



MEETING MINUTES

BMPO Policy Board

Location: Baney Conference Room (Oregon Department of Transportation [ODOT] Region 4 Headquarters, Building M), 63055 N. Highway 97, Bend, Oregon

Date: July 17, 2026

Time: 12:00 p.m.

Prepared by: ABC Transcription Services, LLC

In Attendance

- Voting Members
 - Vice Chair Mike Riley, City of Bend Councilor
 - Phil Chang, Deschutes County Commissioner
 - Emerald Shirley, ODOT Interim Central Oregon and Lower John Day Area Manager
- Voting Member Alternates
 - Russ Grayson, City of Bend
- Staff & Other Attendees
 - Tyler Deke, BMPO Manager
 - Andrea Napoli, BMPO Senior Planner
 - Kelli Kennedy, BMPO Program Coordinator
 - Mary McGowan, ODOT
 - Rachel Zakem, ODOT
 - Greg Bryant, member of the public
 - Stacie Fritz, member of the public

Agenda Items

1. Call to Order & Introductions
2. Hybrid Meeting Guidelines
3. Public Comment (Non-Agenda Items)
4. Meeting Minutes
5. ODOT Transportation Safety Action Plan (TSAP) Update – Overview & Possible Comment Letter
6. Fiscal Year 2027 (FY27) Liability Insurance



7. Bend TSAP Update: Public Engagement Phase 1 Summary
8. Other Business
9. Public Comment (Agenda Items & Wrap-Up)
10. Next Meeting & Adjournment

Notes

1. Call to Order & Introductions

Vice Chair Riley called the meeting to order at 12:02 p.m. with a quorum established.

2. Hybrid Meeting Guidelines

Tyler Deke reviewed the hybrid meeting guidelines.

3. Public Comment (Non-Agenda Items)

There were no public comments.

4. Meeting Minutes

Materials referenced

- Attachment A: Draft Policy Board meeting minutes, June 18, 2026

Motion 1: Phil Chang moved approval of the draft June 18, 2026, Policy Board meeting minutes as presented. Emerald Shirley seconded the motion which passed 4 to 0. (Ayes: Riley (City of Bend), Chang (Deschutes County), Shirley (ODOT), Grayson (City of Bend). Nays: None.)

5. ODOT TSAP Update – Overview & Possible Comment Letter

Materials referenced

- Attachment B: Draft 2026 ODOT TSAP Executive Summary
- Links to the **ODOT TSAP Update website** and **Draft ODOT TSAP**

Mary McGowan presented an overview of ODOT's draft TSAP which would guide investments toward reducing crashes and eliminating traffic fatalities and serious injury crashes. Plan goals included supporting Vision Zero by 2050 and setting a 30 percent target for reducing crashes causing fatalities and serious injuries by 2035. Supplemental automated enforcement tool options were included in the TSAP, as law enforcement staffing limitations constrained the capacity to address risky behaviors. Statewide safety data from 2019 to 2023 showed a significant spike in fatal and serious injury crashes over previous years, and the top contributing factors were outlined. The TSAP's top tier Emphasis Areas included roadway departures, intersections, speeding, and driver impairment. ODOT's TSAP adoption was scheduled for October 2026.

Questions were addressed about serious injury being defined as life-changing, debilitating injuries requiring hospitalization; vehicle miles traveled (VMTs) not appearing to contribute to the increase in fatal and serious injury crashes; returning with



more information about the statewide impact of drivers experiencing suicidal ideation; the increase in crashes involving unrestrained occupants being connected to a statewide dip in seat belt and car seat compliance; the process used to determine the tiers of Emphasis Areas; crashes involving bicyclists and pedestrians being listed in the second tier because addressing the top tier Emphasis Areas would directly improve bicycle and pedestrian safety; prioritizing roundabouts as a key action included in the TSAP; and next steps for implementing and monitoring Emphasis Areas following TSAP adoption.

Discussion topics included the Federal Highway Administration's (FHWA) recent removal of several acknowledged safety countermeasures from its list including bike lanes, road diets, speed safety cameras, and variable speed limits, which could impact future funding applications at the federal and state level; the importance of prioritizing actions that improve pedestrian and bicyclist safety at ODOT facility intersections; and working to improve law enforcement capacity while implementing the supplemental automated enforcement tools proposed to address patrol capacity limitations.

Comments regarding ODOT's draft TSAP could be submitted to Mary McGowan by July 31, 2026.

6. FY27 Liability Insurance

Materials referenced

- Attachment C: Issue Summary

Tyler Deke asked the Board to authorize approval of the contract renewing general liability and auto liability insurance for FY27. He noted the premium cost for FY27 would decrease by over 10 percent, and that approval was retroactive as quotes had not been received until after the June BMPO meeting.

Motion 2: Emerald Shirley moved 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 fiscal year 2027 in an amount not to exceed \$4,394.25 and to authorize the BMPO Manager to take all steps necessary to acquire the coverage. Phil Chang seconded the motion which passed 4 to 0.

(Ayes: Riley (City of Bend), Chang (Deschutes County), Shirley (ODOT), Grayson (City of Bend). Nays: None.)

7. Bend TSAP Update: Public Engagement Phase 1 Summary

Materials referenced

- Attachment D: Bend TSAP Phase 1 Public Engagement Summary
- Links to the [Bend TSAP Update website](#) and [Bend TSAP Phase 1 Public Engagement Summary](#)

Andrea Napoli presented the Bend TSAP Phase 1 Engagement Summary, noting that over 2,500 unique comments were collected during April and May 2026 and anecdotal information was used to identify locations where near misses have occurred or the



public felt unsafe. She highlighted the top public comment themes and described concerns regarding the top identified intersections and roadway segments, noting congestion was the most common issue mentioned. The most common safety improvement suggestions included safer crossings, traffic calming measures, and improved bikeways. Due to public concern, intersections with Greenwood Ave at Wall St and Bond St were selected for further study. Most of the other top public input locations already had safety improvement projects planned or funded, with notable exceptions being the intersections of US97 and Empire Ave, and US97 and Reed Market Rd. She outlined future uses of Phase 1 public input and described the focal points for the online open house which would be held in fall 2026 during TSAP Public Engagement Phase 2.

Discussion topics included possibly providing incentives for filling out a paper open house in the future to increase participation; the connection between congestion and the public feeling unsafe or uncomfortable; working with the consultant to clarify locations mentioned by the public and potentially create a visual map of comments submitted; lane reductions between Greenwood Ave and 3rd St resulting in bicyclists and pedestrians feeling safer; the high concentration of crashes at intersections along the Franklin Ave corridor between downtown and 4th St; considering how the priorities revealed by the safety data would compare to the current findings if comments and data related to congestion were removed; discussing the desired role and message for enforcement in the TSAP at a future meeting, with the understanding of law enforcement's limited capacity; and possibly reaching out to TSAP Public Engagement Phase 1 participants with the results of the public input.

8. Other Business

ODOT Expressway Designations Review: Tyler Deke stated Staff would provide information regarding ODOT's Expressway Designations at the August or September Policy Board meeting.

BUILD America 250 Act: Tyler Deke noted an update would be provided regarding current federal legislation and the BMPO could potentially send a letter of support.

9. Public Comment (Agenda Items & Wrap-Up)

There were no public comments.

10. Next Meeting & Adjournment

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

Vice Chair Riley adjourned the meeting at 1:24 p.m.



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