

July 17, 2026

# Policy Board

Bend Metropolitan Planning Organization (BMPO)



# Call to Order & Introductions

**Establish Quorum**

**Presenter: Vice Chair Riley**

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# Call to Order & Introductions

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- Policy Board Members
  - Ariel Méndez, Bend City Councilor – Chair
  - Mike Riley, Bend City Councilor – Vice Chair
  - Phil Chang, Deschutes County Commissioner
  - Emerald Shirley, Oregon Department of Transportation (ODOT) Interim Central Oregon and Lower John Day Area Manager
  - Bob Townsend, Cascades East Transit (CET) Director\*
- Alternates
  - Russ Grayson, City of Bend
  - Chris Doty, Deschutes County
  - Tarik Rawlings, Deschutes County
- BMPO Staff
  - Tyler Deke, Manager
  - Andrea Napoli, Senior Planner
  - Kelli Kennedy, Program Coordinator
- Guest Presenters
  - Mary McGowan, ODOT
  - Walt McAllister, ODOT

\*Non-voting member

# Hybrid Meeting Guidelines

**Presenter: Tyler Deke (BMPO)**



# Hybrid Meeting Guidelines

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- This meeting will be recorded
  - To access the recording, visit the [BMPO YouTube channel](#)
- Remote participation: join Zoom webinar or watch YouTube livestream
  - If joining via Zoom
    - Upon joining, participants will be muted with camera off
    - BMPO committee members and partners will be added as Panelists
      - Panelists may mute/unmute and turn camera on/off
    - Members of the public will remain Attendees
      - Attendees are muted with camera off, but may raise their hand to request to be unmuted to provide public comment
    - To speak next:
      - Click the raise hand button (if on a computer)
      - Dial \*9 (if on a phone)

# Public Comment (Non-Agenda Items)

**Presenter: Vice Chair Riley**

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# Public Comment (Non-Agenda Items)

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- Time for members of the public to provide comment.
- Additional time for public comment will be provided prior to adjournment.

# Meeting Minutes

**Approval**

**Presenter: Vice Chair Riley**

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# Meeting Minutes

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- **Action requested:** review and approve the draft Policy Board meeting minutes from June 18th.
  - Recommended language for motion: *I move approval of the draft meeting minutes for the June 18, 2026, Policy Board meeting, as presented.*

# **ODOT Transportation Safety Action Plan (TSAP) Update - Overview & Possible Comment Letter**

**Presenter: Mary McGowan (ODOT), Walt McAllister (ODOT)**



# Draft 2026 Transportation Safety Action Plan

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Mary McGowan, TSAP Project Manager

Walt McAllister, Safe Communities Program Manager

July 17, 2026



# What is the TSAP?

The Transportation Safety Action Plan unifies transportation safety planning in Oregon for:

- All users
- On all roads
- Across all agencies & jurisdictions

The TSAP establishes the vision of zero deaths and life changing injuries on Oregon's transportation system.



# Key elements of the draft 2026 TSAP

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- Advances Oregon Transportation Plan policy direction — Safe System Approach
- Sets clear safety targets — 30% reduction of fatal and serious injuries by 2035, Zero by 2050
- Uses data to focus on the most important safety issues, making the total system safer for all
- Addresses main causes and behaviors that lead to fatal and serious injury crashes
- Identifies updated strategic actions to implement over the next 5-years, in alignment with other safety plans

# Key Takeaways: What we Learned

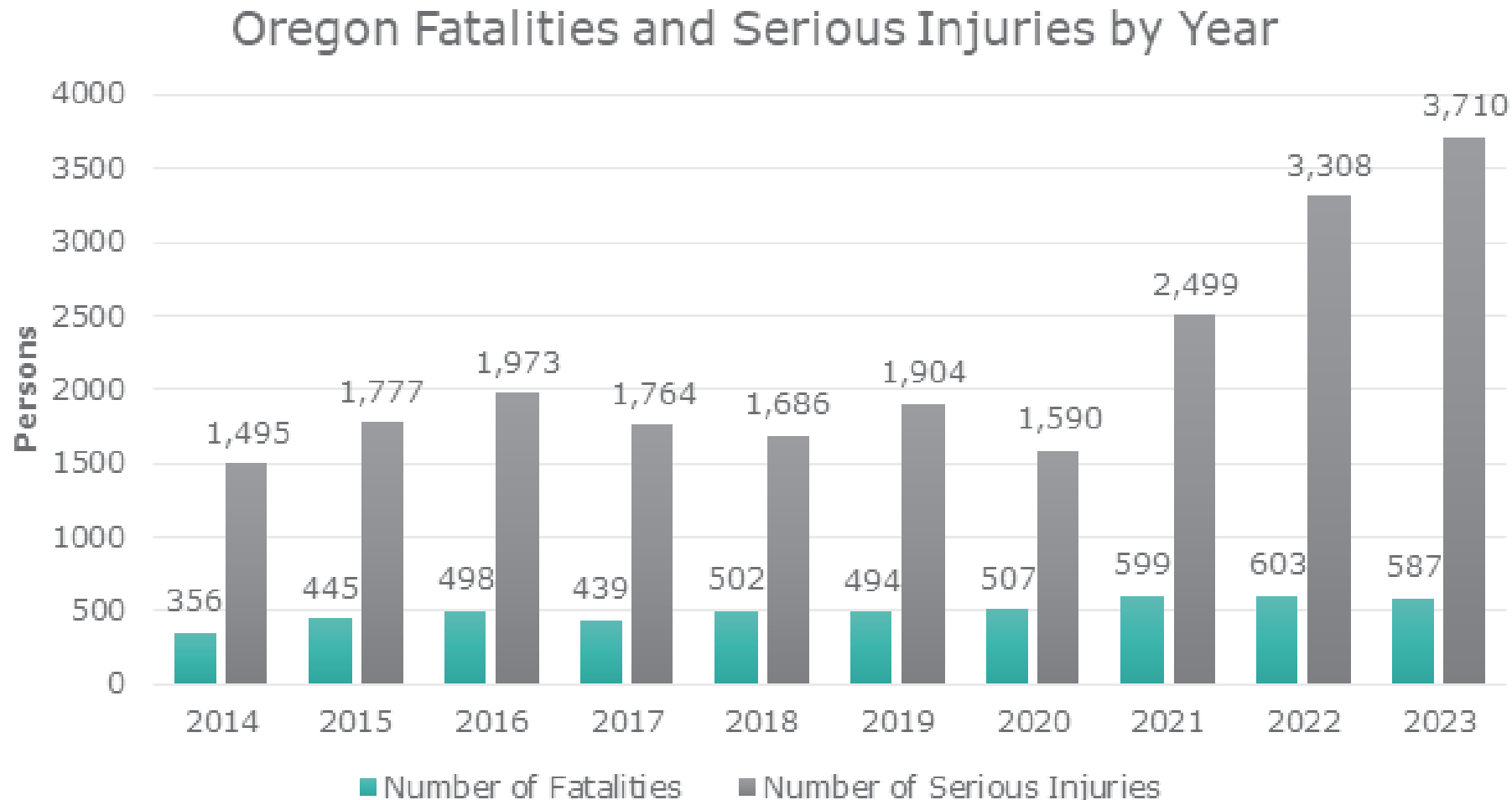
# What we learned from partners

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- **Safety Vision:** zero fatalities and serious injuries is the only acceptable goal.
- **Targeted Investment:** Strategically invest limited resources in proven countermeasures that have high impact.
- **Enforcement Capacity:** Limited staff constrains traffic enforcement to address risky behaviors.
- **System Maintenance:** Aging infrastructure and decreased funding amplify long-term safety risks.
- **Land Use and Safety:** Transportation solutions are context sensitive to the surrounding community – need to support transportation options and reduce multi-modal risk.

# What we learned from safety data:

## Trends by year



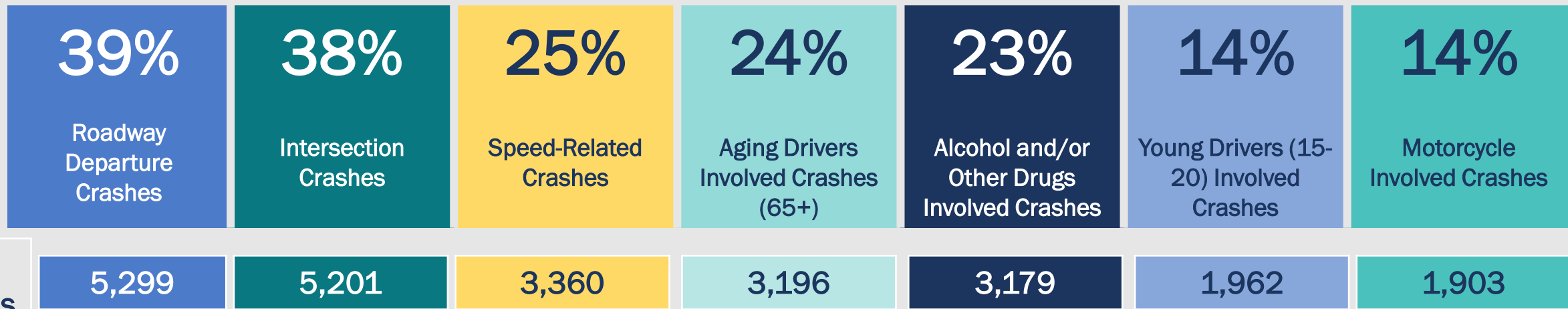
**Data Methods:**  
Compare most recent data (2019-2023) to previous 5 years (2014-2018)

Statewide focus on trends – not location specific

**Take away:**  
Overall number of crashes has gone down, but severity has increased

# What we learned from safety data: Top contributing factors

## Proportion of Fatal and Serious Injury (FSI) Crashes 2019-23



# What we learned from safety data: Top contributing factors

**+44%**  
All FSI Crashes

## Percent Increase in Number of FSI Crashes 2014-18 to 2019-23

|         | +116%                                 | +68%                                         | +54%                                    | +53%                                          | +52%                    | +50%                                              | +49%                     |
|---------|---------------------------------------|----------------------------------------------|-----------------------------------------|-----------------------------------------------|-------------------------|---------------------------------------------------|--------------------------|
|         | Distracted Driver<br>Involved Crashes | Unrestrained<br>Occupant Involved<br>Crashes | Aging Drivers (65+)<br>Involved Crashes | Medium and Heavy<br>Truck Involved<br>Crashes | Intersection<br>Crashes | Alcohol and/or<br>Other Drugs<br>Involved Crashed | Speed-Related<br>Crashes |
| '14-'18 | 806                                   | 900                                          | 2,082                                   | 527                                           | 3,413                   | 2,121                                             | 2,251                    |
| '19-'23 | 1,737                                 | 1,513                                        | 3,196                                   | 805                                           | 5,201                   | 3,179                                             | 3,360                    |

# Draft 2026 TSAP Emphasis Areas

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## Top Tier

- Roadway Departure
- Intersections
- Speed-related
- Alcohol and/or Other Drugs

## Second Tier

- Aging Drivers (65+)
- Pedestrians and Bicyclists
- Young Drivers (15-20)
- Unrestrained Occupants
- Distracted Drivers
- Medium and Heavy Trucks
- Motorcycles

A worker in an orange safety suit and hard hat stands on a blue aerial lift platform, working on a steel bridge structure. The background is a dense forest of evergreen trees. The image has a blue tint.

# Next Steps

# Project schedule and adoption timeline

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- **June-July 2026**
  - Public review of draft TSAP: June 15<sup>th</sup> - July 31<sup>st</sup>
- **August 2026**
  - Refinement of the draft TSAP to incorporate public comment and testimony
- **September 2021**
  - Endorse and recommend TSAP adoption by Oregon Transportation Safety Committee
- **October 2026**
  - Anticipated TSAP adoption by OTC
  - FHWA submittal
  - Begin TSAP implementation, monitoring and reporting

A low-angle shot of a worker in a red safety suit and hard hat standing on a blue aerial lift bucket. The worker is positioned on a steel truss bridge, with the structure's beams and girders visible. The background is a dense, dark green forest. The entire image has a blue tint.

# Discussion

# Discussion

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- Feedback or questions on the draft TSAP?
- What are the key safety topics and/or Emphasis Areas you think we should focus on for implementation?

# How to comment on the draft TSAP

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- Submit comments through July 31<sup>st</sup> via [comment form](#)

Information is available on project website:

<https://www.oregon.gov/odot/Safety/Pages/TSAP.aspx>

## Contacts:

- Walt McAllister, TSO Safe Communities Program,  
[Walter.J.McAllister@odot.Oregon.gov](mailto:Walter.J.McAllister@odot.Oregon.gov)
- Mary McGowan, ODOT Statewide Planning,  
[Mary.M.Mcgowan@odot.Oregon.gov](mailto:Mary.M.Mcgowan@odot.Oregon.gov)

# **Fiscal Year 2027 (FY27) Liability Insurance**

**Authorization**

**Presenter: Tyler Deke**

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# BMPO Liability Insurance

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- BMPO maintains insurance policies for general liability and auto liability coverage
- The policies follow the fiscal year and are renewed annually
- BMPO's insurance agent worked with staff to analyze BMPO's insurance needs to obtain policy quotes and maintain proper protection at the lowest cost
- Policy costs will decrease for FY27
- Insurance premium estimates are included in the FY27 adopted budget

# BMPO Liability Insurance (continued)

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- Future Steps
  - Document annual insurance process with goal of better coordination with insurance provider
  - Meet annually with City of Bend Enterprise Risk Manager to review BMPO insurance needs and coverages
- **Action requested:** Authorize the BMPO Manager to approve a contract for renewal of general liability and auto liability insurance for FY27.
  - Recommended language for motion: *I move to authorize the BMPO Manager to approve a contract for renewal of general liability and auto liability insurance, in substantially the form presented to the Policy Board, for FY27 in an amount not to exceed \$4,394.25 and to authorize the BMPO Manager to take all steps necessary to acquire the coverage.*

# **Bend TSAP Update: Public Engagement Phase 1 Summary**

**Presenter: Andrea Napoli (BMPO)**

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# Presentation Overview

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- TSAP Public Engagement Introduction
- Collection Methods & Promotions
- Participants
- Key Findings (themes, locations, suggestions)
- Current & Future Uses of Engagement Data
- Up Next: TSAP Phase 2 Public Engagement



# TSAP Public Engagement Introduction

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## What the Bend Area TSAP does:

- Analyzes crash data to identify traffic safety issues; outlines targeted projects, policies, and actions (e.g.: roadway improvements, education, enforcement) to reduce fatalities and serious injuries

## What's missing:

- Crash data doesn't include near-misses or identify areas where the public feels unsafe

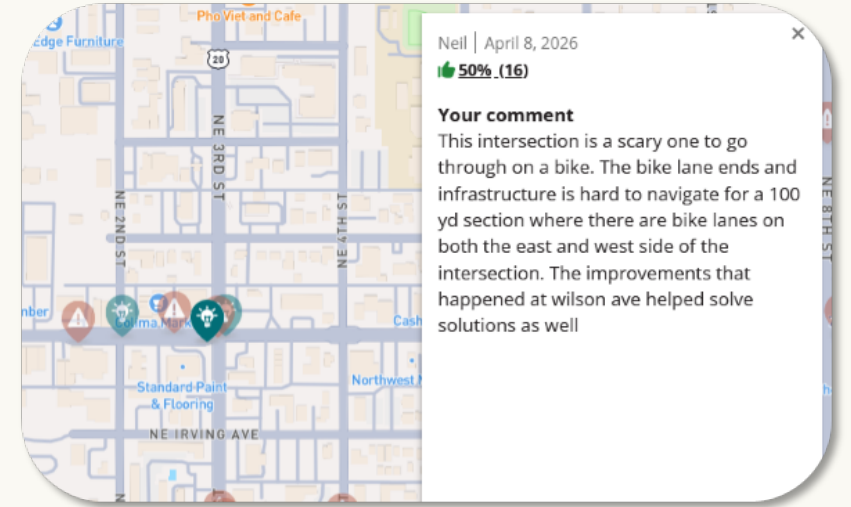
## Purpose of Phase I of TSAP engagement:

- Gather missing anecdotal information (April – May 2026)
- Compare to what data is telling us

# Input Collection Methods

- Project webpage with online open house
  - Interactive comment map
  - Survey
- In-person events (3)
- Paper open house

(All available in Spanish, as well)



# Promotions

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- Getting the word out for participation...

## Promotion Examples

Presentations to committees (MPO TAC, COBAAC)

Attend community forum on homelessness

Announcement & coordination with Neighborhood Districts

City of Bend News item and press release

Social media (BMPO FB, BPRD FB & IG (Spanish), Mercado Hispano FB)

Notification to Tumalo and Deschutes River Woods contacts

Central Oregon Daily & The Source Weekly stories

Community organization outreach

Tabling at events (Earth Day, CityFest/First Friday, a City open house)

# Participation

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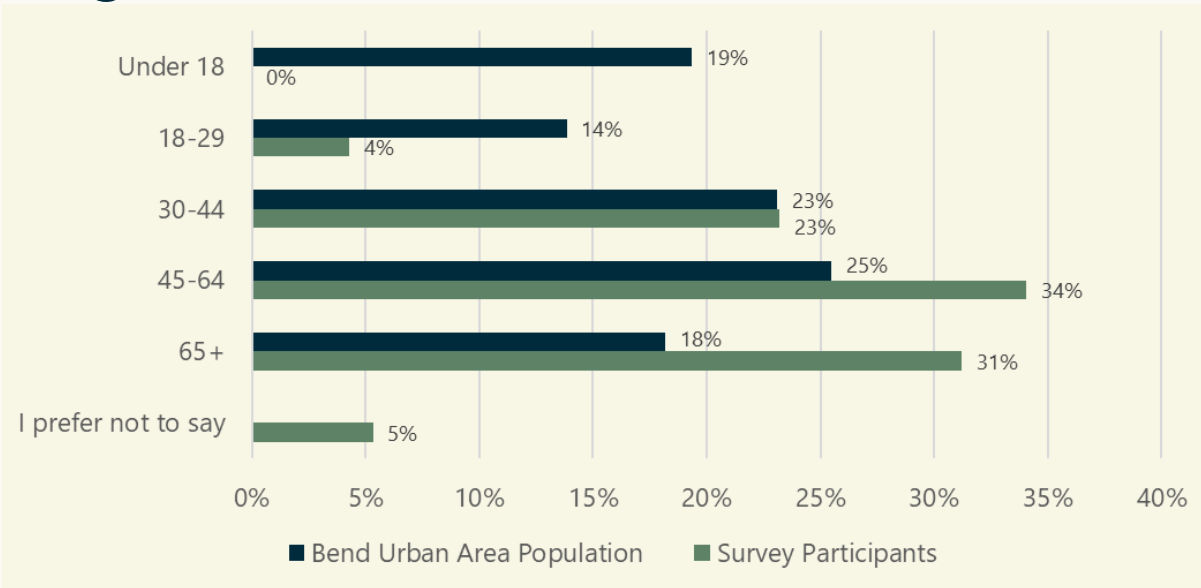
| Method               | Count                                   |
|----------------------|-----------------------------------------|
| Online comment map   | 699 comments and 215 votes of agreement |
| Online survey        | 1,053 participants                      |
| In-person events (3) | ~95 individual interactions             |
| Paper open house     | 3 participants                          |

Over 2,500 unique comments collected

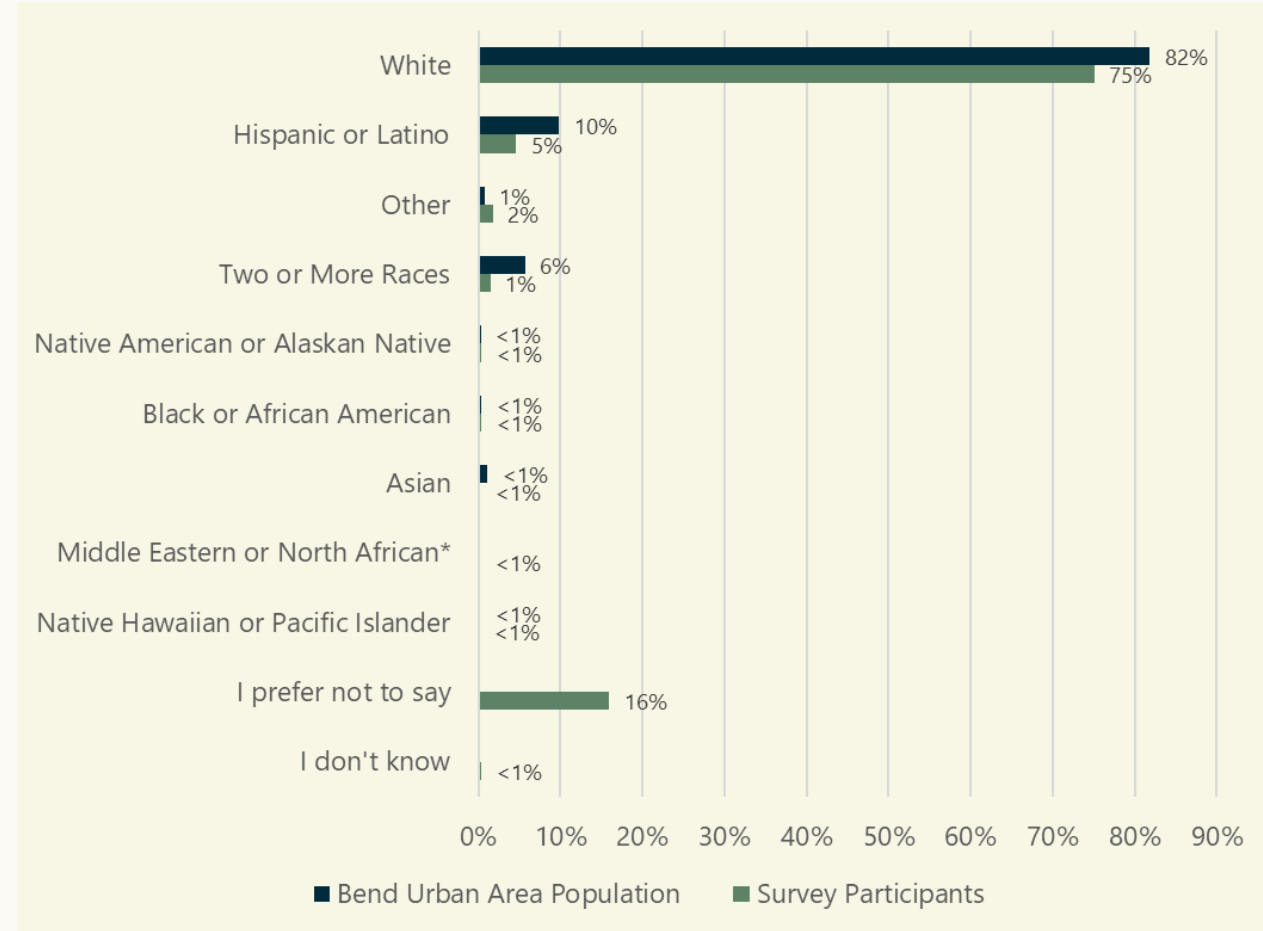
(From map and two open-ended survey questions)

# Participant Demographics (collected online, only)

## Age



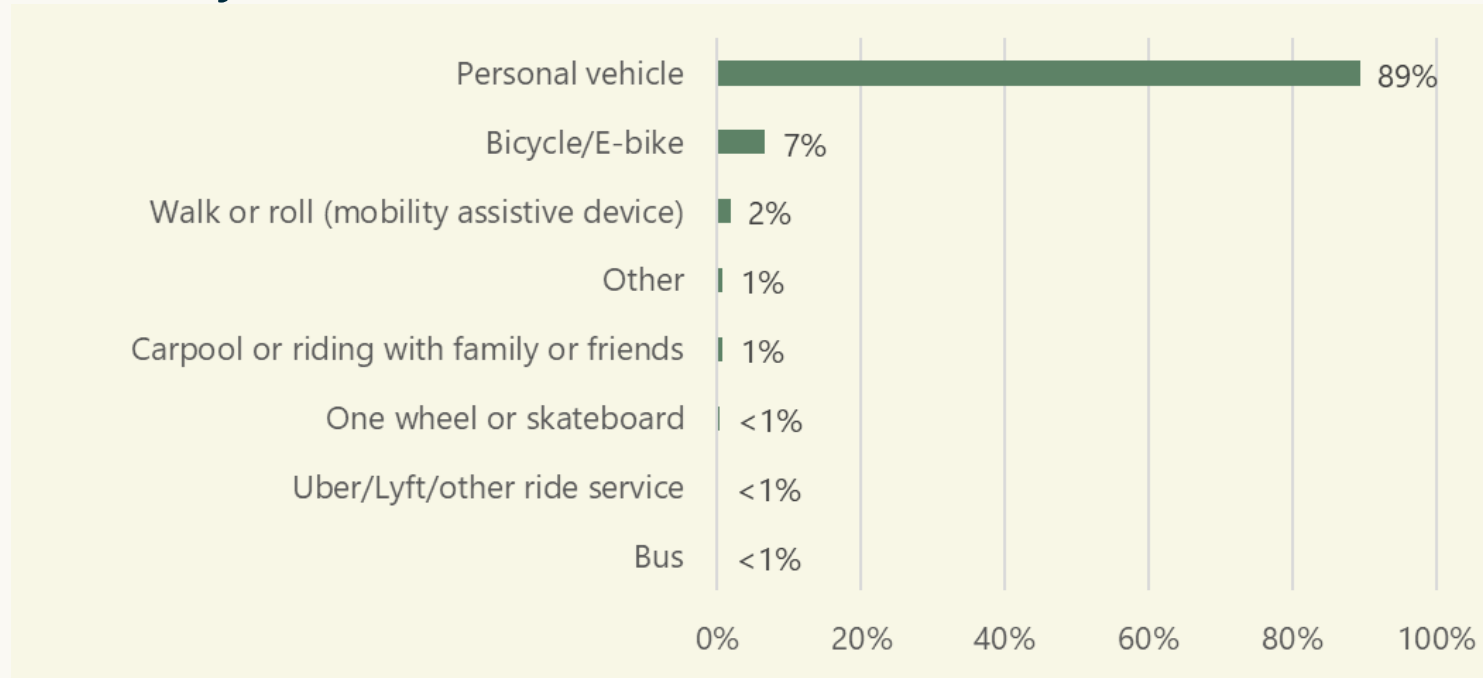
## Race



# Participant Primary Mode

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## Primary Mode



# Key Findings: Themes

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- Issues most identified by participants (*themes w 200 or more comments*)

| Key Themes    | Most Mentioned Concerns                                                |
|---------------|------------------------------------------------------------------------|
| 1. Traffic    | Congestion                                                             |
| 2. Speeding   | On arterials and neighborhood streets, near crossings                  |
| 3. Design     | Roadway and intersection designs that feel confusing and/or unsafe     |
| 4. Turning    | Lefts and rights when driving – high speeds, no gaps, confusing design |
| 5. Crossing   | Hard to cross busy streets when walking and biking                     |
| 6. Visibility | No lighting, poor sight lines, vegetation, fast traffic                |
| 7. Gaps       | In sidewalks, bike lanes, trails, bus – need to drive                  |

# Key Findings: Intersections

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- Intersections most identified by participants

| Key Intersections                       | Most Mentioned Concerns                                                                                                   |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 1. US 97 / Empire Ave.                  | Confusing and stressful due to heavy traffic and difficult merges                                                         |
| 2. US 97 / Reed Market Rd.              | Congestion, closely spaced ramps, difficult turning at interchange                                                        |
| 3. Greenwood Ave. / 3 <sup>rd</sup> St. | Fast-moving traffic, difficult crossings for all modes                                                                    |
| 4. Wall St./Olney Ave.                  | Despite improvements, vehicles still travel too quickly through intersection                                              |
| 5. Greenwood Ave. / Wall St.            | Heavy traffic, turning conflicts contribute to safety concerns for drivers, walkers and bikers trying to cross            |
| 6. Century Dr. / Campbell Rd.           | Limited crossings for walkers, bikers, and high speeds make it difficult to safely access nearby neighborhoods and trails |

# Key Findings: Roadways

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- Roadways most identified by participants

| Key Roadways               | Most Mentioned Concerns                                                                                      |
|----------------------------|--------------------------------------------------------------------------------------------------------------|
| 1. Greenwood Ave. / Hwy 20 | Stressful and difficult to cross for all modes due to speeding, heavy traffic, turning conflicts             |
| 2. Empire Ave.             | Congestion, confusing merging, fast-moving traffic near US 97 and Empire                                     |
| 3. 3 <sup>rd</sup> St.     | Heavy traffic, long delays, limited crossings for people walking, biking, driving                            |
| 4. US 97 / Bend Parkway    | Speeds, congestion, difficult merges                                                                         |
| 5. Reed Market Rd.         | Speeds, congestion, safety concerns at intersections and roundabouts                                         |
| 6. Franklin Ave.           | Congestion, turning conflicts, safety concerns near busy intersections                                       |
| 7. 27 <sup>th</sup> St.    | Speeds, congestion, busy intersections are stressful for walking/biking especially near shopping and schools |
| 8. 15 <sup>th</sup> St.    | Speeds                                                                                                       |

# Key Findings: Most Common Suggestions

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| Key Roadways              |                                                                                                    |
|---------------------------|----------------------------------------------------------------------------------------------------|
| 1. Greenwood Ave. / US 20 | Safer crossings, traffic calming, improved bikeways, redesigned intersections                      |
| 2. Empire Ave.            | Safer intersection design, better traffic control, direct connection between US 20/US 97           |
| 3. 3 <sup>rd</sup> St.    | Safer crossings, better sidewalk and bikeways, traffic calming                                     |
| 4. US 97 / Bend Parkway   | Safer crossings, interchange redesigns, more speed enforcement                                     |
| 5. Reed Market Rd.        | Traffic calming, safer crossings, better bike/ped access                                           |
| 6. Franklin Ave.          | Safer crossings, traffic calming, redesigned intersections to reduce driver conflicts w bikes/peds |
| 7. 27 <sup>th</sup> St.   | Safer crossings, better bikeways, traffic calming                                                  |
| 8. 15 <sup>th</sup> St.   | Safer crossings, better bikeways, traffic calming                                                  |

# Current Uses of Phase 1 Public Input

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**Top Intersections:** Top public input sites compared to top crash locations

- Due to public concern Greenwood/Wall/Bond intersections selected for further study
- All other top public input sites already on radar
  - Majority have funded projects
    - Notable exceptions: No funding for US 97 & Empire and US 97 & Reed Market (*top 2 public input sites*)
- Input to City re: analysis of future red light/speed camera locations

# Current Uses of Phase 1 Public Input

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**Top Roadways:** Top public input identified roads compared to top crash segments

- Generally align; all are major multi-lane lane arterials (aside from Franklin)
- Notable exceptions:
  - Empire (#2 top public input) not in top 1% of crash segments (*most comments congestion-related*)

# Future Uses of Phase I Public Input

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- Coordinating with City staff re: sharing data for their uses
- Possible future uses
  - City can develop a **Congestion Management Plan** (*congestion top theme, but not safety-related*)
  - Identify **easy fixes** with Street Maintenance
  - **Query** for speeding comments, failure to yield, etc., share with City
    - Currently confirming query functions available

# Up Next: Phase 2 of TSAP Public Engagement

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- Phase 2 Online Open House (Fall 2026) **will request public feedback on:**
  - Crash emphasis areas
    - *specific trends contributing to high % of fatalities / serious injuries – e.g.: speed, impaired driving, vulnerable users, etc.*
  - High priority locations
    - *areas w/ high concentration of fatalities / serious injuries*
  - Proposed countermeasures
    - *e.g.: infrastructure projects, behavioral-related programs, systemic improvements*
- Compare with what we hear from public

# Other Business

**Presenter: Vice Chair Riley, BMPO Staff**



# Other Business

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- Policy Board Updates/Requests
  - Updates on projects/planning efforts
  - Future agenda topic requests
- BMPO Staff Updates
  - Upcoming agenda topics:
    - ODOT Expressway Designations – Review (ODOT)
    - Federal BUILD America 250 Act – Overview & possible letter of support (BMPO)

# Public Comment (Agenda Items & Wrap- Up)

**Presenter: Vice Chair Riley**

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# Public Comment (Agenda Items & Wrap-Up)

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- Additional time for members of the public to provide comment.

# Next Meeting & Adjournment

**Presenter: Vice Chair Riley**

The next meeting of the BMPO Policy Board is scheduled for **August 11, 2026, at 11:00 a.m.**

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# Language Assistance Services & Accommodation Information for People with Disabilities

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## **Accommodation Information for People with Disabilities & Language Assistance Services**

You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please email [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) or call 541-693-2198. Relay Users Dial 7-1-1. All requests are subject to vendor processing times and should be submitted 48-72 hours in advance of events.

## **Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad**

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto en correo electrónico [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) o número de teléfono 541-693-2198. Los usuarios del servicio de retransmisión deben marcar el 7-1-1. Por favor, envíe sus solicitudes con 48-72 horas de antelación al evento; todas las solicitudes están sujetas a los tiempos de procesamiento del proveedor.

# Accessible Meeting Information

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## Accessible Meeting/Alternate Format Notification

This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other accommodations are available upon advance request at no cost. Please email [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) or call 541-693-2198. Relay Users Dial 7-1-1. All requests are subject to vendor processing times and should be submitted 48-72 hours in advance of events.

## Información sobre accesibilidad en reuniones

Hay accesibilidad disponible en esta reunión. Si se solicita con antelación, se puede disponer de servicio de intérprete de lengua de señas, dispositivos de ayuda auditiva, materiales en formatos alternativos como Braille, letra grande, formatos electrónicos o cualquier otro tipo de adaptación. Póngase en contacto en correo electrónico [accessibility@bendoregon.gov](mailto:accessibility@bendoregon.gov) o número de teléfono 541-693-2198. Los usuarios del servicio de retransmisión deben marcar el 7-1-1. Por favor, envíe sus solicitudes con 48-72 horas de antelación al evento; todas las solicitudes están sujetas a los tiempos de procesamiento del proveedor.