



MEMO

To: Bend TSAP PAC

From: Andrea Napoli, BMPO Senior Planner and Tyler Deke, BMPO Manager

Date: 1/15/2026

Re: Bend Transportation Safety Action Plan (TSAP) Update – Regulations and Plans Review

Introduction

This memo contains a review of existing regulations, guidance, plans, goals, and policies to guide development of the Bend Transportation Safety Action Plan (TSAP) in accordance with federal, state, and local transportation safety objectives. Core information relevant to the TSAP has been summarized from the following:

- US Department of Transportation (USDOT) safety planning regulations
- Requirements of the Safe Streets and Roads for All (SS4A) Grant Program
- Oregon transportation planning rules
- Oregon TSAP goals, policies, and strategies
- Safety goals and objectives contained in the
 - 2019 Bend TSAP
 - Draft 2026 Deschutes County TSAP
 - Bend Metropolitan Planning Organization (BMPO) Metropolitan Transportation Plan (MTP)
 - City of Bend Transportation System Plan (TSP)
- Status of the high crash locations identified in the 2019 Bend TSAP



Federal Regulations and Guidance

Federal transportation safety planning regulations include the requirement that states must develop a Strategic Highway Safety Plan (SHSP) to address crashes involving serious injuries and fatalities on all public roads.

According to the current transportation legislation, an SHSP must:

- Incorporate input from a range of partners from diverse disciplines
- Address all roadway users on all public roads
- Be data driven
- Include measurable objectives and identify how progress will be evaluated

The Oregon TSAP is the state's SHSP and contains the performance measures (PMs) listed below. Targets have been established for each measure and must be monitored and reported annually.

- Number of roadway fatalities and fatality rate (fatalities/100 million vehicle miles traveled [VMT])
- Number of roadway serious injuries and serious injury rate (serious injuries/100 million VMT)
- Combined nonmotorized (bicyclist and pedestrian) fatalities/serious injuries
- High-Risk Rural Roads special rule (two-year fatality rate on rural collectors/local roads)
- Fatalities/serious injuries of aging drivers/pedestrians over two-year period (age > 65 years)

MPOs are not federally required to have an SHSP but are required to have PMs and targets, which must be coordinated and consistent with those of the state. Local governments are not federally required to establish PMs or develop an SHSP; however, the Bend TSP contains safety PMs and targets (see Local Goals, Policies, and Projects, below). To reach state and federal safety goals, the Oregon Department of Transportation (ODOT) relies on partnerships with local jurisdictions.

In 2023, the BMPO adopted the roadway safety PMs and targets listed in Table 1. The targets are applicable to all public roads in the **BMPO area** and must be reported to ODOT annually.

Table 1 shows the PMs and targets for the following goal:

Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

TABLE 1: BMPO FEDERAL SAFETY PMS AND TARGETS

Performance Measure	2021 Baseline/ Actuals	2024 Targets
1. Number (#) of fatalities	5	5
2. Rate of fatalities per 100 million VMT ¹	0.77	0.77
3. Number (#) of serious injuries	36	25
4. Rate of serious injuries per 100 million VMT ²	5.53	4.00
5. Number (#) of non-motorized fatalities and non-motorized serious injuries	9	5

Safe Streets and Roads for All (SS4A) Grant Program

The update of the Bend TSAP is funded by the federal SS4A Grant Program. The latest SS4A program was established by the current federal transportation legislation with \$5 billion in funding over fiscal years 2022-2026. The goal of the program is to prevent roadway deaths and serious injuries through planning, demonstration, and implementation grants. A TSAP may be funded with a planning grant, demonstration activities identified in a TSAP may be funded with a demonstration grant, and implementation grants fund projects and strategies identified in a qualifying TSAP.

The components of a qualifying TSAP that must be included in the Bend TSAP Update are summarized in Table 1.

TABLE 2: SS4A TSAP COMPONENTS

Component	Description
Leadership Commitment and Goal Setting	Official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or government body (e.g., City Council) to an eventual goal of zero roadway fatalities and serious injuries. Commitment must either include a target date for achieving zero roadway fatalities and serious injuries and/or an ambitious percentage

¹ Fatality rate/100,000 population: .005% in 2021.

² Serious injury rate/100,000 population: .036% in 2021.

Component	Description
	reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating them.
Planning Structure	A committee, task force, implementation group, or similar body charged with oversight of the TSAP development, implementation, and monitoring.
Safety Analysis	Analysis of existing conditions and historical trends that provide a baseline level of fatal and serious injury crashes across a jurisdiction, locality, Tribe, or region, without regard to road ownership. Includes analysis of crash locations, severities, types, and contributing factors by relevant road users (e.g., motorists, pedestrians, transit users). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics, and structural issues). Analysis should include a geospatial identification of higher-risk locations (a High-Injury Network or equivalent).
Engagement and Collaboration	Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the TSAP. Plans and processes are coordinated and aligned with governmental plans and planning processes to the extent practicable.
Equity Considerations	Plan development conducts inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.
Policy and Process Changes	Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The TSAP discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies – shaped by data, the best available evidence and noteworthy practices, and stakeholder input and equity considerations – that will address the safety problems described in the TSAP. These strategies and

Component	Description
	countermeasures focus on a Safe System Approach (described later in this memorandum) and effective interventions and consider multidisciplinary activities. To the extent practicable, data limitations are identified and mitigated. Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-range, mid-range, and long-range timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explain prioritization criteria used. The list should contain interventions focused on infrastructural, behavioral, and/or operational safety.
Progress and Transparency	Documentation of the method to measure progress over time after a TSAP is developed or updated, including outcome data. A means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, publicly available and accessible annual reporting on progress toward reducing roadway fatalities and serious injuries (e.g., posting the TSAP online).

Implementation Grants

SS4A implementation grants use a set of five (5) selection criteria, which the Bend TSAP Update should consider. These are listed below, in order of importance.

1. Safety Impact
2. Equity, Engagement, and Collaboration
3. Effective Practices and Strategies
4. Other USDOT Strategic Goals
5. Supplemental Planning and Demonstration Activities³

More information can be found in the most current SS4A Notice of Funding Opportunity.

³ Criterion #5 only applies if the applicant requests such funding in its grant application, and other considerations not listed also may apply, such as project readiness.

State Rules and Objectives

The State of Oregon's Transportation Planning Rule⁴ requires ODOT, counties, and cities to have a TSP, which is a plan made up of multimodal, mode, topic, and facility plans (including TSAPs). TSPs also identify facilities and services to meet state and local transportation needs. Local TSPs must be consistent with the state TSP, meaning that the update to the Bend TSAP must be consistent with Oregon's TSP as well as its modal and topic plans, including the Oregon TSAP.

Oregon TSAP

The Oregon TSAP, updated in 2019, establishes a strategic foundation for including behavioral and engineering safety approaches in statewide planning, programming, and policy decisions. It aims for zero fatalities and serious injuries on Oregon roadways by 2035. As mentioned previously, there is no requirement that local jurisdictions develop their own TSAP; however, the Oregon TSAP states that city and regional agencies (among others) "will need to commit to implement plans, policies, and programs to save lives and prevent injuries." Additionally, ODOT is required to collaborate with local governments on plans and activities for safety, and local agencies are allowed to participate in highway safety programs⁵.

Goals, Policies, and Strategies

The 2019 Oregon TSAP goals, policies, and strategies focus on changing safety culture as well as planning, designing, operating, and maintaining a transportation system that eliminates fatalities and serious injuries. The plan has six (6) goal areas, which are:

1. Improving Safety Culture
2. Improving Infrastructure
3. Facilitating Health and Livable Communities
4. Using Best Available Technologies
5. Communicating and Collaborating
6. Investing Strategically

Equitable transportation safety for all users and modes is also emphasized in the Oregon TSAP. Oregon's goals, policies, and strategies could be implemented at all levels of government to help the state achieve its long-term safety vision.

Emphasis Area Actions

⁴ Contained in Goal 12: Transportation, of the statewide land use planning goals.

⁵ The Oregon TSAP is currently undergoing an update with expected completion in fall 2026.

Actions for reducing fatalities and serious injuries are provided as Emphasis Area Actions in the 2019 Oregon TSAP. These include:

- **Risky Behaviors** – Includes various actions for minimizing impaired, unbelted, speeding, and distracted driving crashes.
- **Infrastructure** – Includes actions for minimizing intersection and roadway departure crashes.
- **Vulnerable Users** – Includes various actions for minimizing pedestrian, bicycle, motorcycle, and aging road user crashes with a focus on low-income communities and communities that have been historically excluded.
- **Improved Systems** – Includes various actions to improve data, train/educate transportation and safety staff, support law enforcement and emergency responders, and minimize crashes.

Implementation

The 2019 Oregon TSAP includes the following guidance on implementation at the state level and through local partners:

- Evaluate local spot-specific and systemic safety needs
- Develop plans and programs to address needs
- Collaborate with state, MPOs, and stakeholder partners to educate the public about county transportation safety-related behavior issues
- Integrate safety programming, planning, and policy into local planning
- Develop coalitions with enforcement and [Emergency Medical Services] providers to target and improve specific community needs

Other ODOT Plans

Other ODOT plans include safety goals and policies. Relevant plans are listed below.

- **ODOT 2024-2028 Strategic Action Plan**
- **Oregon Highway Plan**
- **Oregon Bicycle and Pedestrian Plan**
- **Oregon Transportation Options Plan**
- **US97 Bend Parkway Plan**
- **US97/Baker Road Interchange Area Management Plan**
- **US20 Bend Facility Plan: 3rd Street to Powell Butte Highway**
- **US97/Revere Avenue Urban Design Verification**

Local Goals, Policies, and Projects

Both the City of Bend and the BMPO have identified transportation safety goals, policies, and projects in their transportation plans, which will be brought into the update to the Bend TSAP.

BMPO Metropolitan Transportation Plan (MTP)

The 2045 BMPO MTP established Goal 2: Ensure Safety for All Users, which includes the below policy language.

The MPO will support activities that:

- Reduce serious injuries and fatalities
- Maximize safe routes within and between neighborhoods and throughout the community for all users
- Design and build facilities and routes that maximize safety for all road users with an emphasis on bicyclists, pedestrians, and other road users
- Ensure safe speeds

City of Bend Transportation System Plan (TSP)

The 2020 Bend TSP contains the following safety-related goals, goal objectives, and policies and actions:

Goal 2: Ensure Safety for All Users

- Reduce serious injuries and fatalities
- Maximize safe routes within and between neighborhoods and throughout the community for all users
- Design and build facilities and routes that maximize safety for pedestrians and cyclists
- Ensure safe speeds

Safety policy and actions (1-47):

1. The City will balance safety, connectivity, and travel time reliability for all modes of transportation in design and construction of transportation projects, and in transportation program implementation.

Actions

- Adopt and implement the 2019 [Bend TSAP], including mapping identified crash emphasis areas.
- Amend the Bend Development Code to include safety mitigation as part of development review.

2. The City desires to reduce transportation-related fatalities or serious injuries through design, operation, maintenance, education, and enforcement activities, with the objective of zero injuries and fatalities.

Action

- By 2021, the City will develop and adopt an action plan to move the City towards zero traffic deaths or serious injuries.

3. The City will consider the needs and safety of all users in transportation projects, programs, and funding decisions, with special attention to the needs of vulnerable users (including but not limited to older people, children, people with disabilities, and other users of the transportation system).

Action

- Identify, prioritize, and/or allocate funding for projects and programs to improve safety for vulnerable users.

4. The City will establish and enforce appropriate travel speeds based on the posted speed limit.

Actions

- The City will plan for, design, construct, and/or reconstruct streets to achieve consistency between travel speeds and target speed limits and prioritize speeding and reckless driving enforcement programs on problematic routes.
- Create a citywide speed management program to address safety issues related to speed.
- Review street design in coordination with emergency services; amend Standards and Specifications accordingly.

6. Emergency response time goals will be considered in all transportation planning, design, and maintenance activities, including the capacity and design of roads and intersections (including

roundabouts), traffic calming devices, and installation of traffic signals that allow preemption for emergency vehicles.

10. The City's preferred intersection treatment is a roundabout, for reasons of safety, capacity, and traffic flow. The City may select a different intersection treatment, considering land acquisition needs, operational considerations, topography, and other engineering factors.

Action

- Update the Bend Roundabout Design Guide, incorporate in Standards and Specifications.

11. The City's policy is to reduce the impact of cut-through traffic in residential neighborhoods.

Action

- The City will create a plan that identifies and reduces safety issues caused by residential cut-through traffic throughout the City.

12. The City's standard for collectors and arterials is a three-lane configuration, but it will also consider a two-lane configuration with medians where appropriate for pedestrian crossing safety and traffic flow.

15. The City requires applicants with new land use proposals to assess the transportation system's adequacy and ensure safe, efficient transportation for people using all modes. The City will assess the transportation system's motor vehicular adequacy based on a peak hour analysis unless specified by the City Engineer. The City currently uses volume to capacity (v/c) targets and safety to evaluate intersection performance for motor vehicles. The City may adjust the v/c target, temporarily or permanently, for a specific intersection based on locational constraints, safety concerns, road classification, and/or surrounding existing or planned land uses. The City may impose reasonable conditions and mitigation requirements on development in proportion to their impacts. The City may use a measurement other than v/c in the future.

17. The City's policy is to manage congestion/corridor demand before adding motor vehicle lanes (not including center turn lanes). Adding travel lanes for motor vehicles will be considered only after the City has evaluated:

- a) The safety effects for all users and modes of travel;
- d) Whether appropriate transit, bicycle and pedestrian facilities, including safe crossings can be provided as part of a travel lane project;

19. The City is committed to equitably distributing the benefits and costs of transportation system plans and improvements. The City will develop and support programs and projects, both capital and maintenance, that reduce transportation-related disparities faced by populations that have historically had significant unmet transportation needs or who have experienced disproportionately negative impacts from the existing transportation system.

Actions

- Analyze crash and fatality data to determine where rates are higher in order to ensure that the annual [Capital Improvement Program] process includes projects that will improve safety outcomes and processes for all community members.

40. The City's policy is that all streets should be "complete streets." A complete street is one that is designed to allow everyone to travel safely and comfortably along and across the street by all travel modes. Arterials, collectors, and most local streets will have buffered sidewalks. Arterials, collectors, and select local streets will have facilities in compliance with the Low Stress Network and the Pedestrian Master Plan.

Actions

- Adopt the Low Stress Bikeway Map and Bikeway Design Guide.
- Create and adopt a Pedestrian Master Plan.
- Update the Standards and Specifications and/or Bend Development Code to identify how complete street elements will be incorporated during development and redevelopment, new construction, reconstruction, and maintenance activities.

41. The City will create and implement a Pedestrian Master Plan to establish a pedestrian network that safely and comfortably serves the community year-round. The Pedestrian Master Plan will identify key pedestrian routes, including crossings.

Actions

- Create and adopt a Pedestrian Master Plan that identifies key routes including enhanced crossing locations. The Pedestrian Master Plan will include (1) an infill program to systematically fund the construction of missing sidewalks and crosswalks on key routes with identified mechanisms for funding, and (2) identify appropriate pedestrian facilities for local streets and how to implement those facilities in existing neighborhoods.
- The Pedestrian Master Plan will include a Sidewalk Maintenance Plan to address issues including but not limited to sidewalk maintenance, winter operations and snow removal, and ADA Compliance.
- Amend the Bend Development Code and Standards and Specifications for sidewalk construction.
- Develop and implement a wayfinding program for the pedestrian network.

42. The City will establish a network of low stress bikeway facilities (level of traffic stress 1 or 2; see Bikeway Design Guideline) as shown on the bicycle Low Stress Network Map, to provide connections to schools, parks, and other destinations, as well as cross-City travel. It will accommodate small-wheeled vehicles, including shared micromobility transportation solutions, within local regulation and legal requirements. Implementation will focus on the key routes shown on the bicycle Low Stress Network Map.

43. The City will balance accessibility, mobility, travel time reliability, emergency vehicle access, and safety when considering traffic calming and traffic management tools to manage motor

vehicle speed, volume, and turning movements to meet the requirements of the bicycle Low Stress Network and Pedestrian Master Plan.

44. The City is committed to providing safe and comfortable walking and biking routes to schools.

Action

- In collaboration with the school district, the City will develop Safe Routes to School plans and implementation programs for existing schools. The school district, in collaboration with the City, will develop Safe Routes to School plans and implementation programs for new schools.

45. The City is committed to providing safe and comfortable walking and biking routes to parks.

Action

- In collaboration with the Bend Park and Recreation District (BPRD), the City will develop low stress route plans and implementation programs for existing parks. BPRD, in collaboration with the City, will develop low stress route plans and implementation programs for new parks.

47. The City requires enhanced crosswalks at key intervals to complete the walking and bicycling networks (established by the respective master plans), including school and trail crossings. All intersections are legal crosswalks; “enhanced” means that there are additional pedestrian safety treatments including, but not limited to, striping, safety islands, and enhanced lighting and flashing beacons where warranted.

Actions

- Develop requirements and clear and objective criteria for the installation of enhanced crosswalks and amend the Bend Development Code and the City’s Standards and Specifications to incorporate these.
- Update the Standards and Specifications to provide adequate illumination at crosswalks and intersections.

2025-2027 Bend City Council Goal Work Plan

The 2025-2027 Council Goal Work Plan includes a transportation and infrastructure goal, policies, and actions. Below are the safety policy and actions.

Enhance safety, accessibility, and increased options for all modes of travel, with the goal of zero fatalities and a 10% decrease in crashes by the end of the biennium.

- Create and begin implementation of Pedestrian and Bike Master Plans that address system gaps, costs, and priorities and are aligned to the Transportation System and Climate Friendly and Equitable Communities plans and policies.
- Develop project and funding solutions to improve safety, reliability, maintenance, and capital needs, aligning revenue options with planning and performance metrics and goals.
- Update transportation design standards and specifications for all users.

2019 Bend Transportation Safety Action Plan (TSAP)

The 2019 Bend TSAP includes the following goals and actions. A summary of the high crash intersections identified in the 2019 TSAP is also provided.

S-1. The City will balance safety, connectivity, and travel time reliability for all modes of transportation in design and construction of transportation projects, and in transportation program implementation.

Actions:

- Adopt and implement the 2019 [TSAP], including mapping identified crash emphasis areas.
- Amend the Bend Development Code to include safety mitigation as part of development review.

S-2. The City is committed to zero transportation-related fatalities or serious injuries through design, operation, maintenance, and enforcement activities.

Actions:

- By 2021, the City will develop and adopt an action plan to move the City towards zero traffic deaths or serious injuries (e.g., Vision Zero). The plan will set a clear goal of eliminating traffic deaths and serious injuries among all road users within an explicit timeframe and actively engage key City departments.

S-3. The City will consider the needs and safety for all users in transportation projects, programs, and funding decisions, with special attention to the needs of vulnerable users (including but not limited to older people, children, people with disabilities, and other non-auto users of the transportation system).

Actions:

- Identify, prioritize, and/or allocate funding for projects and programs to improve safety for vulnerable users.

S-4. The City's policy is to achieve consistency between motorists' speeds and posted speed limits.

Actions:

- The City will plan for, design, construct, and/or reconstruct streets to achieve consistency between motorists' speeds and target speed limits and prioritize speeding and reckless driving enforcement programs on problematic routes.
- Create a citywide speed management program to address safety issues related to speed.
- Review street design in coordination with emergency services; amend Standards and Specifications accordingly.

S-5. The City will provide transparent, easy to understand, and effective communication programs to encourage safe travel on the transportation system.

Actions:

- Develop a comprehensive education program that promotes safe behavior by all roadway users. Utilize an interdisciplinary approach geared towards strategies that use positive messages aimed at adjusting community norms with regards to identified crash causation factors including, but not limited to, speeding, DUII, crosswalk yielding, red-light running, and distracted driving.

High Crash Intersections

The 2019 Bend TSAP identified intersections with the highest collision scores. The table below lists those intersections and the status of improvements completed or planned at each location to-date.

TABLE 3: 2019 BEND TSAP HIGH CRASH INTERSECTIONS

Intersection Location	Status of Improvements Completed or Planned
Hwy 20 (Greenwood)/27th St	No safety projects are programmed. New detection and controller installed at traffic signal. US20 Refinement Plan identifies intersection improvements but no projects currently programmed.
Hwy 20 (Greenwood)/8th St	No safety projects are programmed. Improved curb ramps installed in 2025.
Purcell Blvd/Pettigrew Rd/Bear Creek Rd	Roundabout constructed in 2025, including sidewalks, bike lanes, and a center turn lane west of the roundabout.

Intersection Location	Status of Improvements Completed or Planned
Hwy 20 (3rd St)/Butler Mkt Rd/Mt Washington	Concept developed. Partial funding identified.
Hwy 20 (3rd St)/Olney Ave	No safety projects are programmed. Improved curb ramps installed in 2025.
3rd Street/Reed Mkt Rd	Streetlights were added in 2021. Reed Market corridor study identifies intersection improvements, but no projects currently programmed. A red-light enforcement camera for west-bound traffic will be installed in 2026.
Hwy 97/Powers Rd	Interchange concept identified in US97 Bend Parkway Plan but not projects currently programmed. A red-light enforcement camera for north-bound traffic will be installed in 2026.
3rd Street/Franklin Ave	Traffic signal enhancements and improved bike lanes. The current Franklin Ave corridor project may include intersection improvements.
Hwy 20 (Greenwood)/Purcell Blvd	No safety projects are programmed. Improved curb ramps installed in 2025.
3rd St/Wilson Ave	Traffic signal and intersection reconstructed in 2024. Includes enhanced bicycle and pedestrian infrastructure.
Neff Rd/Purcell Blvd	Traffic signal and intersection reconstructed in 2023. Includes enhanced bicycle and pedestrian infrastructure
Greenwood Ave/Hill St	Pilot project was installed in spring 2025 and includes bike lanes and center turn lane.
2nd St/Franklin Ave	Franklin Ave corridor project is currently being designed. Construction is expected in 2026-2027.
27th St/Neff Rd	No safety projects are programmed. In 2024, added merge arrows and removed median to allow full bike lanes. Accessible pedestrian push buttons added in 2025. Red-light enforcement cameras for south-bound and west-bound traffic will be installed in 2026

Intersection Location	Status of Improvements Completed or Planned
Hwy 97/Robal Ln	Improvements were constructed in 2022 as part of US97 North Corridor project including improved bicycle and pedestrian facilities. US97 North Corridor project reduced traffic volumes at this location.
Hwy 20 (Greenwood)/15th St	No safety projects are programmed. Improved curb ramps installed in 2025.
Hwy 97/Cooley Rd	Improvements were constructed in 2022 as part of US97 North Corridor project including improved bicycle and pedestrian facilities. US97 North Corridor project reduced traffic volumes at this location.
3rd St/Pinebrook Blvd	Construction of enhanced pedestrian crossing, including flashing beacons, in 2023.
Medical Center Dr/Neff Rd	Minor traffic signal improvements were completed in 2022. No safety projects are programmed.
Hwy 20 (Greenwood)/10th St	No safety projects are programmed. Improved curb ramps installed in 2025.
Columbia St/Colorado Ave	Roundabout constructed in 2021.
Hwy 20/Cooley Rd	Roundabout constructed in 2023.
3rd St/Revere Ave & Division St/Revere Ave	Planning study with concepts recently completed. No safety projects are programmed.
3rd St/Powers Rd	Project design complete. Improvements to the traffic signals are scheduled for construction in 2026.
3rd St/Miller Ave	This intersection is included in the Aune St corridor project currently being designed. Construction is scheduled for 2027.

Additional Safety Projects Completed

The City has also implemented systemic safety improvements at several traffic signals and intersections. Those improvements include changes to pedestrian signal timing, installation of accessible pedestrian push buttons, installation of reflective backer plates, and improved signage. Additionally, the City has installed enhanced pedestrian crossings at

- 3rd Street and Hawthorne Avenue
- 3rd Street and Roosevelt Avenue

- 3rd Street and COIC Pilot Butte Canal
- 3rd Street and Pinebrook Boulevard

Along 3rd Street and Greenwood Avenue, ODOT has constructed new sidewalks, constructed new curb ramps, and improved overhead lighting. ODOT has also installed enhanced pedestrian crossings at:

- 3rd Street and Vail Avenue
- 3rd Street and Seward Avenue
- Greenwood Avenue and 4th Street
- Greenwood Avenue and 6th Street

Draft 2026 Deschutes County TSAP

The draft 2026 Deschutes County TSAP includes the following goal and policies.

Goal

Provide all roadway users – including the most vulnerable – with an accessible transportation system that strives to eliminate fatal and serious injury crashes.

Policies

1. Deschutes County will reduce transportation-related fatalities and serious injuries through design, operation, maintenance, education, and enforcement, with the objective of zero serious injuries and fatalities.
2. Deschutes County will prioritize the needs and safety of all users in transportation projects, programs, and funding decisions, with special attention to the needs of vulnerable users.
3. Deschutes County will design their roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
4. Deschutes County will establish and enforce appropriate motor vehicle travel speeds for the safety of all roadway users.
5. Deschutes County will regularly coordinate with emergency service providers and other safety partners to improve transportation planning, design, and maintenance activities.