

October 13, 2026

Project Advisory Committee

Bend Transportation Safety Action Plan (TSAP) Update



Call to Order & Introductions

Establish Quorum

Presenter: Tyler Deke (BMPO)



Call to Order & Introductions – Members (1 of 3)

- Voting members
 - Paul Dean, Bend-La Pine Schools (BLS)
 - Quinn Keever, Bend Park and Recreation District (BPRD)
 - Kate Moses, Cascades East Transit (CET)
 - Megan Tuck, Central Oregon Intergovernmental Council (COIC)
 - Liz Diether-Martin, City of Bend Accessibility Advisory Committee (COBAAC)
 - Drew Norris, City of Bend Fire
 - Susanna Julber, City of Bend Community Development, Growth Management
 - Brian Beekman, City of Bend Police
 - Janet Hruby, City of Bend Transportation & Mobility
 - Sinclair Burr, City of Bend Transportation & Mobility
 - James Dorofi, Community

Call to Order & Introductions – Members (2 of 3)

- Voting members continued
 - Sydney Forbes, Community
 - Brian Potwin, Commute Options
 - Neil Baunsgard, Deschutes County Bicycle & Pedestrian Advisory Committee (BPAC)
 - Tarik Rawlings, Deschutes County Community Development
 - Christopher Weiler, Deschutes County Public Health
 - Chris Doty, Deschutes County Roads
 - Aaron Harding, Deschutes County Sheriff's Office (DCSO)
 - Nick Fortey, FHWA (Safe Streets and Roads for All grant manager)
 - Jovi Arellano, Oregon Department of Transportation (ODOT) Region 4
 - Dan Serpico, ODOT Region 4
 - Vanessa Churchill, ODOT Safety Office
 - Vacant, Oregon State University – Cascades

Call to Order & Introductions – Members (3 of 3)

- Voting Member Alternates
 - Michelle Rhoads, BLS
 - Henry Stroud, BPRD
 - Jane Woodward, CET
 - Blaine Wruck, Deschutes County
 - David Green, Deschutes County BPAC
 - Don Morehouse, ODOT Region 4
- Non-voting members
 - Tyler Deke, Bend Metropolitan Planning Organization (BMPO)
 - Josh Clawson, Central Oregon Community College (COCC)
 - Angie Brewer, Department of Land Conservation & Development (DLCD)
 - Jasmine Harris, Federal Highway Administration (FHWA)
 - Danielle Casey, Federal Transit Administration (FTA)

Call to Order & Introductions – Consultants & Staff

- Consultants
 - Matt Kittelson, Kittelson & Associates (KAI)
 - Miranda Barrus, KAI
 - Joel McCarroll, DKS Associates
- BMPO Staff
 - Tyler Deke, Manager
 - Andrea Napoli, Senior Planner
 - Kelli Kennedy, Program Coordinator

Hybrid Meeting Guidelines

Presenter: Tyler Deke



Hybrid Meeting Guidelines

- 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)

Presenter: Tyler Deke



Public Comment (Non-Agenda Items)

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

Meeting Summary

Presenter: Tyler Deke



Meeting Summary – April

- **Action requested:** review and approve the draft PAC meeting summary from April 7th.
 - Recommended language for motion: *I move approval of the draft meeting summary for the April 7, 2026, Bend TSAP PAC meeting, as presented.*

Bend TSAP Update – Project Review #3



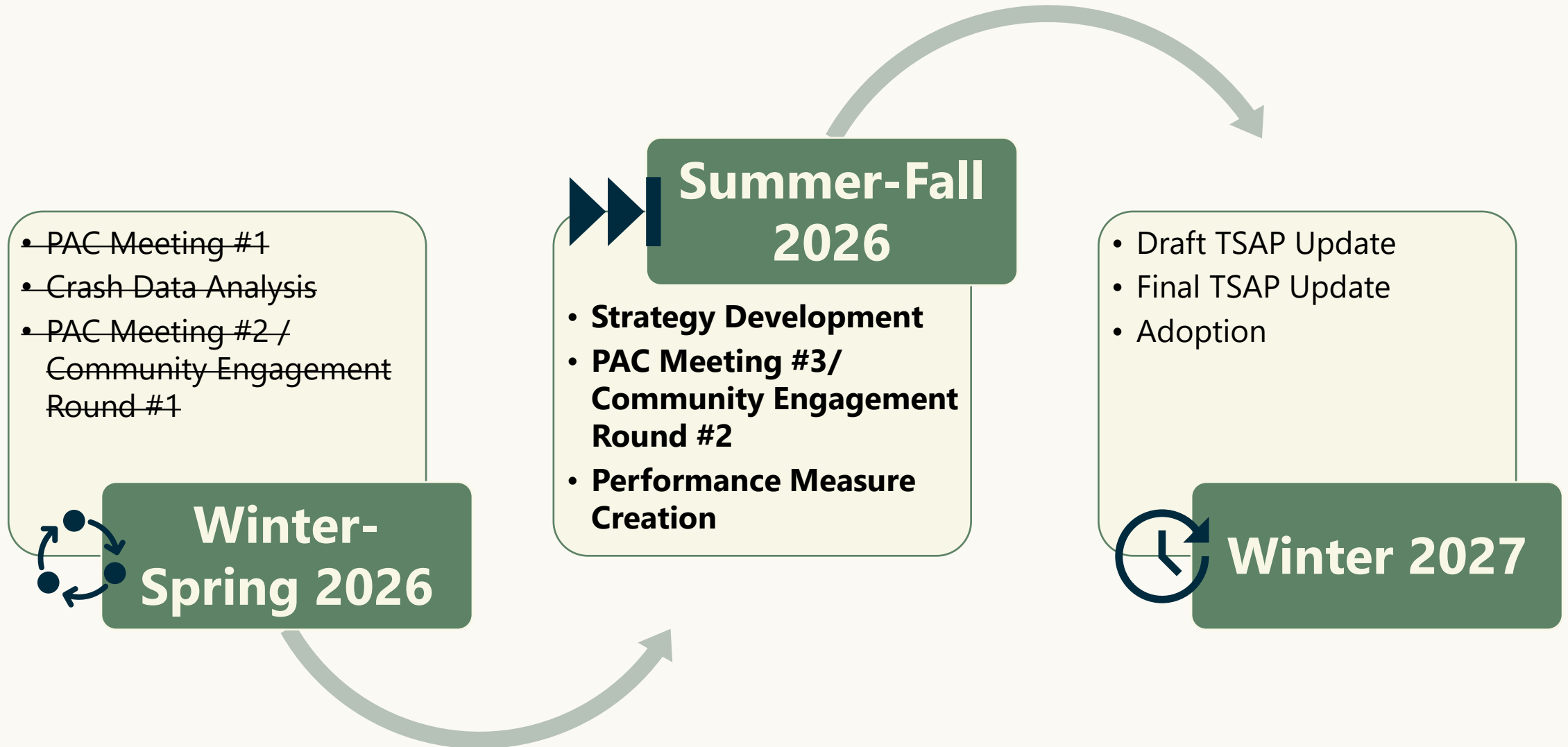
Presenters: Matt Kittelson (KAI), Miranda Barrus (KAI), Joel McCarroll (DKS), Andrea Napoli (BMPO), and Tyler Deke

AGENDA

- 1. Project Update**
- 2. Community Engagement Round 1 Outcomes**
- 3. Strategies (Tech Memo #4)**
- 4. Community Engagement Round 2**
- 5. Next Steps**

PROJECT UPDATE

PROJECT UPDATE



PUBLIC ENGAGEMENT PHASE 1 OUTCOMES

PHASE 1 PUBLIC ENGAGEMENT: PARTICIPATION

Method	Count
Online comment map	699 comments
Online survey	1,053 participants, 1041 comments
In-person events (3)	~95 individual interactions
Paper open house	3 participants

Over 1800 unique comments collected
(From map and two open-ended survey questions)



KEY FINDINGS: THEMES

Key Themes	Most Mentioned Concerns
Traffic	Congestion
Speeds	On arterials and neighborhood streets, near crossings
Turning	Lefts and rights when driving – high speeds, no gaps, confusing design
Crossing	Hard to cross busy streets when walking and biking
Design	Roadway and intersection designs that feel confusing / unsafe
Visibility	No lighting, poor sight lines, vegetation, fast traffic

KEY FINDINGS: ROADWAYS

Key Roadways (those with 30+ comments)	Most Mentioned Concerns
Empire Ave.	Congestion, confusing merging, fast-moving traffic
Greenwood Ave.	Stressful and difficult to cross for all modes due to speeding, heavy traffic, turning conflicts
3 rd St.	Heavy traffic, long delays, limited crossings for people walking, biking, driving
US 97 / Bend Parkway	Speeds, congestion, difficult merges
Reed Market Rd.	Speeds, congestion, safety concerns at intersections and roundabouts
Revere Ave.	Speeds, safety concerns at intersections, missing bike lanes / sidewalks

KEY FINDINGS: INTERSECTIONS

Key Intersections (those with 10+ comments)	Most Mentioned Concerns
US 97 / Empire Ave.	Confusing and stressful due to heavy traffic and difficult merges
US 97 / Reed Market Rd.	Congestion, closely spaced ramps, difficult turning at interchange
Greenwood Ave. / 3 rd St.	Fast-moving traffic, difficult crossings for all modes
Wall St./Olney Ave.	Despite improvements, vehicles still travel too quickly through intersection
Century Dr. / Campbell Rd.	Limited crossings for walkers, bikers, and high speeds make it difficult to safely access nearby neighborhoods and trails
Greenwood Ave. / Wall St.	Heavy traffic, turning conflicts contribute to safety concerns for drivers, walkers and bikers trying to cross

INITIAL USE OF PHASE 1 PUBLIC INPUT

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

Due to public concern Greenwood/Wall initially selected for further study

All other top public input sites have planned projects with or without funding

Top Roadways: Top public input roadways compared to top crash segments

Mostly align; all are major multi-lane arterials, most in Top 1% for crash severity

All have various projects planned or recently completed

STRATEGIES

(Tech Memo #4)

STRATEGIES (Tech Memo #4)

1. Systemic Treatments
2. Priority Location Improvements
3. Multidisciplinary Actions

Systemic Treatments

STRATEGIES (Tech Memo #4)

Systemic Treatments

- Lower-cost countermeasures that address underlying crash risk at multiple locations.
- Emphasis Areas assessed for systemic treatments:
 - **Intersection** crashes
 - **Speed**-involved crashes
 - **Pedestrian**-involved crashes
 - **Bicyclist**-involved crashes
 - Crashes involving **aging (65+) drivers**
- Identified initial locations where recommended treatments could be applied based on crash history
- Many systemic countermeasures address more than one emphasis area (e.g., intersection lighting reduces intersection crashes + ped/bike crashes).

STRATEGIES: Systemic Intersection Treatments

Intersection Crash Data Highlights

- Intersection crashes (all severities): 3,203 (64% of total)
- Fatal/serious-injury intersection crashes: 120 (59% of total)
- Percent of intersection crashes that resulted in a fatality or serious injury: 4%

Note: "Intersection crash" is defined as any crash that occurred within 100 feet of an intersection that is not roundabout controlled. A buffer of between 250-500 feet was used for roundabouts.



Source: Google Maps

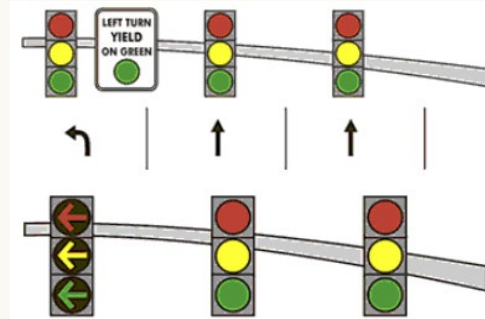
STRATEGIES: Systemic Intersection Treatments



Lighting

(Potential Crash Reduction = 38%)

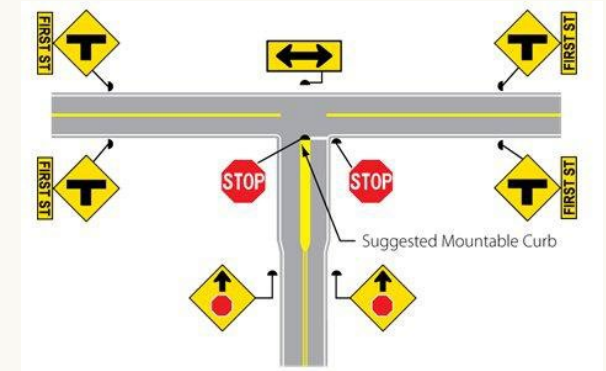
Image source: Deschutes County



Change Left Turns from Permissive (green ball) to Protected (green arrow)

(Potential Crash Reduction = 16-99%)

Image source: ODOT CRF Manual



Increased Intersection Warning

(Potential Crash Reduction = 20-30%)

Image source: ODOT CRF Manual



Splitter Islands at Intersections

(Potential Crash Reduction = 15%)

Image source: ODOT CRF Manual



'Stop Ahead' Pavement Markings

(Potential Crash Reduction = 31%)

Image source: ODOT CRF Manual



Install Red Light Cameras

(Potential Crash Reduction 25%)

Image source: Google Maps

High Impact Locations

-
- BMPO**
Bend Metropolitan
Planning Organization
- US 97 NB/Empire Ave
- US 20/8th Ave
- Franklin Ave/3rd St
- Division St/3rd St
- US 20/27th St
- 0 0.5 1 Miles

STRATEGIES: Systemic Speed-Involved Treatments

Speed-Involved Crash Data Highlights

- Crashes that involved speed (all severities): 849 (17% of total)
- Fatal/serious-injury crashes that involved speed: 39 (19% of total)
- Percent of speed-involved crashes that resulted in a fatality or serious injury: 5%



Source: Google Maps

STRATEGIES: Systemic Speed-Involved Treatments



Pavement Friction Treatment

(Potential Crash Reduction = 57-72%)

Image source: ODOT CRF Manual



Speed Humps

(Potential Crash Reduction = 50%)

Image source: Google Maps



Curve Warning Signs

(Potential Crash Reduction = 13%)

Image source: Google Maps



Recessed Pavement Markers

(Potential Crash Reduction = 15%)

Image source: Deschutes County



Left-Turn Traffic Calming Devices

(Potential Crash = 10%)

Image source: Google images



Speed Feedback Signs for Curves and Straight Stretches

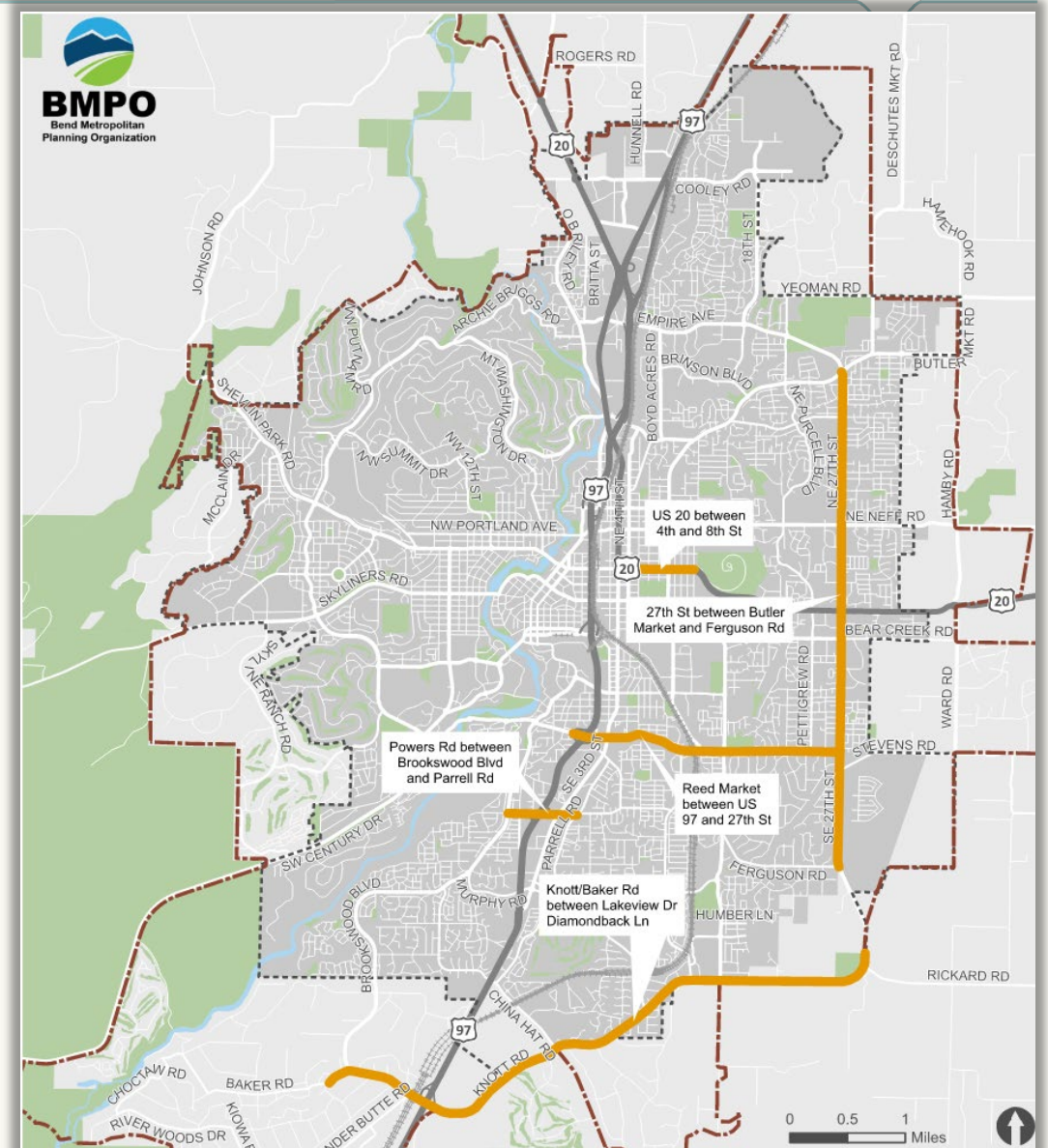
(Potential Crash Reduction = 10%)

Image source: Google Maps

STRATEGIES: Systemic Speed-Involved Treatments

High Impact Locations

- US 20 between 4th and 8th St
- 27th Street between Butler Market Rd and Ferguson Rd
- Powers Road between Brookwood Blvd and Parrell Rd
- Reed Market Rd between US 97 and 27th St
- Knot/Baker Rd between Lakeview Dr and Diamondback Ln



STRATEGIES: Systemic Pedestrian-Involved Treatments

Pedestrian-Involved Crash Data Highlights

- Crashes that involved a pedestrian (all severities): 66 (1% of total)
- Fatal/serious-injury crashes that involved a pedestrian: 13 (6% of total)
- **Percent of pedestrian-involved crashes that resulted in a fatality or serious injury: 20%**



Source: Google Maps

STRATEGIES: Systemic Pedestrian-Involved Treatments



Curb Extensions for Pedestrian Crossings

(Potential Crash Reduction = 30%)

Image source: Google Maps



Sidewalk

(Potential Crash Reduction = 20%)

Image source: Google Maps



Pedestrian Refuge Islands

(Potential Crash Reduction = 32%)

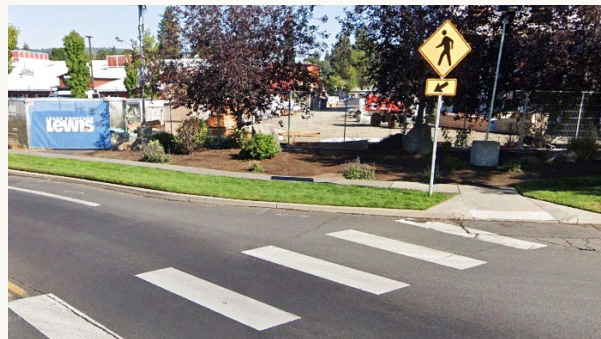
Image source: Google Maps



Pedestrian Activated Beacons

(Potential Crash Reduction = 56%)

Image source: Google images



Crosswalks and Crossing Warning Signs

(Potential Crash Reduction = 15%)

Image source: Google Maps



Crossing Countdown Timers at Traffic Signals

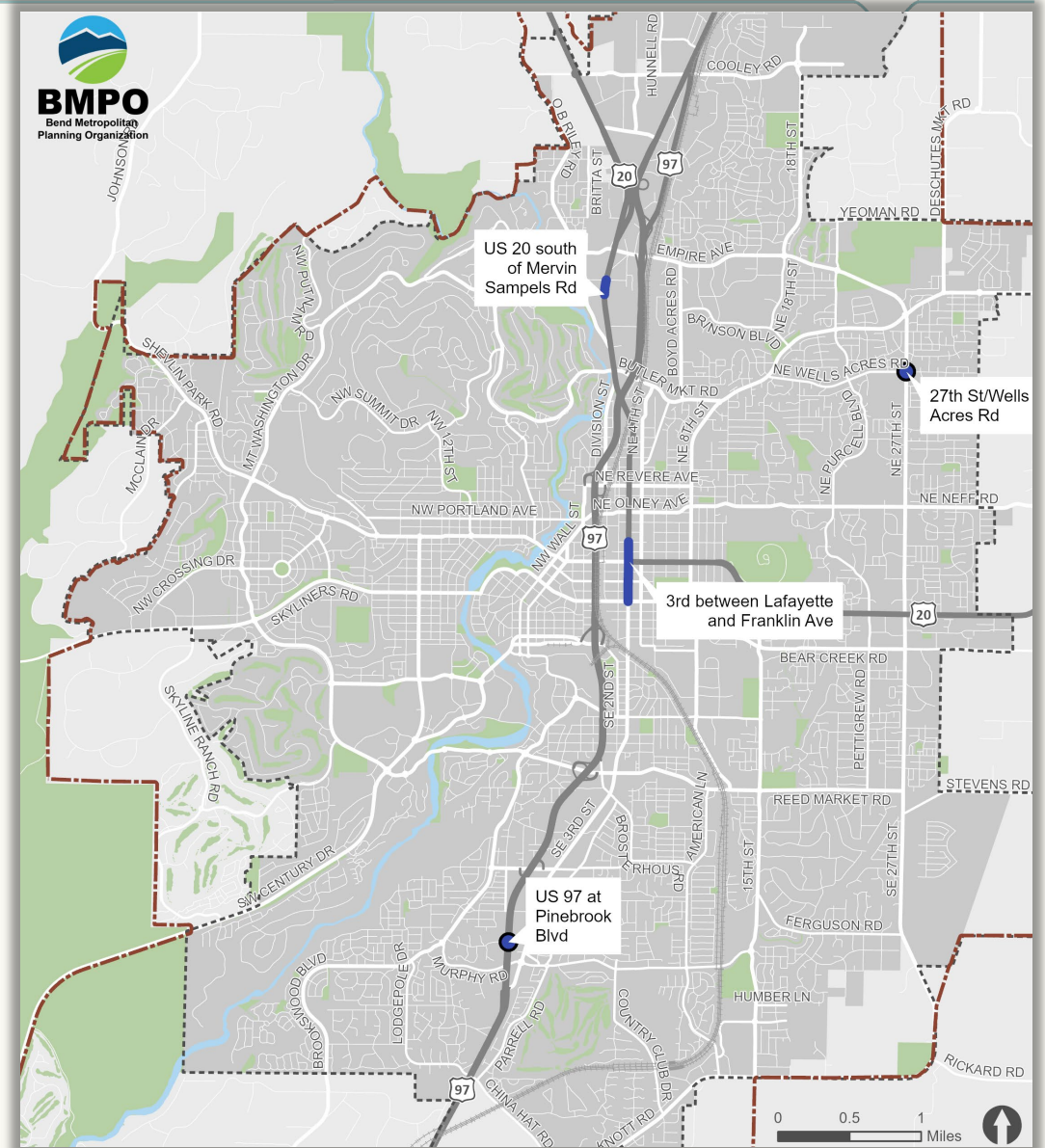
(Potential Crash Reduction = 70%)

Image source: Google images

STRATEGIES: Systemic Pedestrian-Involved Treatments

High Impact Locations

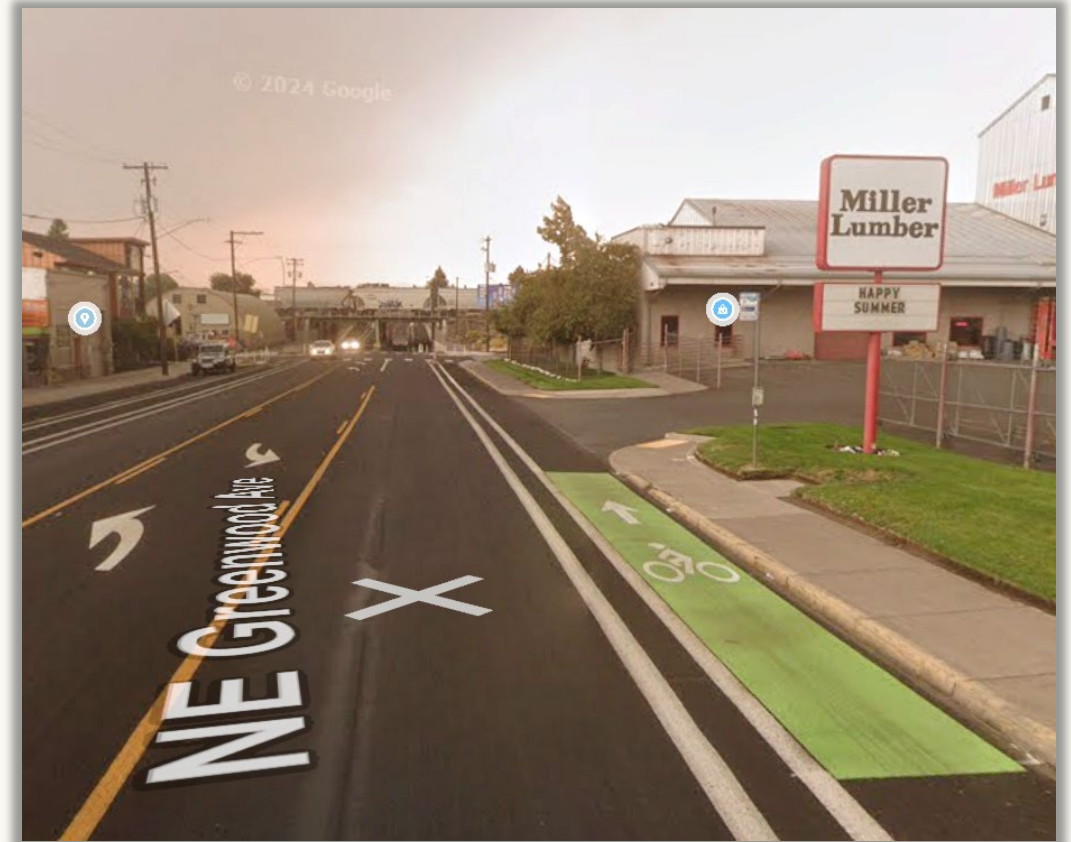
- US 20 south of Mervin Sampels Rd
- 27th St/Wells Acres Rd
- 3rd St between Lafayette Ave and Franklin Ave
- US 97 at Pinebrook Blvd



STRATEGIES: Systemic Bicyclist-Involved Treatments

Bicyclist-Involved Crash Data Highlights

- Crashes that involved a bicyclist (all severities): 109 (2% of total)
- Fatal/serious-injury crashes that involved a bicyclist: 13 (6% of total)
- **Percent of bicyclist-involved crashes that resulted in a fatality or serious injury: 12%**



Source: Google Maps

STRATEGIES: Systemic Bicyclist-Involved Treatments



Green Bike Lanes at Through Intersections

(Potential Crash Reduction = 39%)

Image source: Google Maps



Bike Boxes at Intersections

(Potential Crash Reduction = 35%)

Image source: Google Maps



Bike Signals

(Potential Crash Reduction = 45%)

Image source: Google images



Bike Lanes

(Potential Crash = 36%)

Image source: Google Maps



Convert 4-Lane Road to 3-Lane Road with Center Turn Lane

(Potential Crash Reduction = 29%)

Image source: Google Maps



Cycle Track

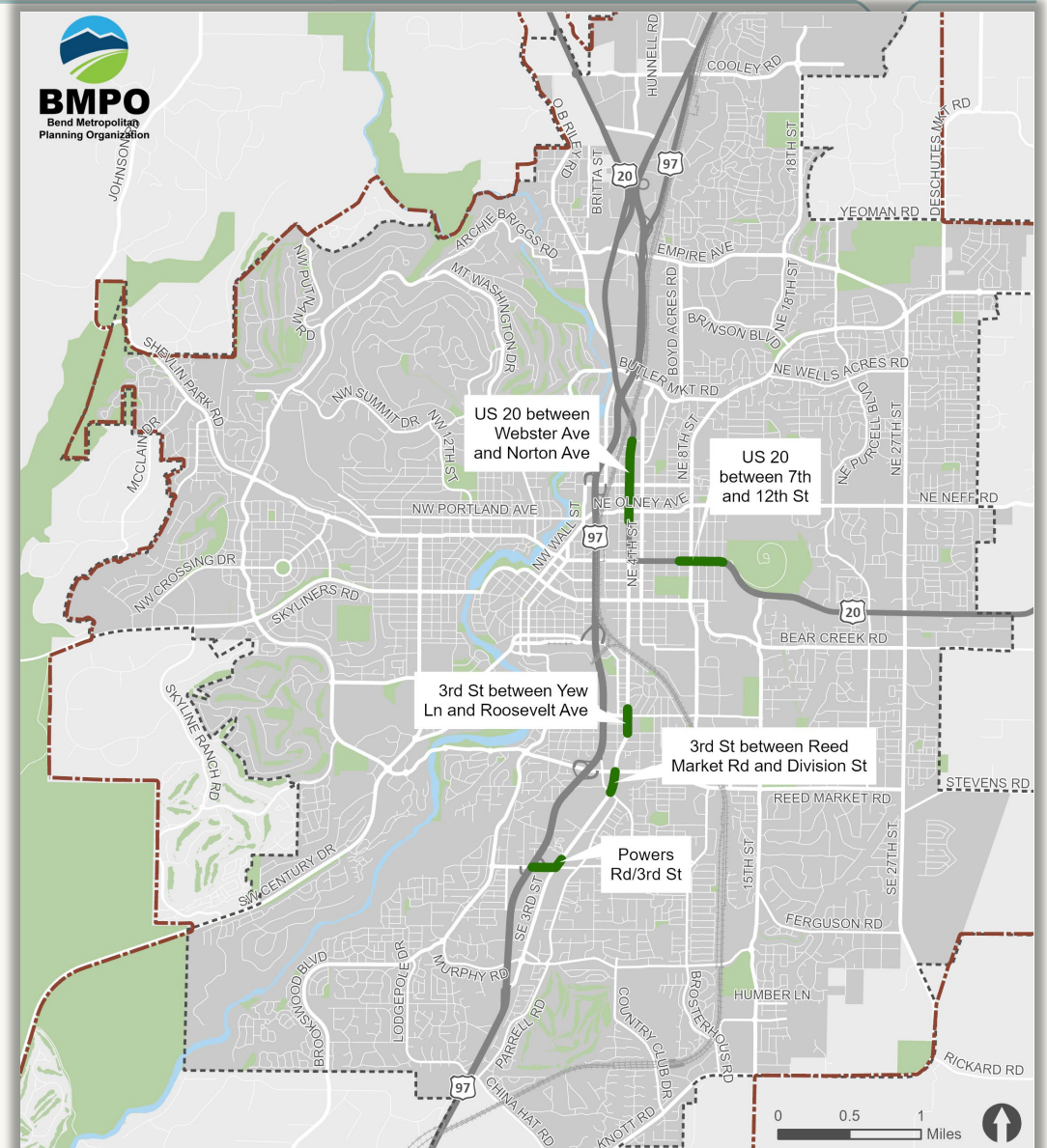
(Potential Crash Reduction = 59%)

Image source: Google Maps

STRATEGIES: Systemic Bicyclist-Involved Treatments

High Impact Locations

- US 20 between Webster Ave and Norton Ave
- US 20 between 7th St and 12th St
- 3rd St between Yew Ln and Roosevelt Ave
- 3rd St between Reed Market Rd and Division St
- Powers Rd at 3rd St



STRATEGIES: Systemic Aging (65+) Drivers Treatments

Aging Driver-Involved Crash Data Highlights

- Crashes that involved a 65+ driver (all severities): 544 (11% of total)
- Fatal/serious-injury crashes that involved a 65+ driver: 61 (30% of total)
- Percent of 65+ driver crashes that resulted in a fatality or serious injury: 11%

STRATEGIES: Systemic Aging (65+) Drivers Treatments



Lighting

(Potential Crash Reduction = 38%)

Image source: Deschutes County



Install wider edgelines

(Potential Crash Reduction = 18%)

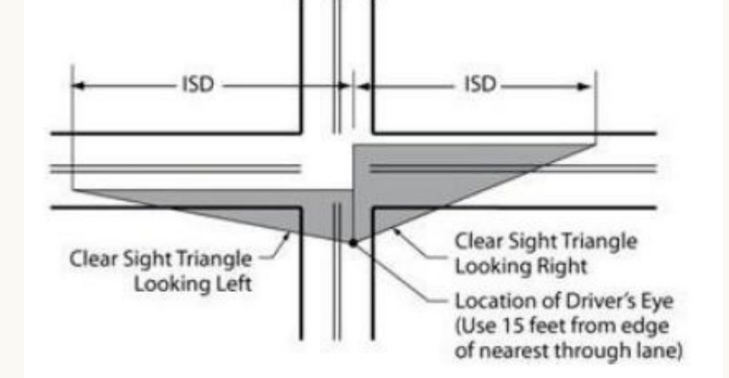
Image source: Minnesota DOT



Flashing Beacons as Advance Warning for Signals

(Potential Crash Reduction = 10%)

Image source: <https://www.mccain-inc.com>



Clear Sight Triangle Distance

(Potential Crash Reduction = 48%)

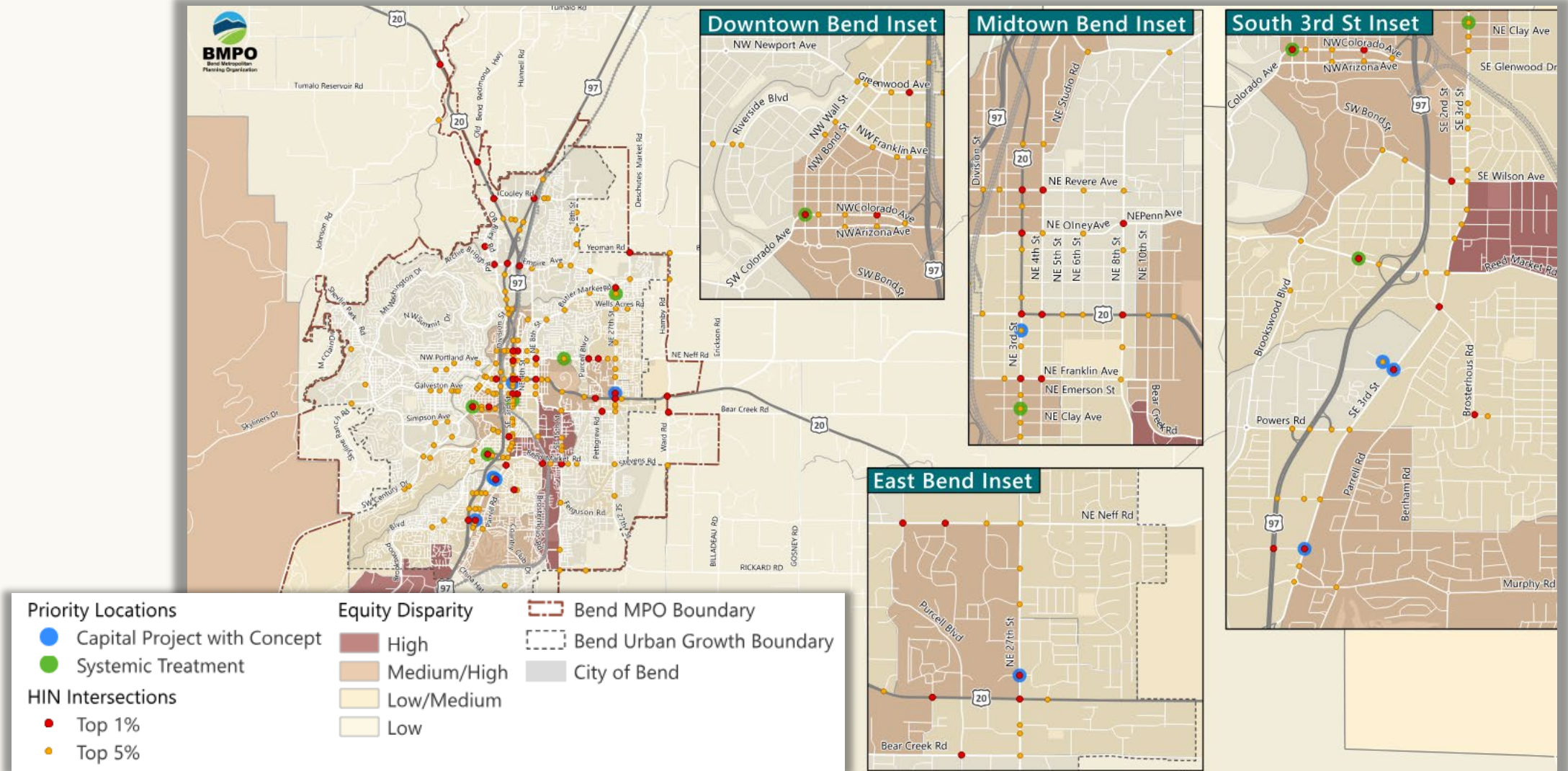
Image source: FHWA

Note: Initial locations for systemic treatments are not provided for aging driver-involved crashes crash type because these crashes are not clustered in specific locations.

Priority Location Improvements

STRATEGIES (Tech Memo #4)

Priority Locations for Capital Improvements



STRATEGIES: Priority Locations

With Conceptual Layouts

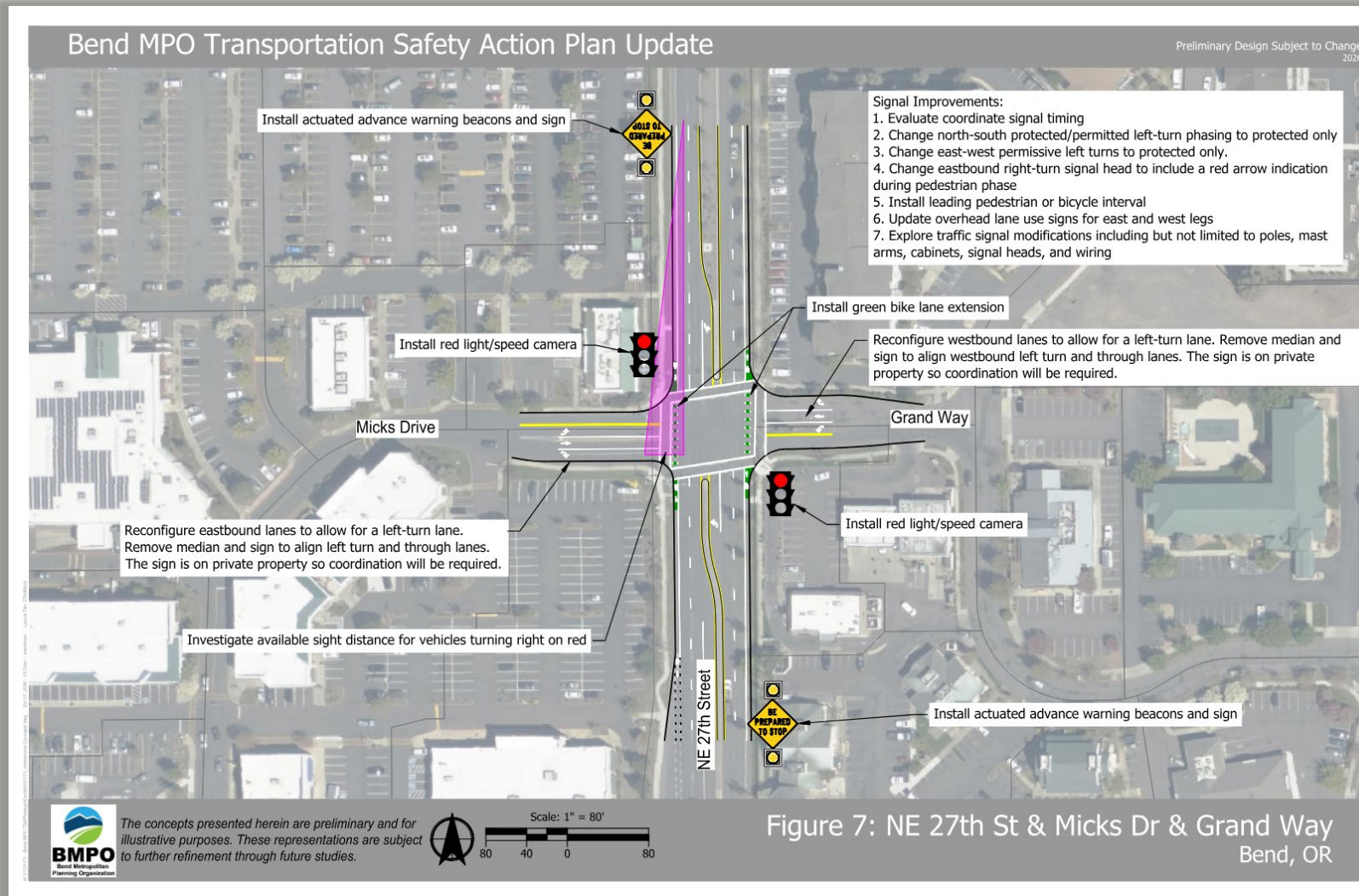
- 27th Street / Micks Drive-Grand Way
- 3rd Street / Meyer Drive-Reed Lane
- Meyer Drive / Reed Lane
- 3rd Street / Irving Avenue
- 3rd Street / Pinebrook Boulevard

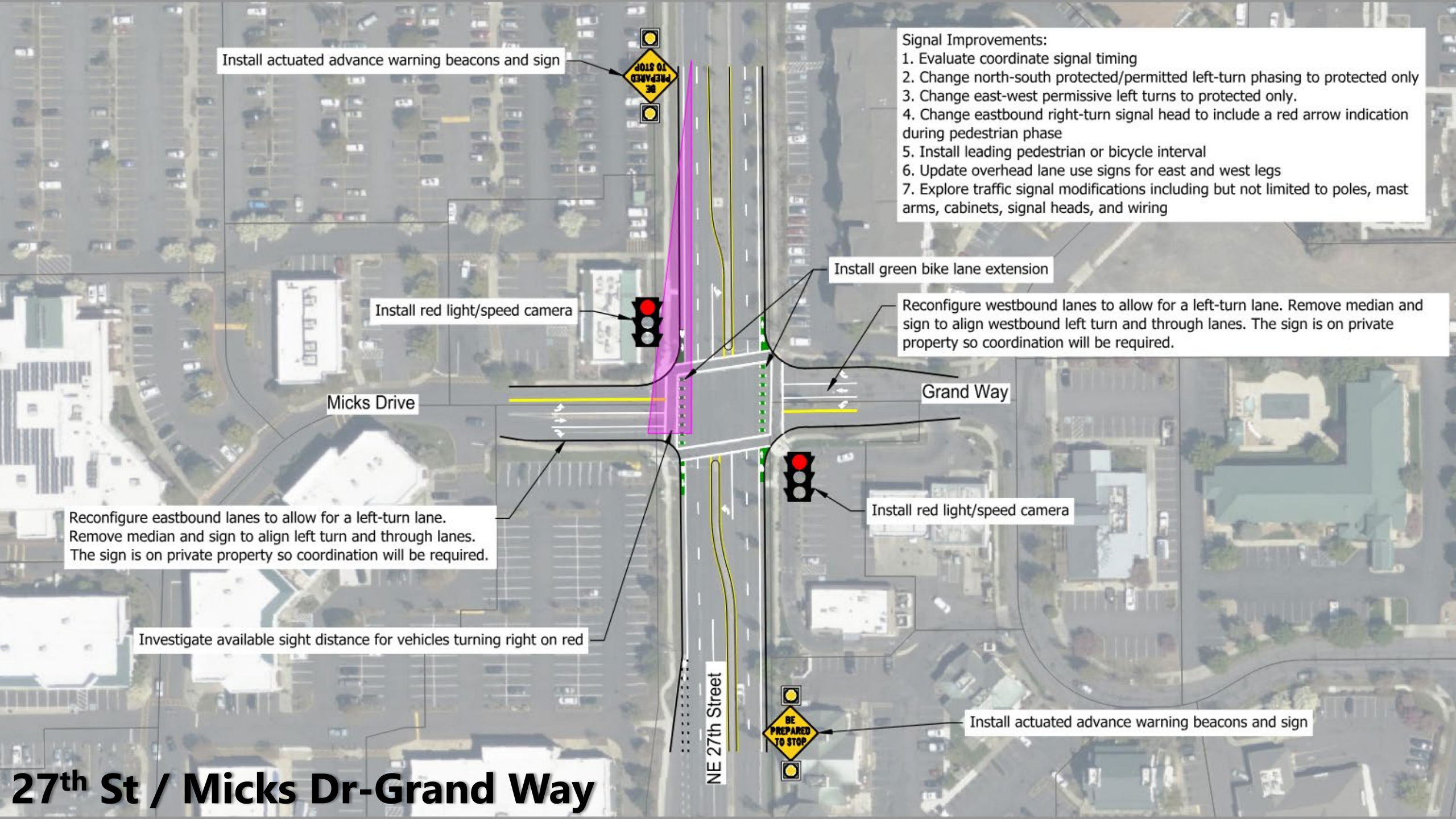
With Systemic Treatments

- Colorado Avenue / Wall Street
- Reed Market Road / Silver Lake Boulevard
- 3rd Street / Dekalb Avenue
- Neff Road / Shepard Road
- 27th Street / Jill Avenue

STRATEGIES: Priority Location Concepts

27th Street / Micks Drive-Grand Way





Install actuated advance warning beacons and sign



Signal Improvements:

1. Evaluate coordinate signal timing
2. Change north-south protected/permitted left-turn phasing to protected only
3. Change east-west permissive left turns to protected only.
4. Change eastbound right-turn signal head to include a red arrow indication during pedestrian phase
5. Install leading pedestrian or bicycle interval
6. Update overhead lane use signs for east and west legs
7. Explore traffic signal modifications including but not limited to poles, mast arms, cabinets, signal heads, and wiring

Install green bike lane extension

Reconfigure westbound lanes to allow for a left-turn lane. Remove median and sign to align westbound left turn and through lanes. The sign is on private property so coordination will be required.

Install red light/speed camera



Micks Drive

Grand Way

Reconfigure eastbound lanes to allow for a left-turn lane. Remove median and sign to align left turn and through lanes. The sign is on private property so coordination will be required.

Install red light/speed camera



Investigate available sight distance for vehicles turning right on red

NE 27th Street

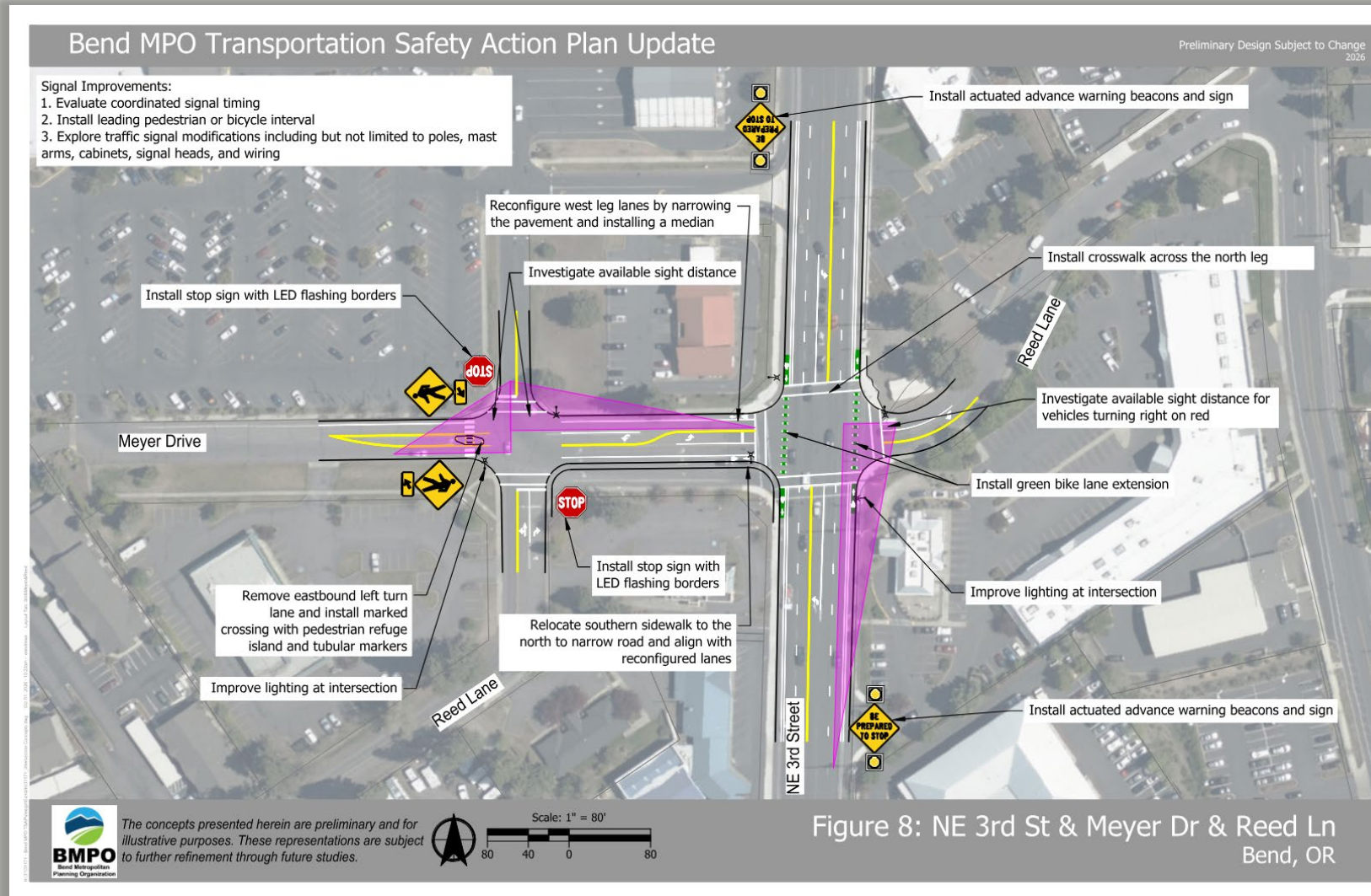


Install actuated advance warning beacons and sign

27th St / Micks Dr-Grand Way

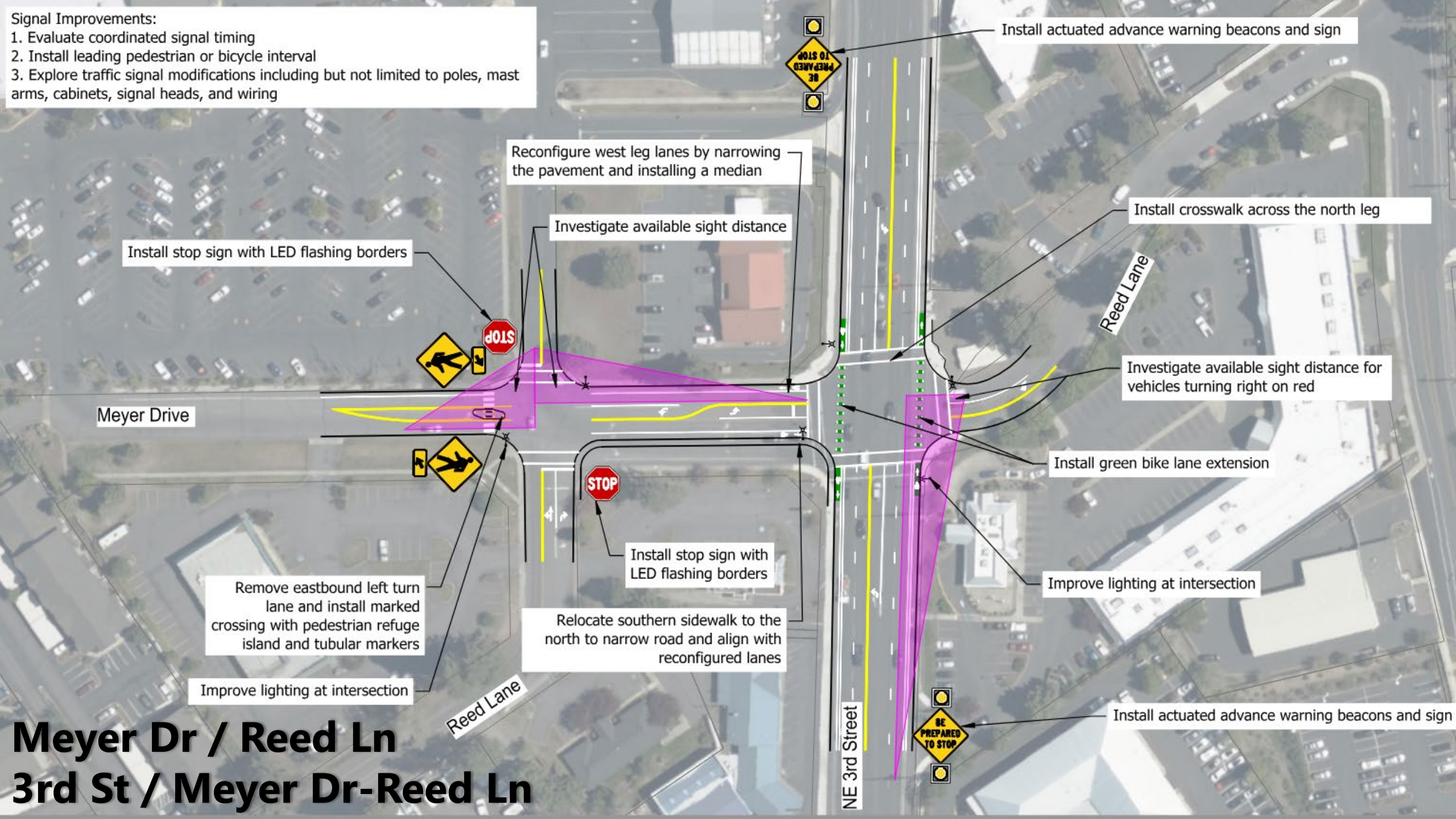
STRATEGIES: Priority Location Concepts

3rd Street / Meyer Drive-Reed Lane & Meyer Drive / Reed Lane



Signal Improvements:

1. Evaluate coordinated signal timing
2. Install leading pedestrian or bicycle interval
3. Explore traffic signal modifications including but not limited to poles, mast arms, cabinets, signal heads, and wiring



Install actuated advance warning beacons and sign

Reconfigure west leg lanes by narrowing the pavement and installing a median

Investigate available sight distance

Install stop sign with LED flashing borders

Install crosswalk across the north leg

Reed Lane

Investigate available sight distance for vehicles turning right on red

Install green bike lane extension

Improve lighting at intersection

Install stop sign with LED flashing borders

Relocate southern sidewalk to the north to narrow road and align with reconfigured lanes

Remove eastbound left turn lane and install marked crossing with pedestrian refuge island and tubular markers

Improve lighting at intersection

Reed Lane

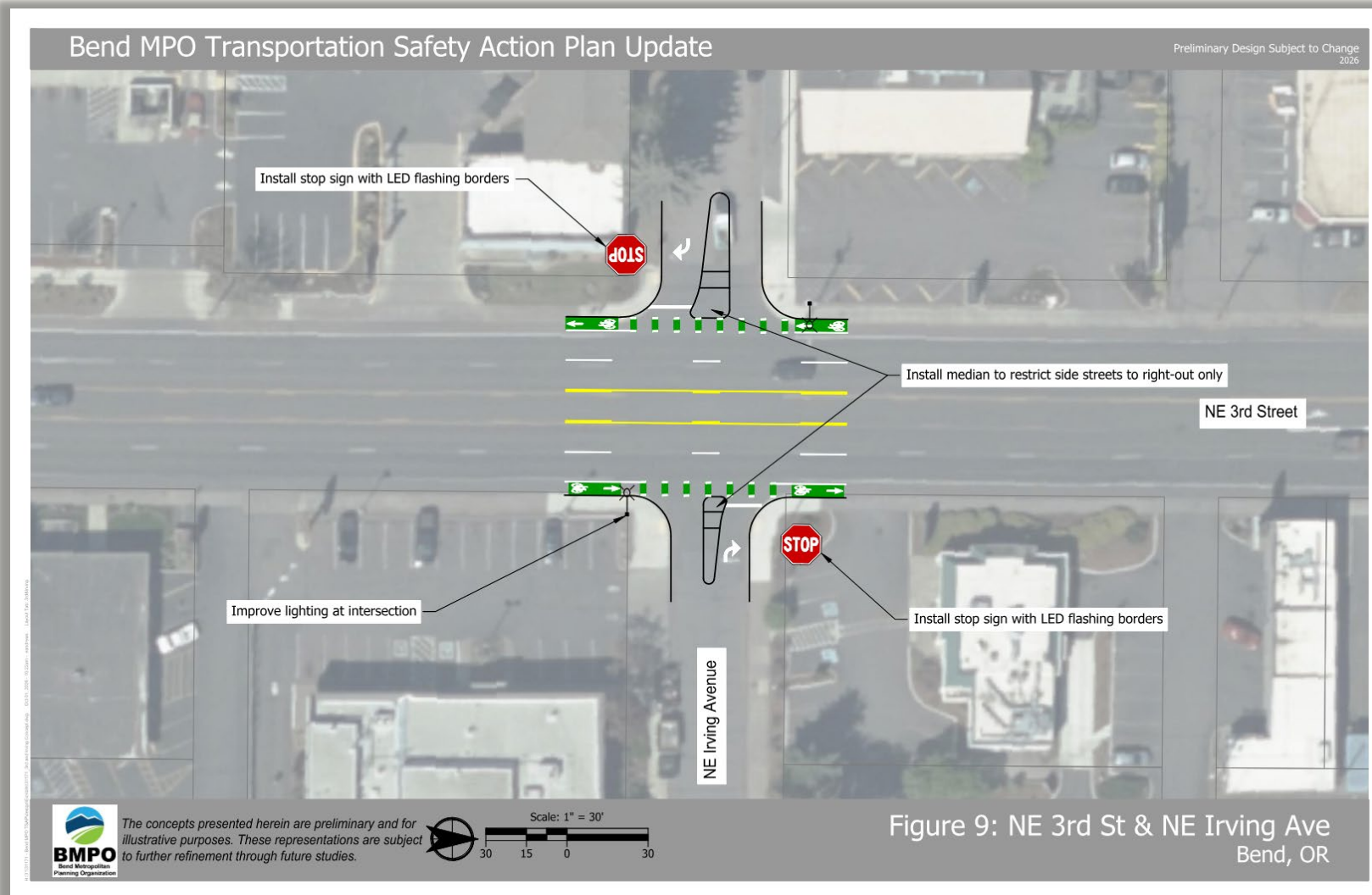
NE 3rd Street

Install actuated advance warning beacons and sign

Meyer Dr / Reed Ln
3rd St / Meyer Dr-Reed Ln

STRATEGIES: Priority Location Concepts

3rd Street / Irving Avenue



Install stop sign with LED flashing borders



Install median to restrict side streets to right-out only

NE 3rd Street

Improve lighting at intersection



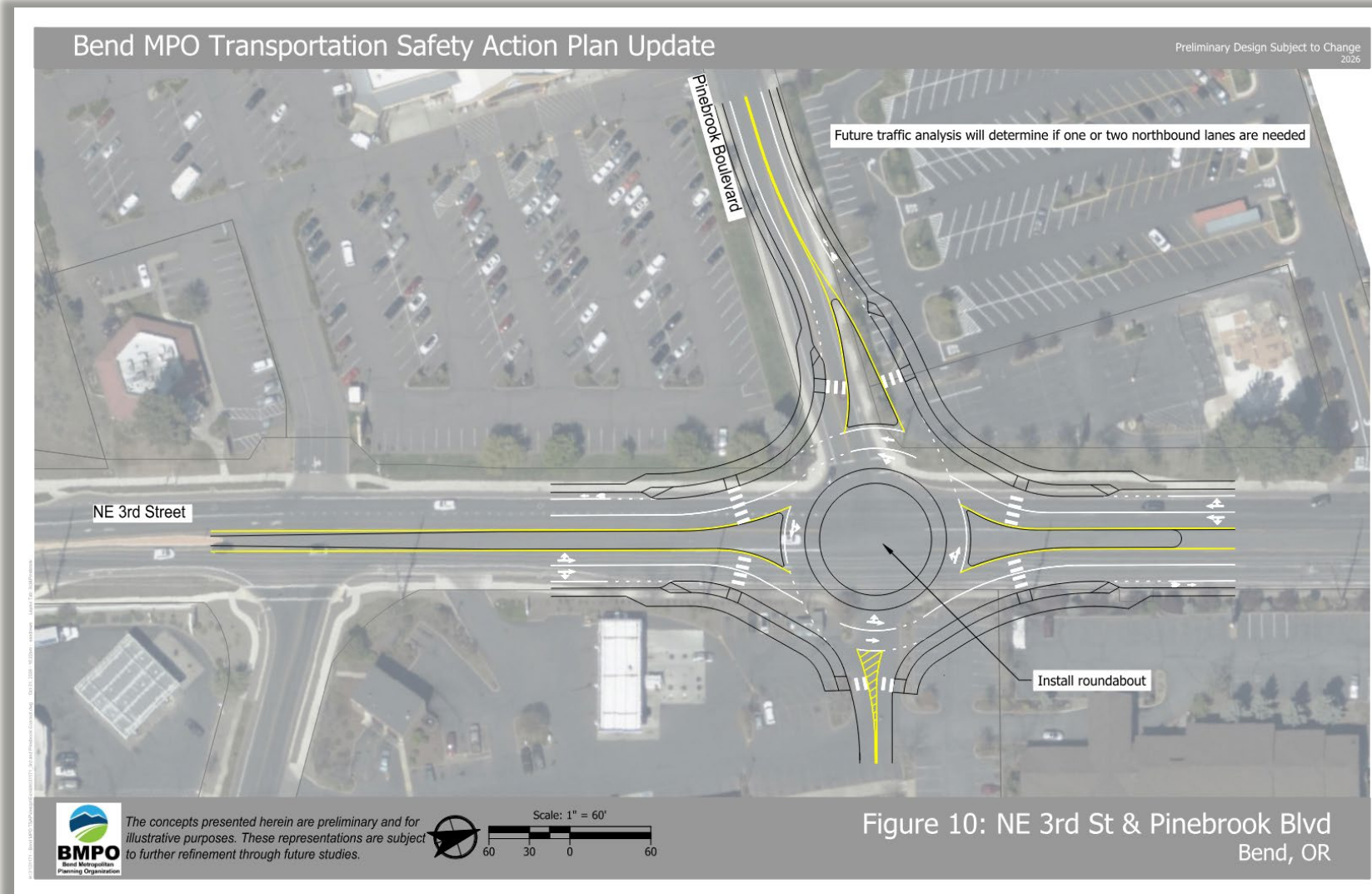
Install stop sign with LED flashing borders

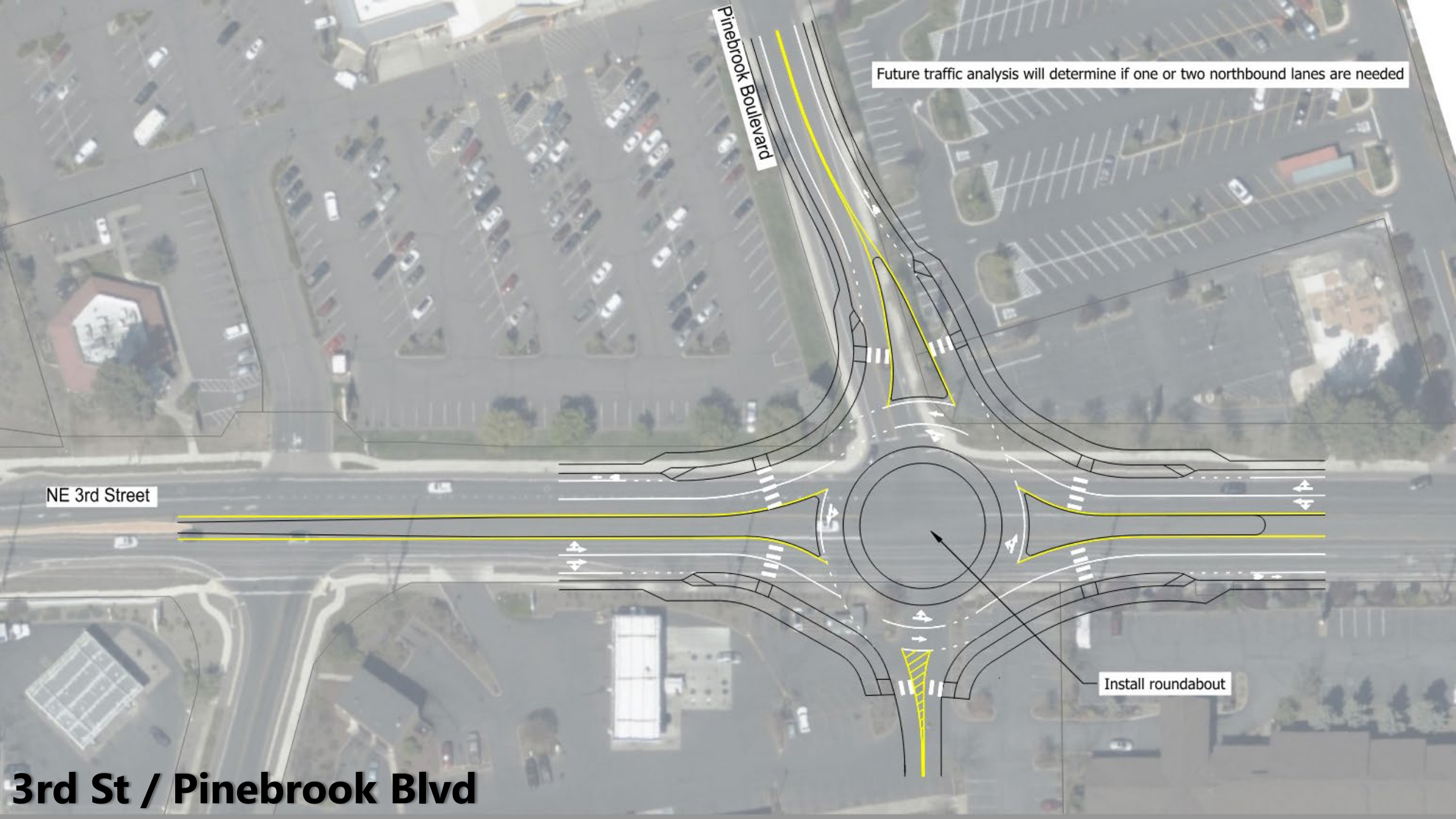
NE Irving Avenue

3rd St / Irving Ave

STRATEGIES: Priority Location Concepts

3rd Street / Pinebrook Boulevard





Future traffic analysis will determine if one or two northbound lanes are needed

NE 3rd Street

Pinebrook Boulevard

Install roundabout

3rd St / Pinebrook Blvd

STRATEGIES: Priority Location Systemic Treatments

Colorado Avenue / Wall Street

- Coordinated signal timing
- Actuated flashing beacons as advance warning
- Increased visibility for motorists
- Red light running cameras



STRATEGIES: Priority Location Systemic Treatments

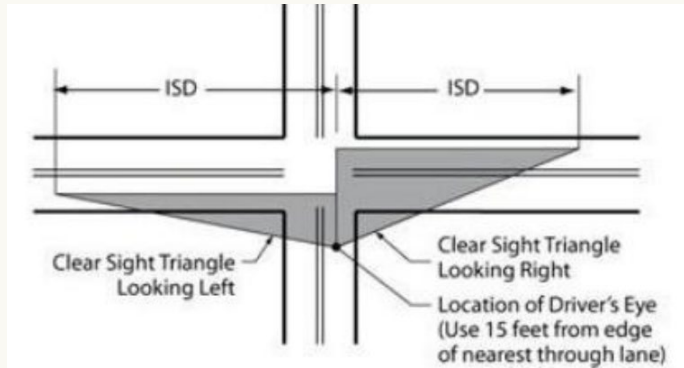
Colorado Avenue / Wall Street



Flashing Beacons Coordinated with Signal

(Potential Crash Reduction = 10%)

Image source: ODOT CRF Manual



Greater Visibility at Intersections

(Potential Crash Reduction = 48%)

Image source: ODOT CRF Manual



Red Light Cameras

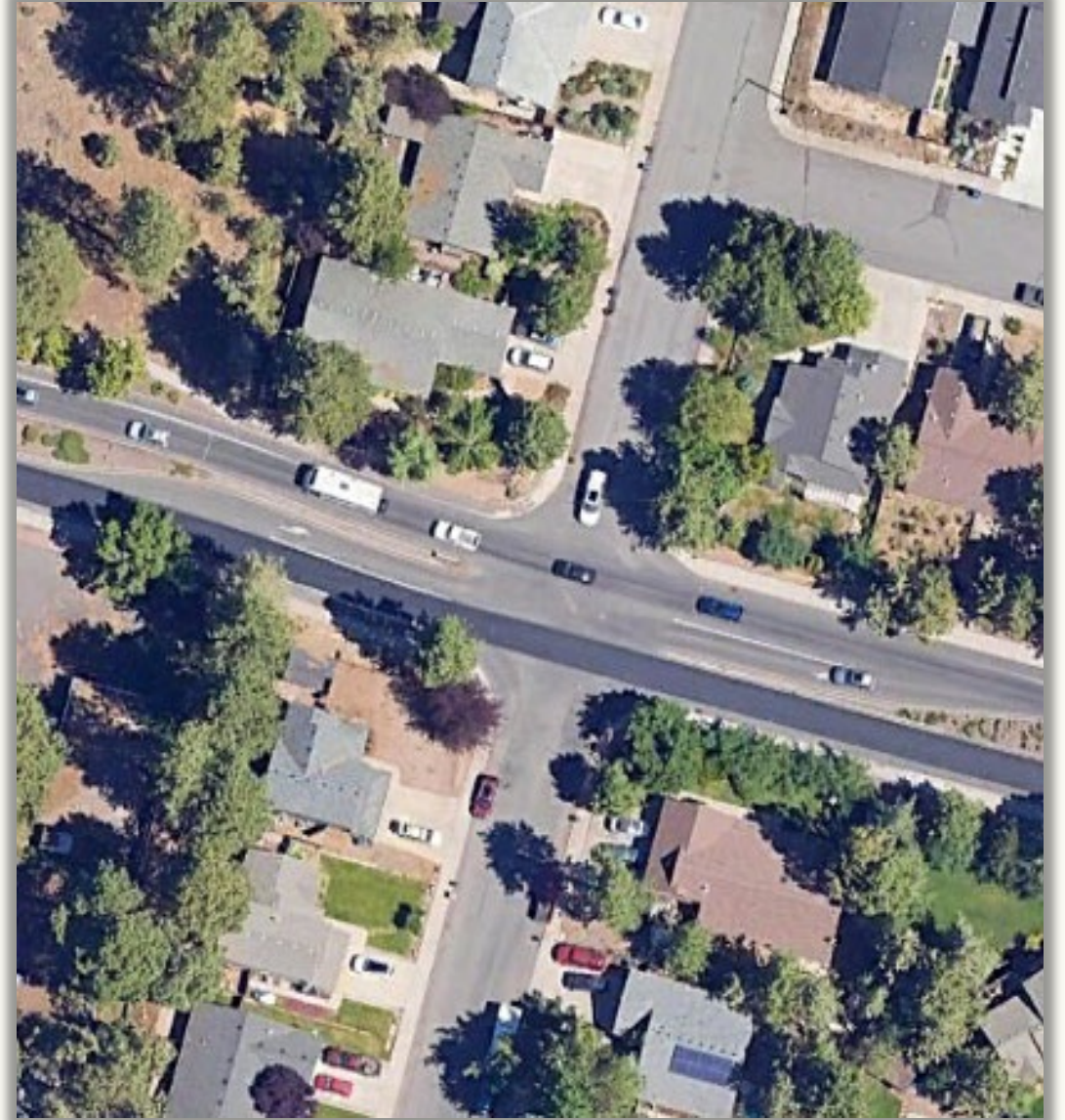
(Potential Crash Reduction 25%)

Image source: Google Maps

STRATEGIES: Priority Location Systemic Treatments

Reed Market Rd / Silver Lake Blvd

- Lighting
- Additional intersection warning devices
- Flashing beacons on stop signs
- Actuated flashing beacons on Reed Market Rd
- Speed feedback signs
- Increased visibility for motorists



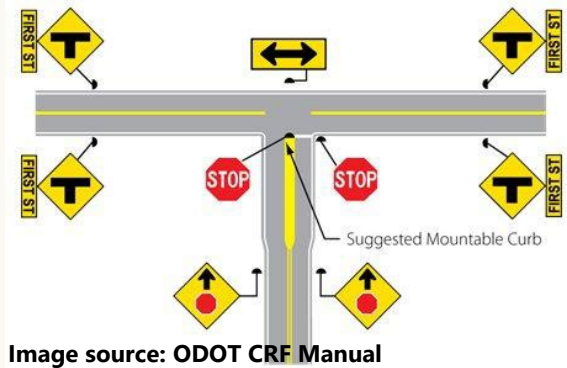
STRATEGIES: Priority Location Systemic Treatments

Reed Market Rd / Silver Lake Blvd



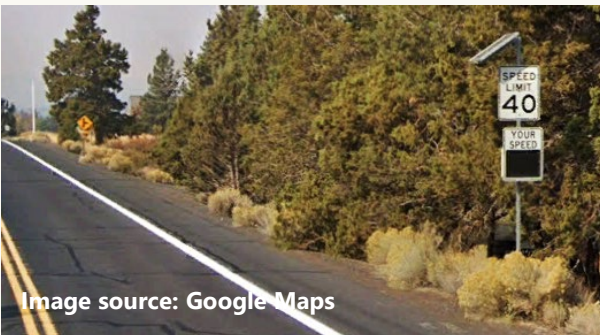
Lighting

(Potential Crash Reduction = 38%)



Increased Intersection Warning

(Potential Crash Reduction = 20-30%)



Speed Feedback Signs for Curves and Straight Stretches

(Potential Crash Reduction = 10%)



'Stop Ahead' Pavement Markings

(Potential Crash Reduction = 31%)



Flashing Beacons on Stop Signs

(Potential Crash Reduction = 13%)

Image source: ODOT CRF Manual



Actuated Flashing Beacons

(Potential Crash Reduction = 27%)

Image source: ODOT CRF Manual

STRATEGIES: Priority Location Systemic Treatments

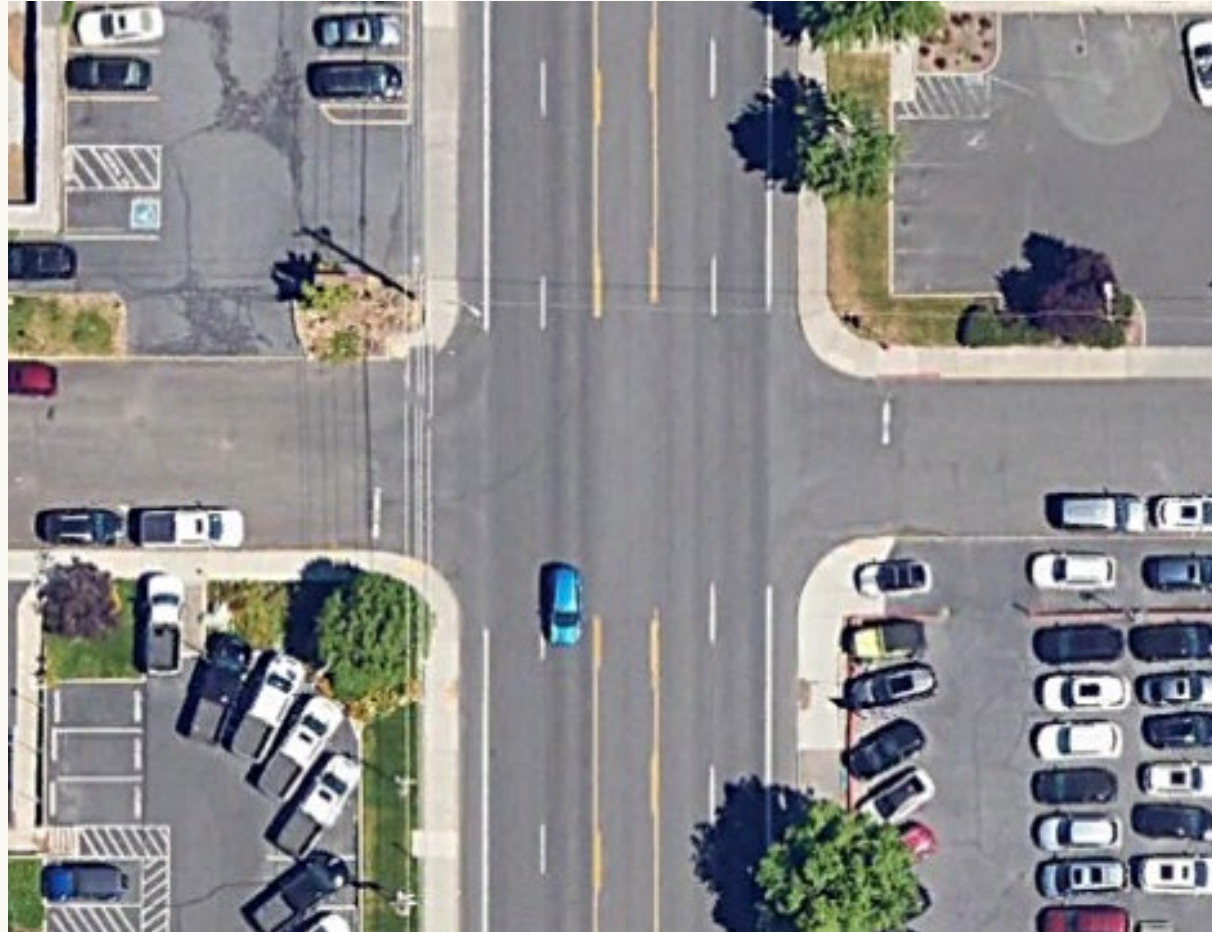
3rd Street / Dekalb Avenue

- Pedestrian refuge island, raised median/any type of median barrier, or right-in/right-out modifications
- Lighting
- Increased visibility for motorists
- Additional intersection warning devices
- Flashing beacons on stop signs



STRATEGIES (Tech Memo #4)

Priority Location: 3rd Street / Dekalb Avenue



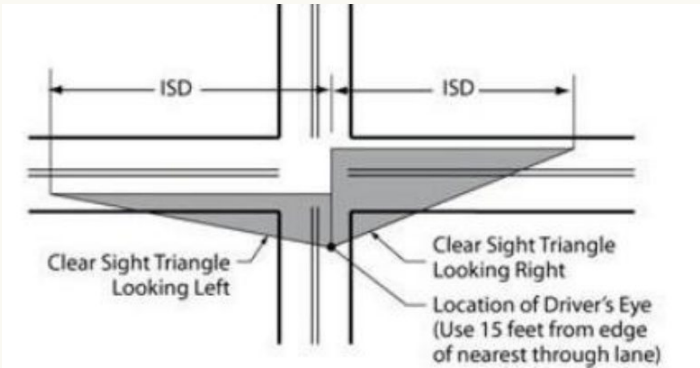
STRATEGIES: Priority Location Systemic Treatments

3rd Street / Dekalb Avenue



Pedestrian Refuge Islands
(Potential Crash Reduction = 32%)

Image source: Google Maps



Greater Visibility at Intersections
(Potential Crash Reduction = 48%)

Image source: ODOT CRF Manual



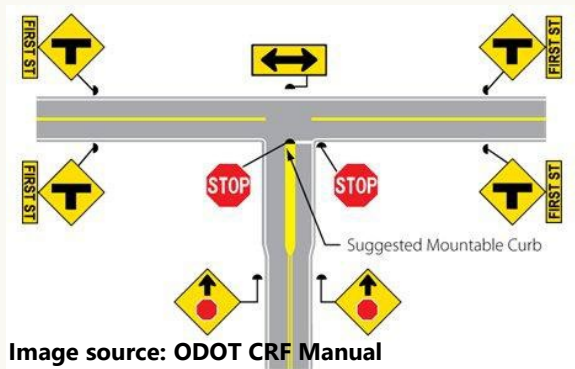
Right-In/Right-Out Restrictions
(Potential Crash Reduction = 45%)

Image source: Google Maps



Flashing Beacons on Stop Signs
(Potential Crash Reduction = 13%)

Image source: ODOT CRF Manual



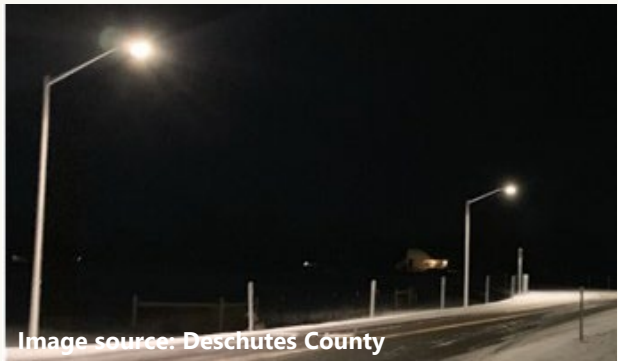
Increased Intersection Warning
(Potential Crash Reduction = 20-30%)

Image source: ODOT CRF Manual



'Stop Ahead' Pavement Markings
(Potential Crash Reduction = 31%)

Image source: ODOT CRF Manual



Lighting
(Potential Crash Reduction = 38%)

Image source: Deschutes County

STRATEGIES: Priority Location Systemic Treatments

Neff Road / Shepard Road

- Lighting
- Roundabout, rectangular rapid flashing beacon, pedestrian refuge island, or right-in/right-out modifications
- Additional intersection warning devices
- Flashing beacons on stop signs



STRATEGIES: Priority Location Systemic Treatments

Neff Road / Shepard Road



Roundabout (Mini)
(Potential Crash Reduction = 82%)

Image source: Kittelson



Pedestrian Refuge Islands
(Potential Crash Reduction = 32%)

Image source: Google Maps



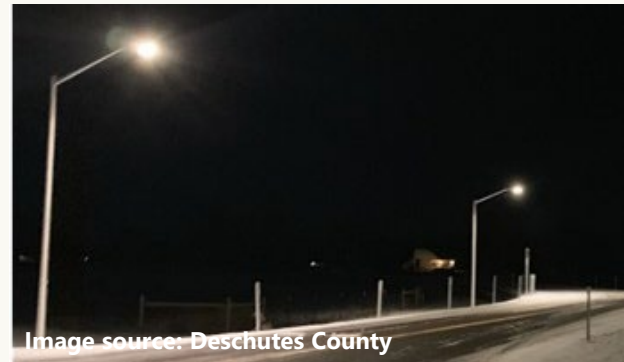
Right-In/Right-Out Restrictions
(Potential Crash Reduction = 45%)

Image source: Google Maps



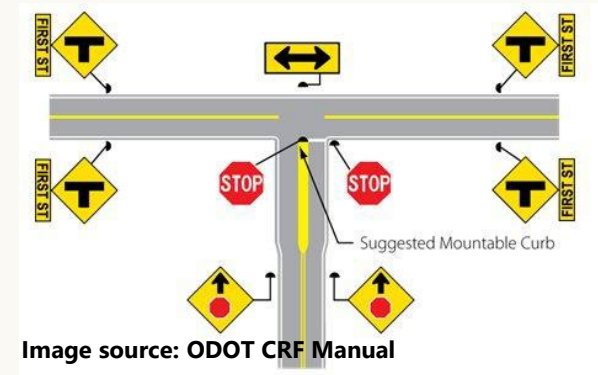
Pedestrian Activated Beacons
(Potential Crash Reduction = 56%)

Image source: Google Maps



Lighting
(Potential Crash Reduction = 38%)

Image source: Deschutes County



Increased Intersection Warning
(Potential Crash Reduction = 20-30%)

Image source: ODOT CRF Manual



'Stop Ahead' Pavement Markings
(Potential Crash Reduction = 31%)

Image source: ODOT CRF Manual



Flashing Beacons on Stop Signs
(Potential Crash Reduction = 13%)

Image source: ODOT CRF Manual

STRATEGIES: Priority Location Systemic Treatments

27th Street / Jill Avenue

- Channelized left-turn lanes, raised median/any type of median barrier, or right-in/right-out modifications
- Lighting
- Increased visibility for motorists
- Additional intersection warning devices
- Flashing beacons on stop signs



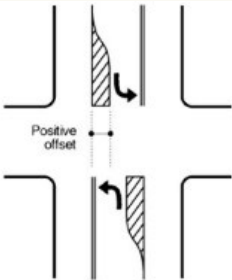
STRATEGIES (Tech Memo #4)

Priority Location: 27th Street / Jill Avenue



STRATEGIES: Priority Location Systemic Treatments

27th Street / Jill Avenue



Left-turn lane at 3- or 4-leg intersection with raised median on all approaches
(Potential Crash Reduction = 27%)

Image source: ODOT CRF Manual



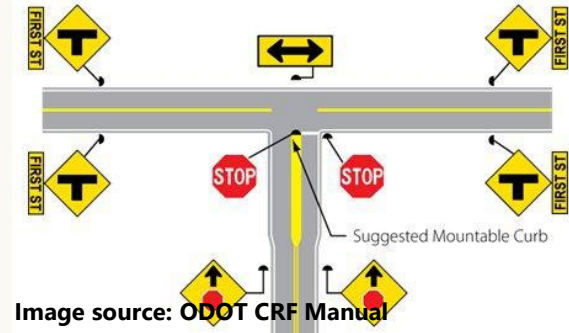
Raised Median
(Potential Crash Reduction = 39%)

Image source: ODOT CRF Manual

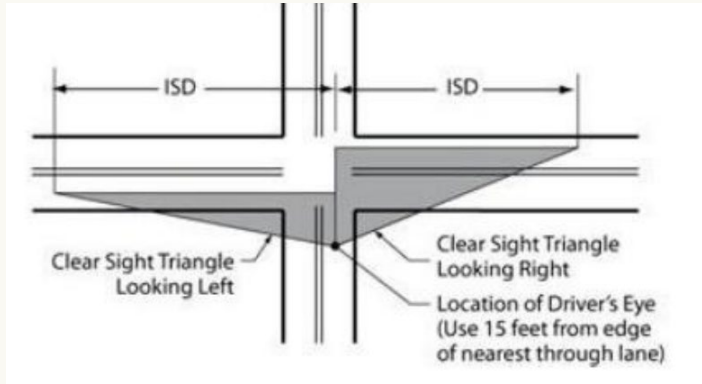


Right-In/Right-Out Restrictions
(Potential Crash Reduction = 45%)

Image source: Google Maps



Increased Intersection Warning
(Potential Crash Reduction = 20-30%)



Greater Visibility at Intersections
(Potential Crash Reduction = 48%)

Image source: ODOT CRF Manual



Lighting
(Potential Crash Reduction = 38%)

Image source: Deschutes County



'Stop Ahead' Pavement Markings
(Potential Crash Reduction = 31%)

Image source: ODOT CRF Manual



Flashing Beacons on Stop Signs
(Potential Crash Reduction = 13%)

Multidisciplinary Actions

STRATEGIES (Tech Memo #4)

Multidisciplinary Actions

Regional Coordination & Leadership

- Maintain a multidisciplinary regional transportation safety committee.
- Dedicate staff or consultant capacity to coordinate TSAP implementation.
- Monitor progress annually and update the TSAP every two to three years.

Safety Culture & Education

- Implement sustained, locally relevant safety messaging focused on priority behaviors.
- Expand outreach through neighborhoods, employers, schools, visitor organizations, and community groups.
- Promote attentive, sober, calm, and speed-appropriate travel.
- Provide youth, adult, e-bike, rules-of-the-road, and winter-driving education.
- Develop model safe-driving policies for employers and families.

Technology & Data

- Build an integrated safety data program using crash, speed, multimodal, and near-miss data.
- Use data to identify emerging safety risks.
- Pilot and evaluate traffic signal and safety technologies.

STRATEGIES (Tech Memo #4)

Multidisciplinary Actions

Enforcement & Emergency Response

- Use crash and citation data to target enforcement at high-risk locations and times.
- Continue coordinated enforcement of speeding, impairment, distraction, and seat-belt use.
- Evaluate and expand automated speed and red-light enforcement where appropriate.
- Improve emergency response and post-crash care through agency coordination and technology.
- Implement a comprehensive speed management program.

Impaired Driving Initiatives

- Support community coalitions and repeat DUI offender programs.
- Formalize rideshare locations and discount programs for bars and events.

Pedestrian, Bicycle & Motorcycle Safety

- Improve low-stress routes, crossings, and wayfinding for people walking and bicycling.
- Continue partnerships for education and outreach.
- Promote safe riding practices and gear for motorcyclists.

COMMUNITY ENGAGEMENT PHASE 2

COMMUNITY ENGAGEMENT ROUND 2

- **Online Open House #2 – live!**
 - Collecting input on recommended safety treatments and priority locations
 - Available at: www.bendoregon/transportationsafety
- **In-person events**
 - Bend Fire & Rescue Open House, Saturday, October 17th, 10am-1pm, Bend Fire North Station, 63377 NE Jamison Street
- **Upcoming targeted promotions**
 - Notification to City's Transportation News Feed subscribers
 - Notification to Online Open House #1 participants (1,000+)
 - Social media post/shares (BMPO, City, BPRD, CET, etc.)

NEXT STEPS

NEXT STEPS

1

PAC comments on TM
#4 due by **COB**
10/30



2

Project Team to finalize
TM #4 and begin
developing draft plan



2

TSAP Adoption (March
2027)

Member & Guest Roundtable

Presenters: PAC Members



Member & Guest Roundtable

- Time for PAC members to:
 - Provide updates on current safety projects and planning efforts

Public Comment (Agenda)

Presenter: Tyler Deke



Public Comment (Agenda Items)

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

Next Meeting & Adjournment

The next meeting of the **BMPO TAC: November 3, 2026, at 10:00 a.m.**



Language Assistance Services & Accommodation Information for People with Disabilities



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 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 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.

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Accessible Meeting Information



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 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 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.