



AGENDA

BMPO Policy Board

Date: July 17, 2026

Start Time: 12:00 p.m.

- **Meeting Format:** in accordance with Oregon state law, this meeting is open to the public and can be accessed and attended in person or remotely.
- **In-person Attendance:** board members and members of the public may attend in person at the following location:
 - Baney Conference Room (Oregon Department of Transportation [ODOT] Region 4 Headquarters, Building M), 63055 N. Highway 97, Bend
- **Remote Attendance:** board members and members of the public may attend remotely via Zoom webinar. Members of the public may also view the meeting via YouTube livestream.
 - **Zoom webinar link**
 - Zoom webinar phone: dial 1-888-788-0099 and enter webinar ID# 880 4376 5225
 - **YouTube livestream link**

BMPO Policy Board Meeting

Agenda Topics

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



Agenda Detail

Start Time	Item	Information	Presenters
12:00	1. Call to Order & Introductions		Chair Méndez
12:05	2. Hybrid Meeting Guidelines		Tyler Deke, BMPO
12:07	3. Public Comment (Non-Agenda Items)	Time for members of the public to provide comments. Additional time for comment will be provided prior to adjournment.	Chair
12:10	4. Meeting Minutes	Attachments/Links Attachment A: Draft Policy Board meeting minutes, June 18, 2026. Action Requested Review and approve the draft Policy Board meeting minutes from June 18th. Recommended language for motion: <i>I move approval of the draft meeting minutes for the June 18, 2026, Policy Board meeting, as presented.</i>	Chair
12:15	5. ODOT TSAP Update – Overview & Possible Comment Letter	Background ODOT is updating its TSAP to create a safer transportation system for everyone. This plan will guide decisions and investments to reduce crashes and eliminate traffic fatalities and serious injuries on Oregon’s roads. ODOT staff will provide an overview of the draft TSAP. Attachments/Links Attachment B: Draft 2026 ODOT TSAP Executive Summary Link to ODOT TSAP Update website Link to Draft ODOT TSAP	Mary McGowan, ODOT Walt McAllister, ODOT



Start Time	Item	Information	Presenters
		Action Requested Provide feedback to ODOT staff and consider submitting a comment letter.	
12:40	6. FY27 Liability Insurance	Background 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 BMPO staff to analyze BMPO's risk exposures and loss history to obtain quotes for the policies and maintain proper protection at the lowest cost. Attachments/Links Attachment C: Issue Summary Action Requested Authorize the BMPO Manager to approve a contract for renewal of general liability and auto liability insurance for FY27. <i>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 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.</i>	Tyler Deke
12:50	7. Bend TSAP Update: Public Engagement Phase 1 Summary	Background Nearly 2,500 transportation safety comments were collected from the public via an online mapping tool and in-person events during April and May 2026. Staff will provide an overview of the dominant themes, locations of	Andrea Napoli, BMPO



Start Time	Item	Information	Presenters
		concern, and suggestions provided by participants. Attachments/Links Attachment D: Bend TSAP Phase 1 Public Engagement Summary Link to Bend TSAP Update website Link to Bend TSAP Phase 1 Public Engagement Summary Action Requested None. Information item.	
1:10	8. Other Business	Policy Board Updates/Requests • Updates on projects/planning efforts • Future agenda topic requests BMPO Staff Updates • Upcoming agenda topics: ○ ODOT Expressway Designations – Review (ODOT) ○ BMPO 5-Year Work Schedule – Review (BMPO) ○ BUILD America 250 Act – Overview & Letter of Support (BMPO)	Chair & Staff
1:20	9. Public Comment (Agenda Items & Wrap-Up)	Additional time for members of the public to provide comment.	Chair
1:25	10. Next Meeting & Adjournment	The next meeting of the BMPO Policy Board is scheduled for August 11, 2026, at 11:00 a.m.	Chair



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MEETING MINUTES

BMPO Policy Board

Location: Boardroom (City Hall, 1st Floor), 710 NW Wall Street, Bend, Oregon

Date: June 18, 2026

Time: 10:00 a.m.

Prepared by: ABC Transcription Services, LLC

In Attendance

- Voting Members
 - Chair Ariel "Ari" Méndez, City of Bend Councilor
 - 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 (arrived at 10:06 a.m.)
- Non-voting Members
 - Bob Townsend, Cascades East Transit (CET)
- Staff & Other Attendees
 - Tyler Deke, BMPO Manager
 - Andrea Napoli, BMPO Senior Planner
 - Kelli Kennedy, BMPO Program Coordinator
 - David Abbas, City of Bend
 - Chris Doty, Deschutes County
 - Greg Bryant, member of the public
 - Haven Costello, member of the public

Agenda Items

1. Call to Order & Introductions
2. Hybrid Meeting Guidelines
3. Public Comment
4. Meeting Minutes
5. Year-End Promissory Note
6. Metropolitan Transportation Improvement Program (MTIP) Amendment



7. State Highway Fund (SHF) Program – Fiscal Years 2028 through 2030 (FY28-FY30)
Allocations Revisit
8. Other Business
9. Public Comment
10. Next Meeting & Adjournment

Notes

1. Call to Order & Introductions

Chair Méndez called the meeting to order at 10:03 a.m. with a quorum established.

2. Hybrid Meeting Guidelines

Tyler Deke reviewed the hybrid meeting guidelines.

3. Public Comment

There were no public comments.

4. Meeting Minutes

Materials referenced

- Attachment A: Draft Policy Board meeting minutes, May 15, 2026

Motion 1: Mike Riley moved approval of the draft May 15, 2026, Policy Board meeting minutes, as presented. Phil Chang seconded the motion which passed 3 to 0.

(Ayes: Méndez (City of Bend), Chang (Deschutes County), Riley (City of Bend). Nays: None.)

5. Year-End Promissory Note

Materials referenced

- Attachment B: Promissory Note for fiscal year 2026 (FY26) year-end loan from the City of Bend.

Tyler Deke requested that the Board approve a Promissory Note authorizing a loan from the City of Bend to prevent having a negative balance at fiscal year-end due to operating on a reimbursement basis. The loan would be repaid with grant funds received in July 2026. He clarified that the overnight loan may no longer be necessary after establishing the BMPO's Reserve Fund.

Motion 2: Mike Riley moved to authorize the Policy Board Chair to sign the Promissory Note to document the reimbursement practices of the City of Bend and BMPO and state law regarding year-to-year municipal budgets. Phil Chang seconded the motion which passed 4 to 0.



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

6. MTIP Amendment

Materials referenced

- Link to the [Transportation News Release](#) for the proposed amendment
- Link to the [BMPO MTIP webpage](#)

Kelli Kennedy presented an amendment to the MTIP which involved changing the project description for ODOT's Romaine Village Way to Lava Butte project to reflect the increased scope of constructing an additional 1.5 miles of multi-use path parallel to US97 from Knott Road to the High Desert Museum. No public comments were received. Emerald Shirley explained that the multi-use path project had been broken into two parts to allow ODOT time to work with Bend Parks and Recreation District (BPRD) regarding connections and easements near Knott Road and potential grant funding. ODOT had applied for a Federal Land Access Program (FLAP) grant for an undercrossing, but if the award was not approved, ODOT would make other crossing improvements.

Motion 3: Phil Chang moved approval of the proposed amendment to the 2024-2027 MTIP, as presented. Mike Riley seconded the motion which passed 4 to 0.

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

7. SHF Program – FY28-FY30 Allocations Revisit

Materials referenced

- Attachment C: Memo. Annual Allocations of FY28-FY30 SHF Awarded to the City of Bend Transportation and Mobility Department

Andrea Napoli reviewed the percentage of BMPO discretionary funds allocated to the City for street preservation in past years. The original motion awarding FY28-FY30 SHF funds had language about including safety-oriented enhancements, and the Board could potentially amend the motion to define a minimum percentage or a specific amount of funding to be used for safety improvements.

The Board briefly talked about the potential for changes to the 50/30/20 percent formula dividing SHF funds between state, county, and city entities; decreased buying power due to inflation; possibly advocating for more SHF funding for tourist cities to account for visitors; the third phase of Bend's transportation utility fee (TUF) being paused due to concerns about residents facing rising costs; and the opportunity provided by recent legislation allowing cities to keep a higher percentage of transient lodging tax (TLT).



David Abbas outlined the necessity of street preservation to maintain the transportation system for all users, as pavement condition index (PCI) would continue to decline if road treatments were delayed. Inflation was impacting all costs related to road work, and deferring maintenance to the future would cost significantly more. He described the benefits of self-performing work using City crews and outlined cost estimates for safety-oriented enhancements such as enhanced crossings, speed humps, permanent speed radars, and curb extensions. The local impact of reducing BMPO funding would be fewer lane miles receiving paving, chip-seal, or slurry-seal treatments.

Board members discussed the need for a consistent funding stream to address safety concerns, and whether to specify a funding percentage or leave it flexible to avoid turning away projects due to funding constraints. SHF recipients were required to report annually on the use of the funds, and the Board could modify the SHF funding requirements as needed with a simple motion. SHF recipients generally presented a detailed project plan, and in the future David Abbas could present a more detailed plan based on specific projects.

David Abbas confirmed SHF dollars would be used for street preservation work with a focus on greenways, key bicycle and pedestrian routes, the low stress network, and other safety-oriented enhancements, according to the wording from the previous motion. He agreed to meet with the Policy Board to prioritize and get pre-approval for potential projects near the end of each calendar year before street preservation planning begins for the next year, in addition to reporting the outcome of projects completed with SHFs.

Andrea Napoli suggested that the Board keep the original motion and Staff could work on adding language to the intergovernmental agreement (IGA) with the City to specify a general target of 20 percent to be spent on safety improvements and annual direction from the Board regarding the following year's work.

Board members agreed the meeting minutes should reflect that the funding target for safety projects was 20 percent, possibly spread over the three-year period, with projects for each upcoming construction year to be pre-approved by the Board, in addition to existing annual reporting requirements.

Board discussion topics included potentially adding Safe Routes to School to the focus on safety improvements; ideally keeping the PCI rating near 83 to achieve the lowest cost for ongoing road maintenance; doing everything possible to reduce the yearly number of people lost to transportation crashes in Bend; and maintaining a high PCI to increase safety for students walking or biking to school.



Andrea Napoli reviewed Greg Bryant's request to direct a portion of the SHF dollars to Deschutes River Woods (DRW) to create a special road district in DRW for 9 miles of unpaved local access roads, however Staff found that local access roads were not eligible for SHF dollars, nor could the funds be used for attorney fees to set up a special road district, which would also require a property owner vote.

Chris Doty explained DRW was eligible for County funding, and projects in DRW were included in the Deschutes County Transportation Safety Action Plan (TSAP), Transportation System Plan (TSP), and plans for maintenance. Local access roads were not improved to the County's standards and were not maintained by the County. Portions of DRW had voted to pass a local improvement district in the late 1990s or early 2000s, resulting in 22 miles of county road constructed in DRW, many of which would be slurry-sealed in upcoming weeks. Some property owners voted down the local improvement district, leaving 9 miles unpaved which could now only be established by creating a special road district due to the County's moratorium on bringing in additional roads. Special road districts could not be facilitated with SHF dollars, and would not receive maintenance from the County, but could be supported in other ways. Multiple special road districts would likely be needed due to contiguity requirements, as the 9 miles of unpaved road consisted of several separate segments. Property owners from multiple segments could potentially coordinate to contribute to their own road maintenance.

Chair Méndez noted the BMPO was ready to support improvements, but more work was needed to find out what that support would look like in this case.

8. Other Business

Bend TSAP Update: Tyler Deke reported work on the TSAP was moving forward and the final Existing Conditions document would be posted on the Bend TSAP Update project website next week. The first round of public engagement through the online open house had been a resounding success, with over 1,000 surveys taken and over 900 map comments submitted. The Public Engagement Summary was posted on the Bend TSAP Update website, and a further update on public engagement would be presented to the Board at the next meeting.

Federal transportation legislation update: Tyler Deke stated a subcommittee of the House of Representatives had moved forward the BUILD America 250 Act, but due to being an election year, a new multi-year federal transportation bill was not likely to be finalized until next spring.

ODOT's Deschutes Triangle Active Transportation Plan: Tyler Deke received a request for the BMPO to submit a letter of support for ODOT's Deschutes Triangle Active Transportation Plan project. Staff would return to the Board with a draft support letter.



ODOT TSAP Update: Tyler Deke stated ODOT's draft TSAP had been posted this week for public review and comment. The Board would receive an update on ODOT's TSAP at the July Board meeting, and the Board could potentially submit comments on the draft document.

9. Public Comment

Greg Bryant stated he had a lot of work to do with all the special districts he was trying to set up.

10. Next Meeting & Adjournment

The next meeting of the BMPO Policy Board is scheduled for July 17, 2026, at 12:00 p.m.

Chair Méndez adjourned the meeting at 11:25 a.m.



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DRAFT



OREGON TRANSPORTATION SAFETY ACTION PLAN

MAY 2026

An aerial photograph of a two-lane asphalt road that curves through a dense forest of tall evergreen trees. Several vehicles are visible on the road, including a yellow semi-truck, a white car, a dark car, a motorcycle, a dark pickup truck, a silver pickup truck, and a red car. A large white circle with an orange border is centered over the road, containing the number '01' in a large, bold, dark blue font. Below the number is a thin horizontal teal line, and below that, the words 'EXECUTIVE SUMMARY' are written in a bold, dark blue, sans-serif font.

01

EXECUTIVE SUMMARY

Every year in Oregon, hundreds of people die and thousands are seriously injured on public roads. Every life lost or forever changed is one too many. Behind every statistic is a parent, a child, a friend, or a neighbor, and behind every crash is a community left to grieve and adjust to a new reality. We cannot accept these tragedies as inevitable.

A SAFER FUTURE FOR OREGON

The Oregon Transportation Safety Action Plan (TSAP) is about changing that story. The TSAP is a collective roadmap to a different future where everyone arrives safely, every day, in every community. This Plan builds on Oregon's long history of leadership in road safety and transportation planning, while recognizing the increase in fatalities and serious injuries over the past decade and embracing bold commitments for the future.



REDUCE FATALITIES AND SERIOUS INJURIES BY 30% BY 2035.



ACHIEVE ZERO FATALITIES AND SERIOUS INJURIES BY 2050.

**THIS IS AN AMBITIOUS YET ACHIEVABLE VISION,
BUT ONLY IF WE WORK TOGETHER.**

HOW THE TRANSPORTATION SAFETY ACTION PLAN WORKS

The TSAP builds on Oregon's long history of transportation safety leadership while responding to recent increases in fatalities and serious injuries with renewed urgency and new tools. It includes ideas, options, and a practical action plan. Key differences from previous versions of the TSAP include:

- **Built on the Safe System Approach.** Instead of expecting people to be perfect, we design roads and develop transportation policies so that the system reduces mistakes, and if mistakes do occur, they do not cost lives. This requires considering how different parts of the transportation system interact to influence crash frequency and severity. The approach also encourages shared responsibility: safe behavior from road users and safe planning, design, and operations from transportation professionals. Oregon has added a sixth element to the traditional Safe System Approach. Safer Land Use Planning reflects how communities can be built to encourage safe travel.
- **Accountable to the needs of all Oregonians.** Some communities experience higher transportation safety risks due to systemic, geographic, and economic factors. This Plan takes a comprehensive approach, using safety data and community partnerships to prioritize strategic actions with the greatest effect.
- **Changing our traffic safety culture.** Just like we have shifted community norms around seat belt use, child safety restraint systems, and alcohol/drug-involved driving in past decades, this Plan intends to make risky behaviors like speeding and distracted driving socially unacceptable and to encourage behaviors that help each other be safer using the transportation system.
- **Action-oriented.** The Plan uses crash data to identify the problems, but most of the plan's content focuses on practice, proven, strategic actions. Each action addresses one or more core behaviors or causes of fatal and serious injury crashes, and provides a path to implementation.
- **Accountable.** Implementation and accountability measures make this Plan more than words. The TSAP is a working program with clear responsibilities, funding pathways, and transparent reporting, resulting in evaluation of outputs and outcomes.

THE FOCUS: EMPHASIS AREAS AND ACTIONS

The TSAP identifies emphasis areas that reflect the crash factors and road users most often present in fatal and serious injury crashes.

TSAP TIER 1 EMPHASIS AREAS

The TSAP Tier 1 Emphasis Areas are the most common attributes identified based on their proportion of Oregon's fatal and serious injury crashes. Our strategic actions will first focus on these areas of demonstrated need, since doing so will help us meaningfully reduce the number of fatalities and serious injuries.



ROADWAY
DEPARTURE



INTERSECTIONS



SPEEDING



ALCOHOL AND
OTHER DRUGS

These emphasis areas reflect the state leveraging system investments to make travel safer for all. Improving these crash attributes will have broad, overarching, multimodal benefits. For example, improving intersection safety and addressing speeding will directly affect safety outcomes for bicyclists and pedestrians.

TSAP TIER 2 EMPHASIS AREAS

The TSAP Tier 2 Emphasis Areas have shown recent increases in fatal and serious injury crashes recently or are a state and national area of focus.



YOUNG DRIVERS
(AGES 15-20)



AGING DRIVERS
(AGES 65+)



DISTRACTED DRIVING



UNRESTRAINED
OCCUPANTS



PEDESTRIANS &
BICYCLISTS
(VULNERABLE
ROAD USERS)



MOTORCYCLISTS



MEDIUM &
HEAVY TRUCKS

IMPLEMENTATION

The TSAP turns vision into action through a clear 5-year Implementation Plan:

- **Action-focused**, connecting life-saving strategies to tactical activities. Strategic actions that address the most common contributors to fatal and serious injury crashes—roadway departure, intersections, speeding, and alcohol and/or other drugs involved—will be prioritized for immediate implementation.
- **Progress reviews** led by ODOT and the Oregon Transportation Safety Committee, establishing accountability for Implementation Teams.
- **Outcome performance measures** aligned with federal rules and Oregon's Transportation Plan. Outcomes include fatal and serious injury crash data and system-level activities (e.g., policy changes, program implementation) to improve transportation systems.

CALL TO ACTION

This Plan is more than a policy requirement. It is about making Oregon a safer place to travel. It promotes road designs that mitigate mistakes while still requiring road users to act safely for themselves and others. The TSAP supports actions across communities to improve road safety, and it helps change traffic safety culture so that risky driving is no longer tolerated.

Achieving zero fatalities and serious injuries requires shared responsibility from state and local agencies, Tribal governments, law enforcement, public health partners, businesses, advocacy organizations, and every Oregonian who uses the transportation system. All who travel in Oregon have a role to play. It is also designed with the understanding that resources are limited. Funding levels can severely affect statewide efforts to provide a safe system, so rigorous analysis of tradeoffs is required to make every investment count.

THE CONCLUSION IS SIMPLE: TOGETHER, WE CAN SAVE LIVES AND MAKE OREGON'S VISION OF A SAFE TRANSPORTATION SYSTEM A REALITY.

We can build communities where every person, in every community across Oregon, can travel safely. This Plan gives us the roadmap. Now we must take the journey together.



ISSUE SUMMARY

Subject

Authorize the BMPO Manager to approve a contract for renewal of general liability and auto liability insurance for the 2026-2027 policy year in an amount not to exceed \$4,394.25

Overview

Staff Member

Tyler Deke, BMPO Manager

Recommended 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 FY2027 in an amount not to exceed \$4,394.25 and to authorize the BMPO Manager to take all steps necessary to acquire the coverage.

Issue/Policy Board Decision & Discussion Points

- BMPO maintains insurance policies for general liability and auto liability coverage that run from July 1 through June 30 and are renewed annually.
- BMPO's insurance agent of record, Brown & Brown Insurance Services, worked with BMPO staff to analyze BMPO's risk exposures and loss history to obtain quotes from insurance providers for policies to maintain proper protection at the lowest cost. The recommendations are for the best combination of coverage and price.
- A summary of coverages, which includes current year recommendations and prior year premiums, is included in the background section below.

Background

BMPO's insurance broker, BMPO staff and carrier representatives work together to review coverages and assess risk. The market for public entity liability insurance is limited in Oregon. The most expansive general liability and auto coverage at the most reasonable cost still lies with City County Insurance Services (CIS).

A summary of coverages, including prior year premiums and recommendations for the upcoming fiscal year, are as follows:



Insurance Category	Provider	FY26 Premiums	FY27 Premium Estimates	Percent Change
General Liability	City County Insurance Services	\$4,715.75	\$4,187.12	-11.2%
Auto Liability	City County Insurance Services	\$205.07	\$207.13	+1.0%
	Totals	\$4,920.82	\$4,394.25	-10.7%

No reason was provided for the decrease to the general liability premium.

Budget and Financial Impacts

Premium estimates are included in the FY27 annual budget.

Next Steps

- Document annual insurance process with goal of better coordination with CIS and Brown & Brown
- Meet annually with City of Bend Enterprise Risk Manager to review BMPO insurance needs and coverages



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BEND TRANSPORTATION SAFETY ACTION PLAN PHASE 1 PUBLIC ENGAGEMENT SUMMARY

June 2026

Introduction

The Bend Metropolitan Planning Organization (BMPO) is updating its Transportation Safety Action Plan (TSAP) to help make roads, sidewalks, crossings, and bike facilities safer in the Bend area. In April and May 2026, BMPO gathered feedback about transportation safety concerns and the changes that would help people feel safer getting around. This feedback will help guide future transportation safety projects, policies, and programs.

The engagement team—made up of staff from BMPO, Zan Associates, and Kittelson—used several ways to reach people across the community. Outreach included community events, an online engagement website, and social media promotion (Figure 1). These efforts helped gather concerns from people who live, work, and travel in the Bend area.

Figure 1: Engagement Photos



Key Findings

This section highlights the transportation safety concerns that appeared most often during public engagement. The findings below summarize the roads, intersections, and transportation issues most frequently identified by community members. Together, they help identify where people experience the greatest transportation challenges in the Bend area.



Key Locations

The following roads and intersections received the highest number of public comments during engagement. Comments focused on areas where people experience safety concerns, congestion, difficult crossings, or other transportation challenges. This feedback may help guide future transportation safety priorities and investments.

Roads

1. **Greenwood Avenue** – Community members described Greenwood Ave as stressful and difficult to cross for all modes because of speeding, heavy traffic, and turning conflicts.
2. **Empire Avenue** – Congestion, confusing merge movements, and fast-moving traffic near US 97 and Empire Ave were among the most frequently discussed safety concerns.
3. **3rd Street** – Heavy traffic volumes, long delays, and limited crossing opportunities make 3rd St uncomfortable for people walking, biking, and driving.
4. **US 97 / Bend Parkway** – Residents identified speeding, congestion, and difficult merges on US 97 / Bend Parkway as major transportation concerns.
5. **Reed Market Road** – Traffic speeds, growing congestion, and safety concerns at intersections and roundabouts were recurring themes along Reed Market Rd.
6. **Franklin Avenue** – Comments about Franklin Ave focused on congestion, turning conflicts, and safety concerns near busy intersections.
7. **27th Street** – Fast traffic, congestion, and busy intersections make 27th St stressful for walking and biking, especially near shopping areas and schools.
8. **15th Street** – Residents expressed concern about increasing traffic speeds and neighborhood safety along 15th St.

Intersections

1. **US 97 and Empire Avenue** – Drivers described the US 97 and Empire Ave interchange as confusing and stressful because of heavy traffic and difficult merges.
2. **US 97 and Reed Market Road** – Congestion, closely spaced ramps, and difficult turning movements were common concerns at the US 97 and Reed Market Rd interchange.
3. **Greenwood Ave and 3rd Street** – Fast-moving traffic and difficult crossings for all modes make Greenwood Ave and 3rd St one of the most stressful intersections discussed in public comments.
4. **Wall Street and Olney Avenue** – Despite recent improvements, community members said vehicles still travel too quickly through the Wall St and Olney Ave intersection area.
5. **Greenwood Avenue and Wall Street** – Heavy traffic volumes and turning conflicts contribute to safety concerns for drivers, walkers and bikers crossing at Greenwood Ave and Wall St.
6. **Century Drive and Campbell Road** – Limited crossing opportunities for walkers, bikers, and high vehicle speeds make it difficult to safely access nearby neighborhoods and trails at Century Dr and Campbell Rd.

Key Themes

Public comments were also reviewed to identify transportation issues and concerns that appeared repeatedly across the Bend area. The themes below summarize the most common transportation safety and mobility concerns raised during engagement. These themes help show the types of issues community members experience most often, regardless of location.

1. **Traffic** – Congestion, backups, and heavy traffic volumes were the most common concerns raised throughout the Bend area transportation system.
2. **Speed** – Speeding on major roads, neighborhood streets, and near crossings was identified as a major safety issue across the region.
3. **Design** – Community members frequently discussed roadway and intersection designs that feel confusing, uncomfortable, or unsafe.
4. **Turning** – Drivers described challenges turning onto busy roads because of high traffic speeds, limited gaps in traffic, and confusing lane configurations.
5. **Crossing** – Difficulty crossing busy streets safely was a major concern for people walking and biking throughout the Bend area.
6. **Visibility** – Poor visibility caused by lack of lighting, poor sight lines, vegetation, and fast-moving traffic contributes to safety concerns at many locations.
7. **Gaps** – Missing sidewalks, bike lanes, trails, and other transportation connections make it difficult to travel safely without driving.

Promotions

BMPO used a mix of online outreach, community and agency partnerships, media promotion, and in-person events to encourage participation during the first phase of engagement (Figure 2). Outreach efforts focused on reaching a broad range of community members across the Bend area, including historically underserved populations. Table 1 summarizes major outreach and promotion activities completed between February and May 2026.

Figure 2: Promotional Images

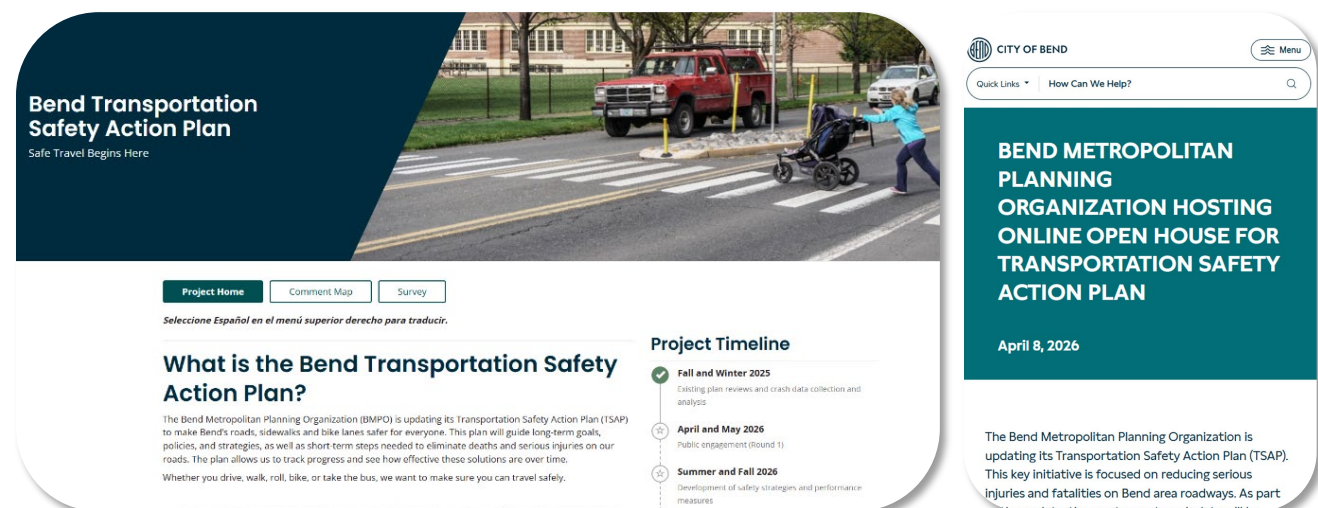




Table 1: Promotional Timeline

Date	Promotion	Description
2/6/2026	Presentation to City of Bend Accessibility Advisory Committee	Presented project overview and discussed future engagement opportunities
3/3/2026	Attend Central Oregon Homeless Forum	Built relationships to support future outreach
March	City of Bend Neighborhood Districts	Shared project announcement through neighborhood newsletters
3/30/2026	MPO temporary project webpage	Added project updates and email sign-up
4/6/2026	Online open house/project webpage	Online open house launched
4/7/2026	TSAP Project Advisory Committee (PAC) Meeting	Shared project information and online open house link
4/7/2026	City of Bend News Item	Published project announcement and open house link
4/8/2026	Press Release	Shared project announcement and open house link
4/9/2026	BMPO Facebook	Shared project announcement and open house link
4/10/2026	BMPO TAC and TSAP PAC	Shared project information and open house link for distribution
4/10/2026	City of Bend Neighborhood Districts	Shared project information and open house link for distribution
4/13/2026	Tumalo resident contacts	Shared project information and open house link
4/16/2026	Deschutes River Woods resident contacts	Shared project information and open house link
4/21/2026	Central Oregon Daily	TV interview and story about the TSAP and online open house
4/22/2026	Community organizations representing underserved populations	Shared project materials and requested help distributing outreach materials
4/22/2026	The Source Weekly	Published story about the TSAP and online open house
4/24/2026	Cascades East Transit (CET)	Distributed English and Spanish outreach materials
4/24/2026	The Giving Plate (food bank)	Distributed English and Spanish outreach materials
4/25/2026	Earth Day Festival	Community event tabling
April	Latino Community Association	Coordinated outreach with City Communications
April	Black, Indigenous, and People of Color organizations	Coordinated outreach with City Communications
4/28/2026	Latino families (contacts of Bend Park and Recreation District)	Shared outreach through Spanish-language social media and printed materials
4/28/2026	Bethlehem Inn (homeless shelter)	Distributed English and Spanish outreach materials
4/28/2026	City of Bend New Roundabout Project Open House	Community event tabling
5/1/2026	CityFest	Community event tabling

Participants

The engagement process included online and in-person opportunities, as well as making paper survey materials available at transit, homeless shelter and food bank locations to make it easy for people across the Bend area to participate. Outreach focused on meeting people where they already gather, including community events and community service locations, an online engagement site, and social media (Figure 3). All in-person outreach happened through tabling at existing community events and activities.

Figure 3: Photo of Participants at Earth Day and An Image of the Online Comment Map



Online Participants

Nearly 1,100 people participated through the online survey and comments map (Table 2). Online engagement opportunities were promoted through City newsletters, social media, meeting with community organization staff, and other online outreach efforts.

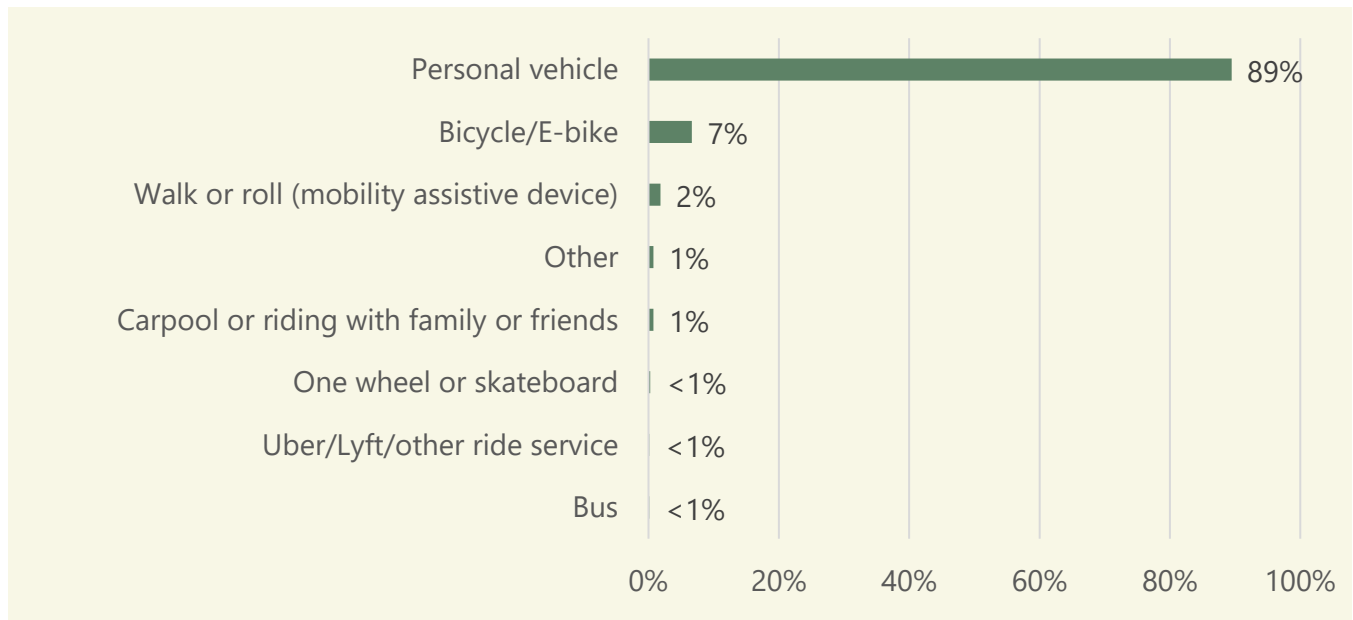
Table 2: Participation in Online Engagement

Strategy	Comments	Count
Online Survey	Online survey promoted through City social media, website, and in-person events	1,053 participants
Online Comment Map	Online comment map promoted through City social media, website, and in-person events	699 comments

Most online survey participants (91%) said they live in Bend. Driving was the main way most respondents get around (89%), but many people also said they walk, roll, bike, or carpool for some trips (Figure 4).

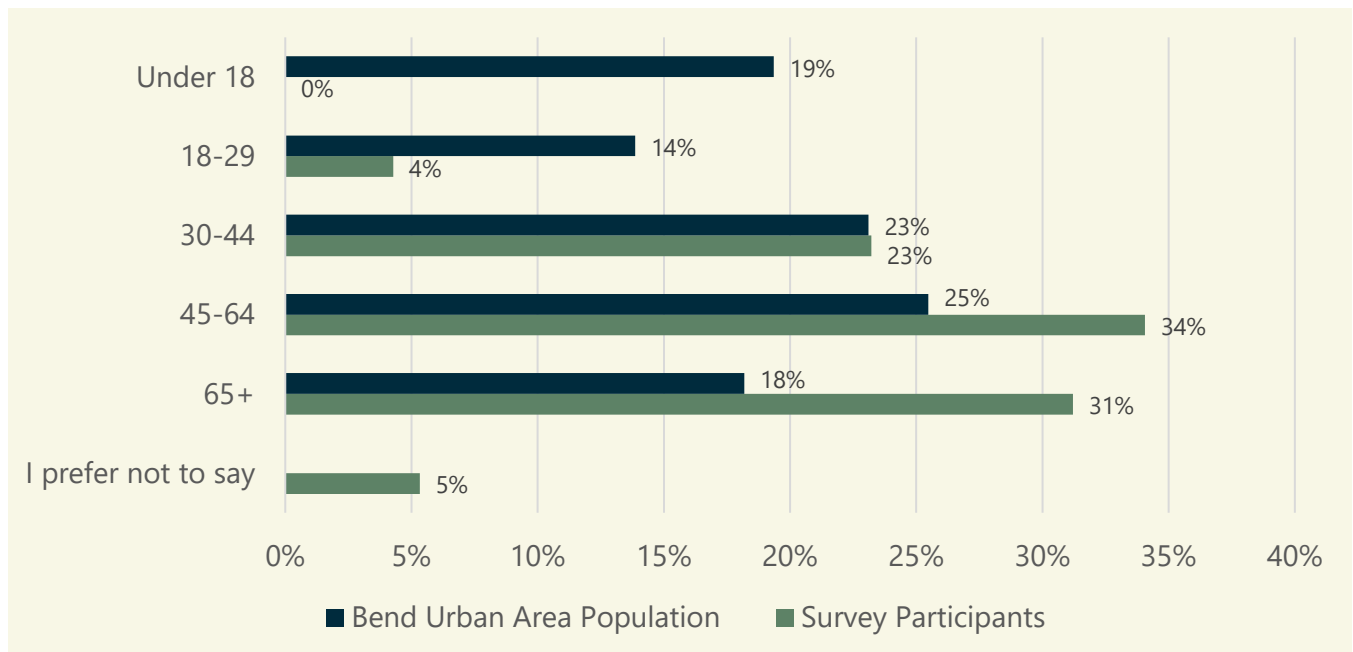


Figure 4: How Online Participants Primarily Get Around Bend



Survey participants were generally older than the overall Bend Urban Area (UA) population (Figure 5). No survey participants were under 18 years old, even though people under 18 make up about 19% of the Bend UA population. The largest age group among participants was 45–64 years old (34%), followed by people 65 years and older (31%) and people ages 30–44 (23%).

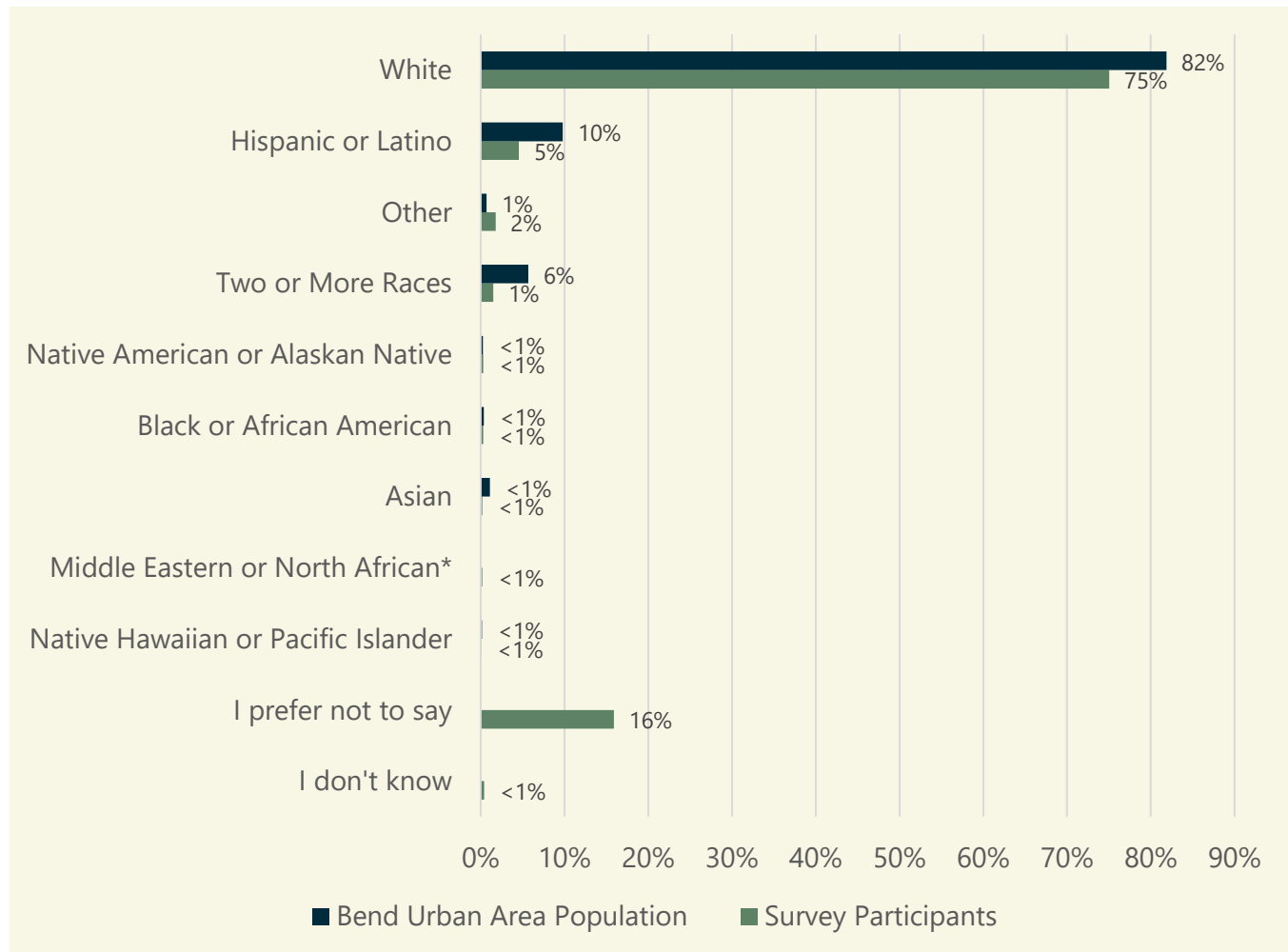
Figure 5: Age of Survey Participants Compared to Bend UA Population [2024 American Community Survey (ACS) 5-year Estimates]



Most survey participants identified as white (75%) (Figure 6). Hispanic or Latino participants made up 5% of survey respondents, compared to about 10% of the overall Bend area population. Other participants identified as some other race or ethnicity (2%) or two or more races (1%). About 9% of survey participants said they live with a disability.



Figure 6: Race and Ethnicity of Survey Participants Compared to Bend Population (2024 ACS 5-year Estimates)



*Middle Eastern or North African is not an option on the American Community Survey

In-Person Participants

Staff set up engagement tables at community events to connect with residents who might not participate through online surveys. Through these in-person conversations, the project team interacted with approximately 135 community members (Table 3). Additionally, project information and paper surveys were available at in-person events in May and April 2026 (Table 1). Only three paper surveys were completed.

Table 3: Participation at In-person Events

Dates (2026)	Community Event	Main Audience	Interactions
April 25	Earth Day Fair and Festival	Young Families	50
April 28	City of Bend Open House for 15th St and Ferguson Roundabout	Older Adults	15
May 1	CityFest	Mixed	30



Results

Community members shared detailed feedback about transportation safety and mobility challenges throughout the Bend area. Nearly 2,500 unique comments were collected through online and in-person engagement activities. Comments were reviewed and coded to identify the locations and transportation issues most frequently raised by the public. The results below summarize the roads, intersections, and transportation themes that received the most attention during the first phase of engagement and are presented next to community member quotes collected during engagement.

Locations

This section highlights the roads, intersections, and areas most frequently identified in public comments. Understanding where community members experience safety concerns related to driving a vehicle, walking, rolling, biking, and using transit can help prioritize future transportation safety solutions.

Roads

This section summarizes the roads most frequently identified in public comments. Table 4 lists roads with ten or more comments and includes online map votes from people who agreed with comments posted by others. Roads with at least 24 comments are discussed in more detail below.

Table 4: Roads With 10 or More Comments

Road	Comments	Pct. of Total Comments	Votes of Agreement
Greenwood Avenue	78	3%	41
Empire Avenue	74	3%	11
3rd Street	66	3%	21
US 97	62	3%	13
Reed Market Road	54	2%	8
Franklin Avenue	25	1%	7
27th Street	25	1%	4
15th Street	24	1%	1
US 20	22	1%	5
Wall Street	19	0.8%	7
Wilson Avenue	17	0.7%	5
Brookwood Boulevard	17	0.7%	0
Newport Avenue	16	0.7%	6
Bond Street	16	0.7%	4
Portland Avenue	15	0.6%	10



Road	Comments	Pct. of Total Comments	Votes of Agreement
Galveston Avenue	14	0.6%	5
Mt Washington Drive	13	0.5%	19
Century Drive	12	0.5%	14
Olney Avenue	12	0.5%	7
Neff Road	12	0.5%	7
Butler Market Road	11	0.5%	17
Shevlin Park Road	10	0.4%	3

Greenwood Avenue

Fast traffic, difficult crossings, and turning conflicts are the biggest concerns on Greenwood Ave. Several comments described the corridor as feeling more like a highway than a city street, especially because of long crossing distances, heavy traffic volumes, and vehicles traveling at high speeds through commercial areas and major intersections.

People also described Greenwood Ave as uncomfortable for walking and biking because of limited bike comfort, poor pedestrian visibility, and drivers failing to yield at crossings. Common suggestions included safer crossings, traffic calming, improved bike infrastructure, and redesigned intersections.

"Greenwood feels like a highway running through the middle of the city. It is difficult and stressful to cross, even at marked intersections."

Empire Avenue

Congestion, fast-moving traffic, and difficult merging movements are major concerns on Empire Ave, especially near US 97 and nearby commercial areas. Several comments described the corridor as stressful to drive because of closely spaced intersections, heavy traffic volumes, and confusing interchange movements.

Walking and biking safety was also a recurring concern near crossings and interchange ramps. Residents pointed to the need for safer intersection design, improved traffic control, and roadway changes that can better manage continued growth in north Bend.

"Empire as a whole is so much worse since the 97 bypass was built. There has to be a direct exit from 20 to 97, using Empire just doesn't work."

3rd Street

Heavy traffic, congestion, and difficult crossings are recurring concerns on 3rd St. Comments described long wait times at intersections, stressful driving conditions, and challenges crossing the street safely because drivers are focused on moving traffic quickly through the corridor.

People also described the corridor as uncomfortable for walking and biking because of traffic speeds, limited crossing opportunities, and conflicts near commercial areas. Safer crossings,



improved sidewalks and bike facilities, and traffic calming measures were common suggestions.

"Crossing 3rd Street feels unsafe because traffic moves quickly and drivers are focused on getting through the corridor."

US 97 / Bend Parkway

Speeding, merging conflicts, and congestion make US 97 / Bend Parkway one of the most stressful corridors discussed in public comments. Drivers described problems entering and exiting the highway safely because of short merge distances, closely spaced ramps, and fast-moving traffic.

The corridor is also seen as a barrier between neighborhoods because it limits safe walking and biking connections across Bend. Common suggestions included safer crossings, interchange redesigns, and stronger speed enforcement.

"I am scared to drive on the 97 bypass. No one goes close to the speed limit. I literally fear for my life sometimes when I drive that section of highway."

Reed Market Road

Speeding, congestion, and safety concerns at intersections and roundabouts are recurring themes along Reed Market Rd. Several comments described vehicles traveling well above the posted speed limit and said growing traffic volumes have made the corridor harder to safely walk, bike, and drive.

Gaps in walking and biking connections were also frequently mentioned, especially near neighborhoods, schools, and trails. Traffic calming, safer crossings, and improved bike and pedestrian access were common requests.

"The Reed Market corridor from the Parkway to the Bond/Reed Market/Brookwood roundabout needs traffic calming measures installed as the speeds are much above the signed 25 MPH."

Franklin Avenue

Congestion, turning conflicts, and intersection safety were the main concerns raised about Franklin Ave. Comments described difficulty crossing the street and navigating intersections safely during busy travel times, especially near commercial areas. Recurring suggestions included safer crossings, traffic calming, and redesigned intersections to reduce conflicts between drivers, pedestrians, and bicyclists.

"I live near the 3-way stop at the intersection of Franklin and NE 10th. We are always anxious coming out of our driveway because of the cars whipping through the intersection from eastbound Franklin onto northbound 10th. The 3-way intersection surprises people and we are treated to honking horns many times Every. Single. Day. High school students use that intersection. It should be safer and consistent with drivers' expectations of either a 4-way or 2-way stop."



27th Street

Traffic volumes, speeding, and difficult crossings were recurring concerns along 27th St, especially between Empire Ave and Reed Market Rd. Comments described the corridor as stressful for people walking and biking because of fast-moving traffic, busy intersections, and limited comfortable bike connections near shopping areas and schools. Congestion and turning conflicts were also raised as concerns, particularly near commercial areas and major intersections. Safer crossings, improved bike facilities, and traffic calming were among the most common suggestions.

"I often walk with my two children in the morning and almost get hit by drivers not paying attention at Reed and 27th every time."

15th Street

Speeding, neighborhood traffic, and pedestrian safety concerns were frequently mentioned along 15th St. Residents said increasing traffic volumes and vehicle speeds are affecting comfort and safety for people walking and biking in nearby neighborhoods. Safer crossings, traffic calming, and better walking and biking connections were among the most common suggestions.

"The 15th and Reed Market has a solar panel that can blind northbound drivers on 15th."

Intersections

This section summarizes the intersections and interchange areas most frequently identified in public comments. Table 5 lists intersections with ten or more comments and includes online map votes from people who agreed with comments posted by others. The intersections discussed most often are summarized in more detail below.

Table 5: Intersections With 10 or More Comments

Intersection	Comments	Pct. of Total Comments	Votes of Agreement
US 97 and Empire Avenue	82	3%	31
US 97 and Reed Market Road	21	1%	14
Greenwood Avenue and 3rd Street	20	0.8%	21
Wall Street and Olney Avenue	18	0.7%	3
Greenwood Avenue and Wall Street	16	0.7%	5
Century Drive and Campbell Road	14	0.6%	27
Reed Market Road and Brookwood Boulevard	13	0.5%	2
Reed Market Road and 3rd Street	13	0.5%	1



US 97 and Empire Avenue

Congestion, confusing traffic movements, and difficult merges are major concerns at US 97 and Empire Ave. Drivers described stressful conditions caused by closely spaced ramps, heavy traffic volumes, and fast-moving vehicles entering and exiting the highway.

The area is also seen as difficult to navigate because of limited driver awareness and pressure from continued growth on the north side of Bend. Better signage, safer turning movements, and interchange improvements were among the most common suggestions.

"Too many cars are getting onto southbound 97 at Empire and it creates dangerous merging conditions."

US 97 and Reed Market Road

Heavy traffic volumes, difficult merges, and congestion make the US 97 and Reed Market Rd interchange a common source of frustration. Several comments described the area as confusing and stressful because of closely spaced ramps, high traffic speeds, and complicated turning movements. Improving traffic flow, reducing merge conflicts, and redesigning interchange movements were recurring themes in public comments.

"The interchange feels confusing and traffic moves too quickly for drivers to safely merge."

Greenwood Avenue and 3rd Street

Fast-moving traffic, heavy congestion, and difficult crossings are recurring concerns at Greenwood Ave and 3rd St. Drivers, pedestrians, and bicyclists all described the intersection as stressful because of multiple turning conflicts and the pressure to move traffic quickly through the area. Safer crossings, improved signal timing, slower traffic speeds, and better bike and pedestrian infrastructure were common suggestions.

"2 lanes suddenly collapsing to 1 lane causes traffic to back up into the 3rd and Greenwood intersection daily."

Wall Street and Olney Avenue

Turning conflicts, speeding, and pedestrian safety are common concerns at Wall St and Olney Ave in downtown Bend. Although several comments acknowledged recent improvements to the intersection, people said vehicles still travel too quickly through the area. Additional traffic calming, safer crossings, and changes that improve comfort for walking and biking were among the most common requests.

"New intersection design is a huge improvement but cars are still moving through this area too fast."

Greenwood Avenue and Wall Street

Heavy traffic volumes, turning conflicts, and crossing safety were recurring concerns at Greenwood Ave and Wall St. Several comments described difficulty crossing safely because of



fast-moving traffic and multiple vehicle movements through the intersection. Improved signal timing, slower traffic speeds, and safer crossings were among the most common suggestions.

"Traffic moves quickly through this intersection and it feels unsafe for people walking."

Century Drive and Campbell Road

Fast-moving traffic and limited crossing opportunities make it difficult to safely cross Century Dr at Campbell Rd. Several comments described challenges reaching nearby neighborhoods and the Deschutes River Trail, especially for families and recreational users. Safer pedestrian crossings and improved trail connections were common requests.

"A cross walk would be very helpful here. The neighborhood crosses Century from Campbell to get to the River Trail from here."

Themes

This section summarizes the transportation safety themes most frequently identified in public comments. Themes were developed by coding comments into common issue areas, such as traffic, speed, crossings, and visibility. Table 6 lists the number of comments associated with each theme that had more than 100 comments, and the most common themes are discussed in more detail below.

Table 6: Themes With 100 or More Comments

Theme	Description	Comments	Pct. of Total Comments	Votes of Agreement
Traffic	Congestion, traffic volumes, backups, queues, delay, or general traffic flow concerns.	643	27%	374
Speed	Speeding, high vehicle speeds, speed limits, or traffic calming needs.	496	20%	529
Design	Roadway design, roundabouts, intersection layout, lane configuration, medians, driveway access, or confusing geometry.	451	19%	309
Turning	Turning movements, turn lanes, yielding while turning, left turns, right turns, or merging conflicts.	379	16%	292
Crossing	Crossing streets, crosswalks, crossing signals, RRFBs, or difficulty crossing roads.	378	16%	462
Visibility	Poor visibility, blocked sight lines, lighting, vegetation, curves, hills, or difficulty seeing other users.	375	15%	312
Gaps	Missing sidewalks, bike lanes, paths, shoulders, trail links, or disconnected transportation facilities.	235	10%	276
Signals	Traffic signals, stop signs, signal timing, signs, flashing beacons, or traffic control devices.	180	7%	80



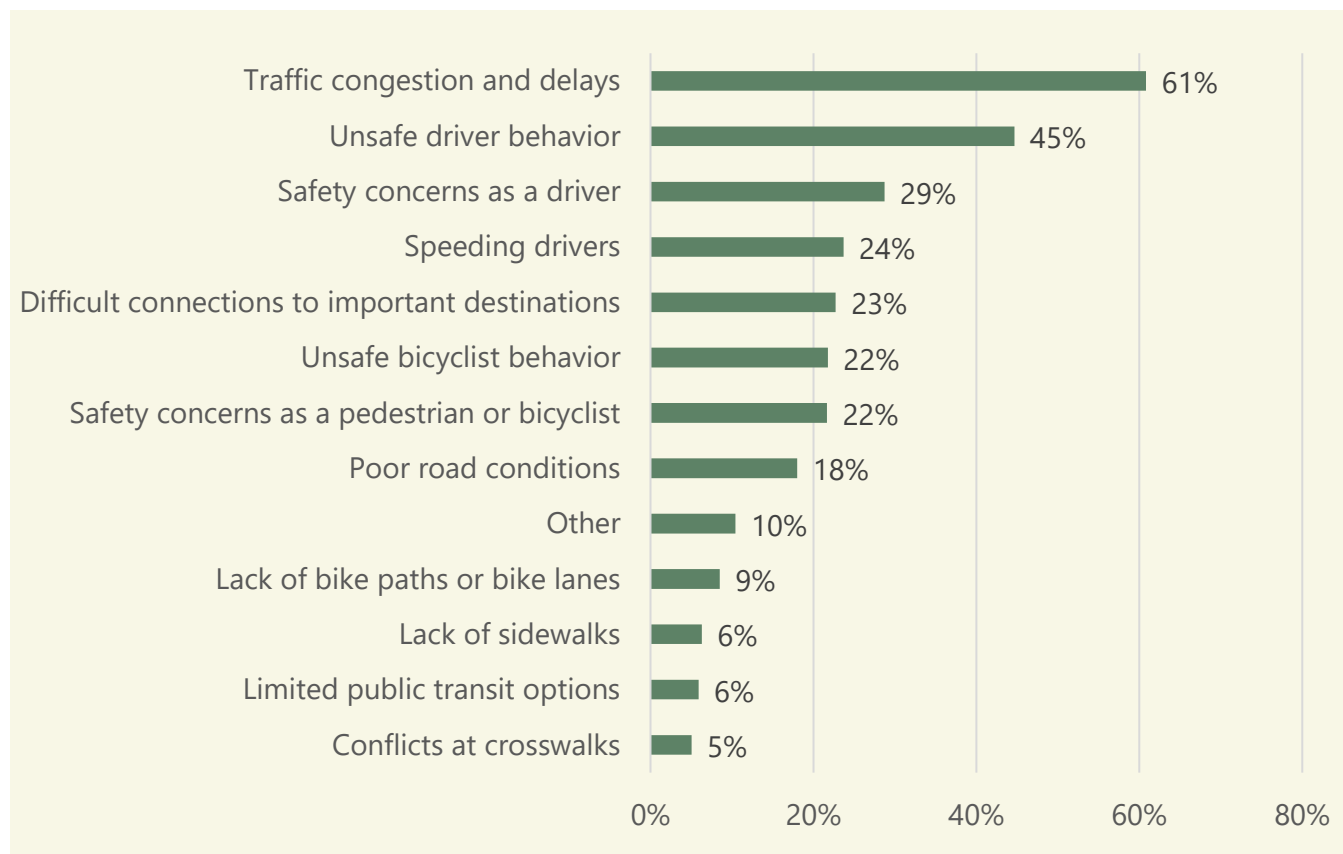
Theme	Description	Comments	Pct. of Total Comments	Votes of Agreement
Transit	Requests for bus stop improvements, transit service changes, or transit access improvements.	167	7%	75
Comfort	Feeling unsafe, stressed, uncomfortable, exposed, or unpleasant while traveling.	150	6%	32
Build	Requests for new sidewalks, bike lanes, trails, paths, shoulders, or other transportation infrastructure improvements.	126	5%	111

Traffic

Heavy traffic volumes, congestion, and backups were among the most common concerns raised across the Bend area transportation system (Figure 7). Drivers described long delays at major intersections, difficulty entering busy roads, and stressful travel conditions during peak periods. Comments about traffic included concerns related to congestion, traffic volumes, and delays, as well as concerns about how traffic conditions affect safety. Several comments linked congestion to difficult turning movements, aggressive driving, cut-through traffic, and challenges for people walking and biking.

"Traffic backs up through multiple intersections and makes it difficult to safely turn or merge."

Figure 7: Top Three Challenges Survey Participants Experience When Traveling Around Bend





Speed

Speeding was one of the most common safety concerns identified in public comments. Residents described vehicles traveling too fast on major roads, neighborhood streets, and near intersections and crossings, making it harder and more stressful to safely walk, bike, and drive. Traffic calming, stronger enforcement, and roadway designs that naturally slow vehicles down were recurring themes throughout the comments.

"I am scared to drive on the 97 bypass. No one goes close to the speed limit. I literally fear for my life sometimes when I drive that section of highway. It needs daily speed enforcement!"

Design

Roadway layout and intersection design issues were discussed throughout the Bend area. Comments focused on confusing intersections, difficult lane configurations, roundabouts, and roadway designs that create conflicts between drivers, pedestrians, and bicyclists. Intersection redesigns, roundabouts, lane changes, and other improvements that simplify traffic movements and improve safety were commonly suggested.

"There was an old plan to add a roundabout here [at Galveston Ave and Harmon Blvd] to make turning movements safer. Please construct the roundabout."

Turning

Difficult turning movements and merge conflicts were discussed at many intersections and driveways across the Bend area. Drivers described challenges turning onto busy roads because of high traffic speeds, limited gaps in traffic, and unclear lane configurations. Protected turn signals, turn lanes, redesigned intersections, and roundabouts were among the most common suggestions.

"There needs to be designated lights for turning [from Revere Ave to Bend Pkwy], nobody knows how to yield at this intersection."

Crossing

Crossing busy streets safely is a major concern for people walking and biking throughout the Bend area. Long crossing distances, high traffic speeds, poor visibility, and drivers failing to stop were repeatedly identified as barriers to safe travel. Requests for additional crosswalks, flashing beacons, pedestrian signals, and safer crossing designs appeared throughout the comments.

"Drivers on Brookwood Blvd often don't stop for pedestrians here [at Porcupine Dr]. Adding a light up crosswalk button would help a lot!"



Visibility

Poor visibility was frequently linked to unsafe crossings and near-misses between drivers, pedestrians, and bicyclists. Comments pointed to blocked sight lines, poor lighting, vegetation, curves, and fast-moving traffic as common problems throughout the transportation system. Several comments also described locations where drivers do not see people crossing until the last second, especially at night or during poor weather.

"Limited visibility from Tumalo Road looking left to Cook Avenue."

Gaps

Missing sidewalks, bike lanes, trails, and other transportation connections were identified throughout the Bend area. Comments described gaps in the network that make it difficult or unsafe to travel between neighborhoods, schools, parks, and businesses without driving. Improved trail connections, continuous sidewalks, and safer walking and biking links between destinations were recurring requests.

"Trail connection to Al Moody Path would provide an alternative to biking along Shepard with kids."

Conclusion

Community members shared clear and consistent concerns about transportation safety across the Bend area. The most common concerns focused on speeding, congestion, difficult crossings, visibility, and roadway design, especially on major corridors and at busy intersections. People also emphasized the need for safer walking and biking connections throughout the community.

The feedback collected during this phase of engagement will help BMPO better understand where people experience transportation safety challenges and what types of improvements the community would like to see. These results will help guide future transportation safety priorities, projects, and policies as the TSAP moves forward. The community will have an opportunity to provide input on the project team's recommended transportation safety strategies during the next round of engagement planned for Fall 2026.

Next steps for the TSAP include completing the transportation safety analysis and developing recommendations to address the issues identified through community engagement and technical review. Later in 2026, BMPO will share draft recommendations with the public and provide additional opportunities for community members to review and comment on the proposed improvements.

Note: Portions of the public comment coding and summarization process were supported using OpenAI ChatGPT. AI-generated outputs were reviewed, edited, and fact-checked by the consultant team from Zan Associates and the project team before inclusion in this report.