BPAC
- Tobias Marx, City of Bend
- Julia Mackey, member of the public

Agenda Items

1. Call to Order and Introductions

Manager Deke called the regular meeting to order at 10:03 a.m., with a quorum established.

2. Hybrid Meeting Guidelines

Manager Deke reviewed the meeting guidelines.

3. Public Comment

Manager Deke called for public comment. There was none.

4. Meeting Summary

Materials referenced: November 6, 2024, TAC draft meeting summary (Attachment A in the agenda packet)

Motion 1: Eric Lint moved approval of the November 6, 2024, TAC draft meeting summary as presented. Tarik Rawlings seconded the motion which passed unanimously.

5. Bend Transportation Safety Action Plan (TSAP) Update – Status

Manager Deke shared the status of the TSAP update including information about the options identified to mitigate safety issues, the grant received from the Safe Streets and Roads For All grant program, focus areas of the TSAP update, and outcomes including the need to seek construction funding and identify types of crash issues that would require multi-agency coordination. He described other TSAP projects underway throughout Deschutes County and other nearby counties and the hope that the projects would come together to create regional strategies to address traffic safety, and he went over the next steps. Deschutes County and other nearby counties also had TSAP projects underway, and the hope was to find regionally applicable strategies to address traffic safety.

Questions from the TAC were addressed by Staff regarding use of camera technology to provide more data on traffic safety issues by incorporating near-misses and other crash data into the analysis that would not have been reported; possibly creating a committee or review process with members of multiple departments to consider crashes and other traffic issues potentially related to road design; detailed crash reviews being coordinated through the City's Transportation Mobility Department in the event that someone was seriously injured or killed; and using detailed traffic safety analyses to inform capital funding decisions in the City.

6. MPO Boundary Update

Materials referenced: Map showing former and expanded MPO boundaries (Attachment B in the agenda packet)

Senior Planner Napoli reviewed maps of the existing MPO Boundary and the new minimum requirement for the boundary as determined by the census. She noted Tumalo was no longer required within the MPO Boundary, and highlighted outreach efforts completed in Tumalo with mixed results. She gave an overview of past boundary decisions, showed a map of the areas approved for inclusion in the MPO Boundary by the MPO Policy Board, and went over next steps including potential future boundary adjustments related to urban growth boundary (UGB) expansions.

Manager Deke provided additional comments on the inclusion of State Park land and the land on the east side of US20 which had a recently completed multi-use path that could potentially be extended into Tumalo. He explained that future boundary adjustments could be related to the one-time UGB expansion by the City Council and/or the upcoming Bend Comprehensive Plan update in response to the Climate Friendly and Equitable Community rules which may result in a UGB update.

Senior Planner Napoli clarified that Tumalo was no longer required in the MPO Boundary, and the MPO Board had decided to include the existing areas of Tumalo in the new MPO Boundary but not to expand the boundary further.

7. City of Bend Mobility Points – Existing System and Carbon Reduction Program Funding

Tobias Marx, City of Bend, provided an overview of Bend Mobility Points and highlighted the progress of the Shared Micro Mobility Program, ridership and trip data gathered from 2022 to 2024, policies for monitoring and enforcing bicycle parking compliance, lessons learned, and next steps in developing a permanent Shared Micro Mobility Program with plans to launch Memorial Day weekend 2025. He mentioned the potential for increased program engagement with OSU Cascades, described the upcoming expansions to Neighborhood Mobility Points with plans to add six to eight new locations around the city during 2025, and noted the City had received a \$1.2 million grant from the Carbon Reduction Program to fund developing the Mobility Point Pilot Program.

Tobias Marx answered questions from TAC members about the Shared Micro Mobility Program, highlighting the responsibility for e-bike maintenance and storage, financial aspects of the program, the safety of e-bikes with no local accidents reported so far, efforts to get feedback from bikeshare users, and affordability of bikeshare programs with community access accounts for low-income bike users. The possibility of expanding the downtown employee's mobility pass to include the bikeshare program was mentioned, and the City's broken network of access as far as where e-bikes were allowed was acknowledged. He responded to questions about finding locations for Mobility Points and noted the school district did not want shared bikes to be used at schools. He clarified the City Council had opposed expanding to develop a program for shared scooters based on concerns around safety, clutter, and community response but the plan was to maintain good ridership with low complaints in the Shared Micro Mobility Program to potentially open the door for devices like scooters in the future. He encouraged actively embracing transportation mode shift and introducing new systems and training to the public. He stated a Code change would be needed to allow an expanded bikeshare program beyond the existing pilot program. The plan after the contract with Bird expired in December 2024 was to pull the e-bikes currently in circulation, put out a request for proposals (RFP) in February 2025, and launch a new Micro Mobility Program in May 2025.

8. Cascades East Transit Update

Materials referenced: Information about CET Mobility Hubs is available at **Bend Mobility Hub Feasibility Study – Cascades East Transit**

Bob Townsend, CET Director, gave an update on CET's current projects including upgrades to the Hawthorne Station, Mobility Hubs planned at Troy Field and Bend North Corridor, and the bus stop improvement project. He gave a summary of grant funding awarded to CET, 2025 CET Initiatives, and transit usage data. He outlined the upcoming extended operating hours, use of customer transit pass cards to increase bus security, service area expansion, new approaches to outreach and engagement, fare implementation, and updating the mission statement and branding moving forward.

Comments and questions were addressed about providing temporary bus access for tourists through a pass or phone app; security guidelines for accepting bus passengers; the time spent managing safety breaches, and canceling bus routes or adding security officers and an ID system to keep bus transit safe; providing equitable service to people who would not otherwise have access to transportation; balancing services provided with fare recovery; the equity components of grant requirements; upcoming shifts in federal transportation programs under the new administration; the potential increase in payroll taxes; the funds received from the MPO's COVID Relief Program; and reasons to use customer ID cards beyond paying fares.

9. Member & Guest Roundtable

This item was not addressed.

10. Public Comment

This item was not addressed.

11. Next TAC Meeting and 2025 Schedule

The next meeting of the BMPO TAC would be held January 7, 2025, at 10:00 a.m. TAC meetings in 2025 would be scheduled on the first Tuesdays of each month at 10:00 a.m.

12. Adjournment

Manager Deke adjourned the meeting at 11:47 a.m.



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