BEND TRANSPORTATION SAFETY ACTION PLAN PHASE 2 PUBLIC ENGAGEMENT SUMMARY

November 2026

INTRODUCTION

Bend Metropolitan Planning Organization (BMPO) is updating the Bend Transportation Safety Action Plan (TSAP) to make roads, sidewalks, crossings, and bike lanes safer for everyone. From October 13 through November 3, 2026, BMPO held the second TSAP online open house ("Phase 2") to ask the community about recommended safety improvements and prioritized projects. The recommendations are based on crash data, what we heard through Phase 1 public engagement, and roadway projects recently completed or already planned. The City of Bend shared the open house with subscribers of City of Bend Updates, on its City of Bend News webpage, and on its Facebook page (Figure 1). Bend MPO staff shared to participants of the TSAP Phase 1 public engagement and on its Facebook page. Email was the most common way people heard about it (50%).

The online open house included a survey about which safety treatments and locations people think should come first. This summary shares what we heard.

Figure 1: Screenshot of the Online Open House Promotion on City of Bend's Facebook Page



RESPONDENTS

One hundred fourteen (114) people took the survey. Most were between 45 and 64 years old (46%), followed by people ages 30 to 44 (26%) and 65 and older (23%). Two percent (2%) were

ages 18 to 29, and no one under 18 responded. More women (54%) than men (42%) took the survey, and 4% preferred not to say.

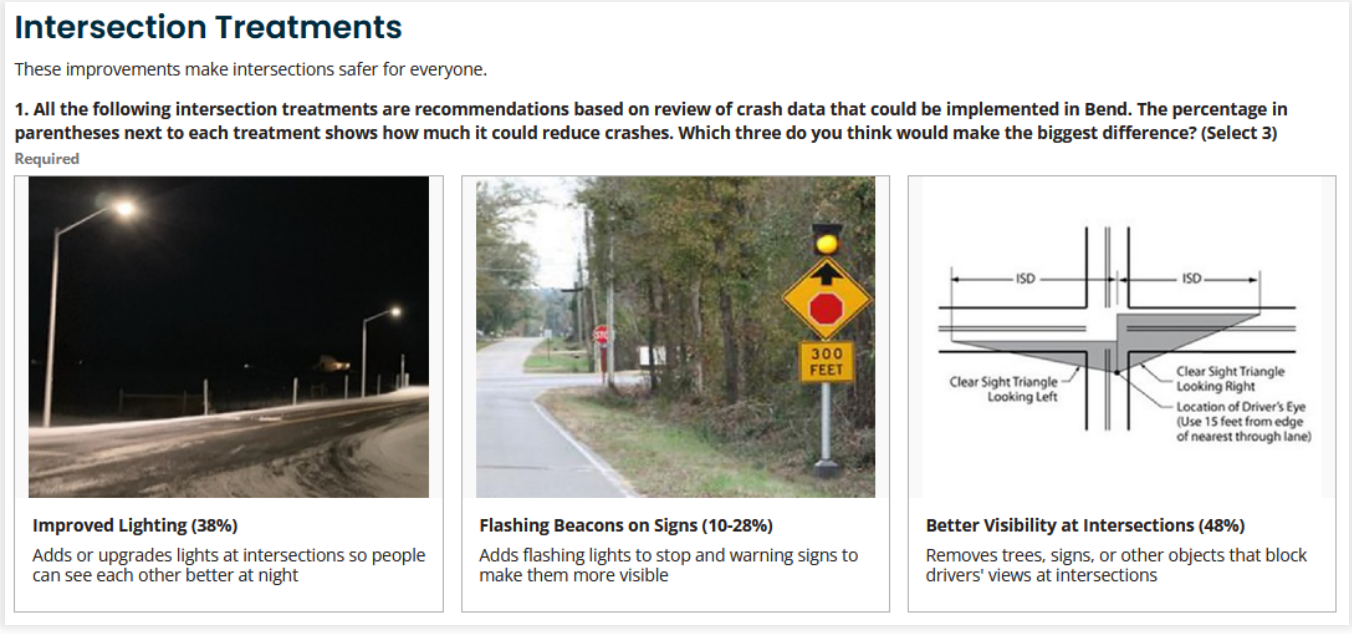
Most respondents were white (83%), and 11% preferred not to say. Smaller shares were Asian (2%), Hispanic or Latino (2%), Middle Eastern or North African (1%), or another race or ethnicity (2%). Six percent (6%) of respondents have a disability. Email was the most common way people heard about the project (50%), followed by social media (10%), community newsletters (10%), and word of mouth (9%).

These results reflect the people who chose to take the survey and do not represent everyone in Bend. Fewer people took part in Phase 2 than in Phase 1, which had more than 1,000 survey responses. This was expected because this phase asked more technical questions about specific safety treatments and locations. Even so, the responses show clear preferences that will help guide the plan.

TREATMENTS

The survey asked about four types of treatments: intersection, speed, pedestrian, and biking. For each type, participants were asked to select three treatments (of multiple available) they thought would make the biggest difference. Each answer included an example image, a short description, and a percentage in parentheses showing how much the treatment could reduce crashes (Figure 2). (Note that because all participants chose three individual treatments for each treatment category question, the results add up to more than 100%.)

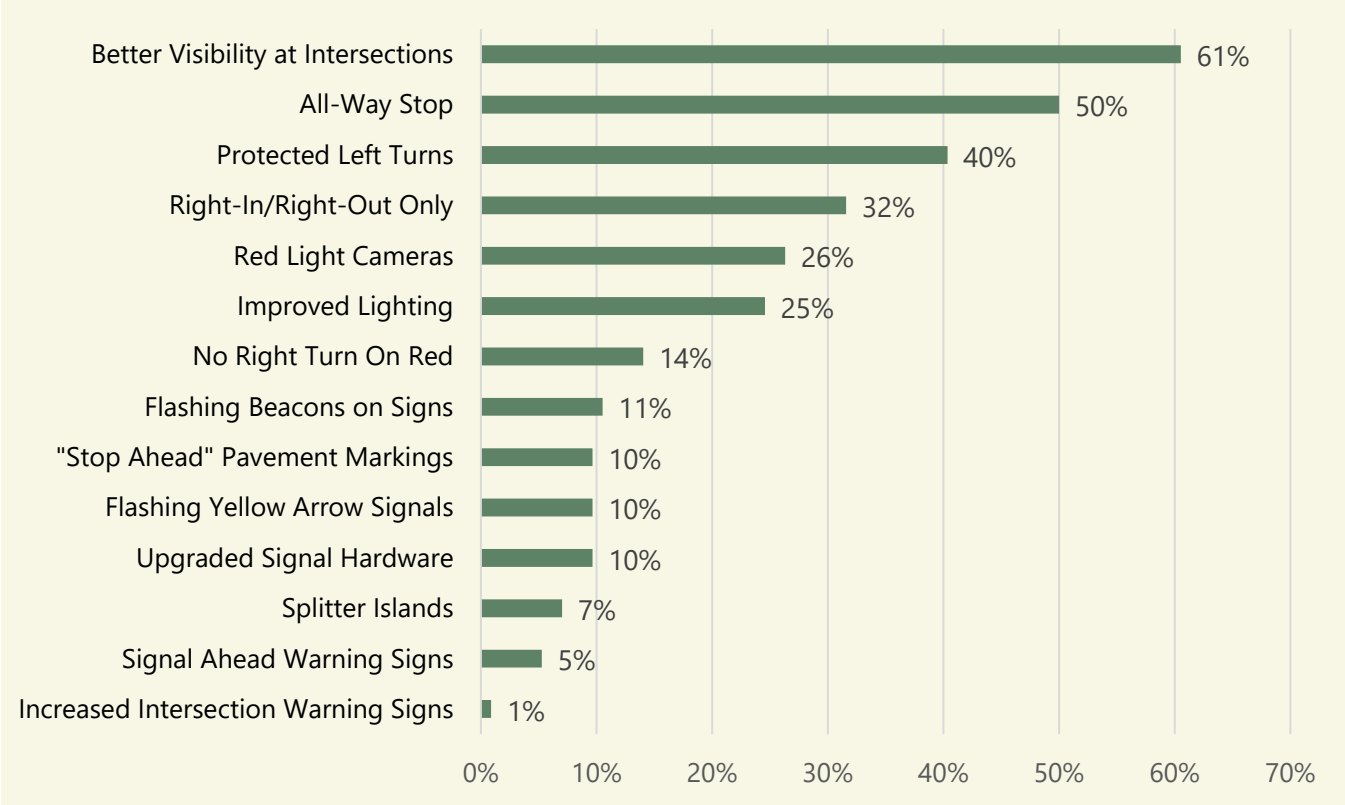
Figure 2: Screenshot of a Portion of the Intersection Treatments Survey Question



Intersection Treatments

Better Visibility at Intersections was the most popular intersection treatment, chosen by 61% of participants (Figure 3). *All-Way Stop* (50%, *Protected Left Turns* (40%), *Right-In/Right-Out Only* (32%), *Red Light Cameras* (26%), and *Improved Lighting* (25%) followed. *Splitter Islands* (7%), *Signal Ahead Warning Signs* (5%), and *Increased Intersection Warning Signs* (1%) were chosen least often.

Figure 3: Intersection Treatments Participants Think Would Make the Biggest Difference

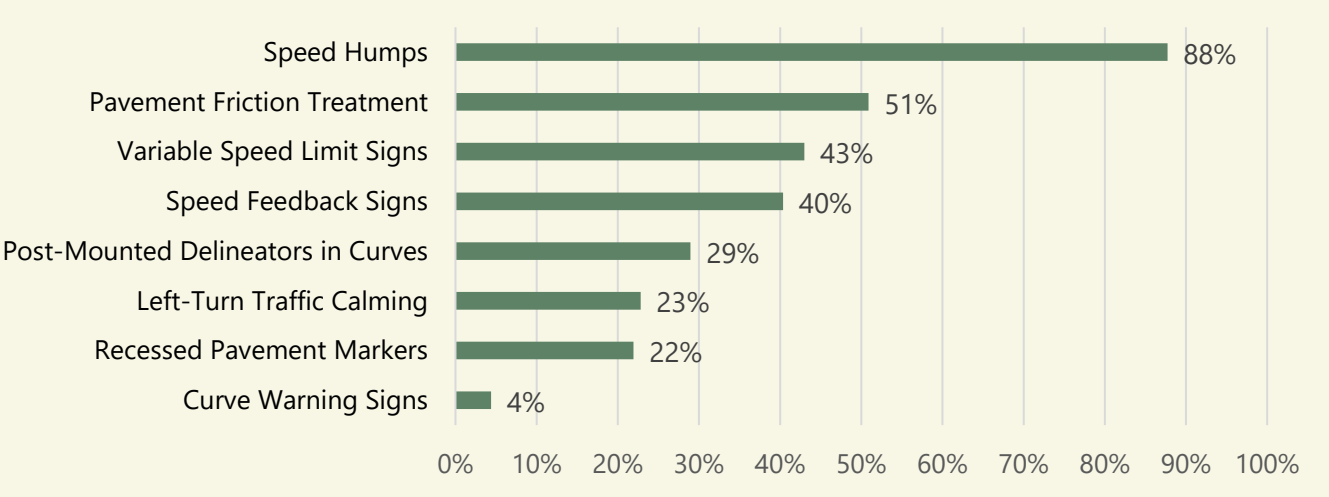


In the open comments, several people asked for better signs and markings where bike lanes end at roundabouts. Others asked for more red light cameras. A few people felt that recent signal changes and lane removals have caused more backups and made driving less safe.

Speed Treatments

Speed Humps were the clear favorite speed treatment, chosen by 88% of people (Figure 4). *Pavement Friction Treatment* (51%), *Variable Speed Limit Signs* (43%), and *Speed Feedback Signs* (40%) came next. *Curve Warning Signs* (4%) were chosen least often.

Figure 4: Speed Treatments Participants Think Would Make the Biggest Difference

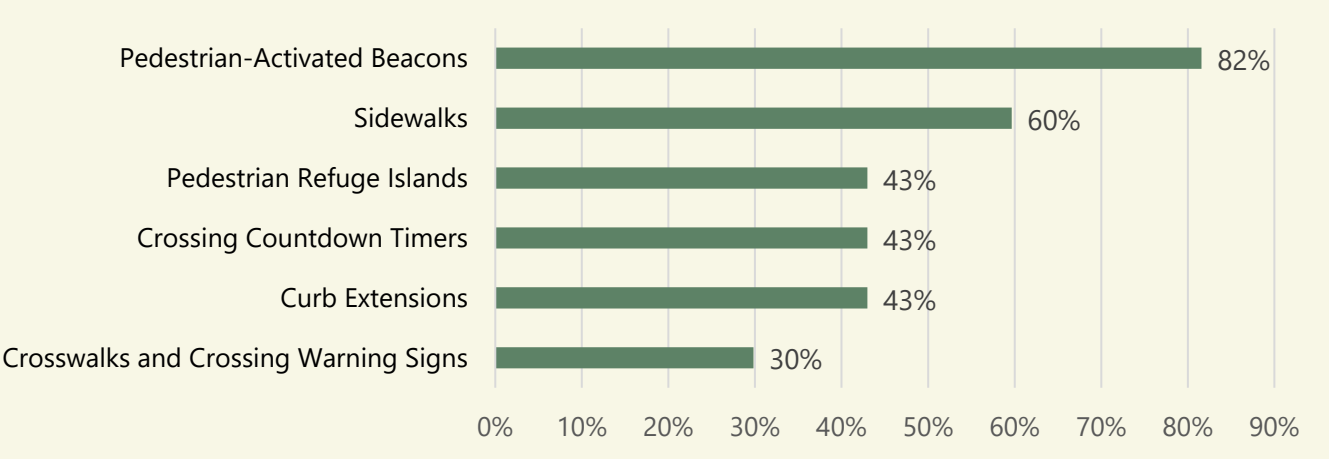


Speed was also a common topic in the open comments. Many people asked for lower speed limits and streets designed to slow down drivers. Ideas included narrower lanes, chicanes (curves in the road that make drivers slow down), and more speed humps in neighborhoods. A few people pointed to Vision Zero, a safety approach with a goal of ending traffic deaths. Several people also asked for school zone rules to be the same across Bend.

Pedestrian Treatments

Pedestrian-Activated Beacons were the top pedestrian treatment, chosen by 82% of participants (Figure 5). *Sidewalks* followed at 60%. *Curb Extensions, Crossing Countdown Timers*, and *Pedestrian Refuge Islands* were each chosen by 43% of people. *Crosswalks* and *Crossing Warning Signs* were chosen by 30%.

Figure 5: Pedestrian Treatments Participants Think Would Make the Biggest Difference



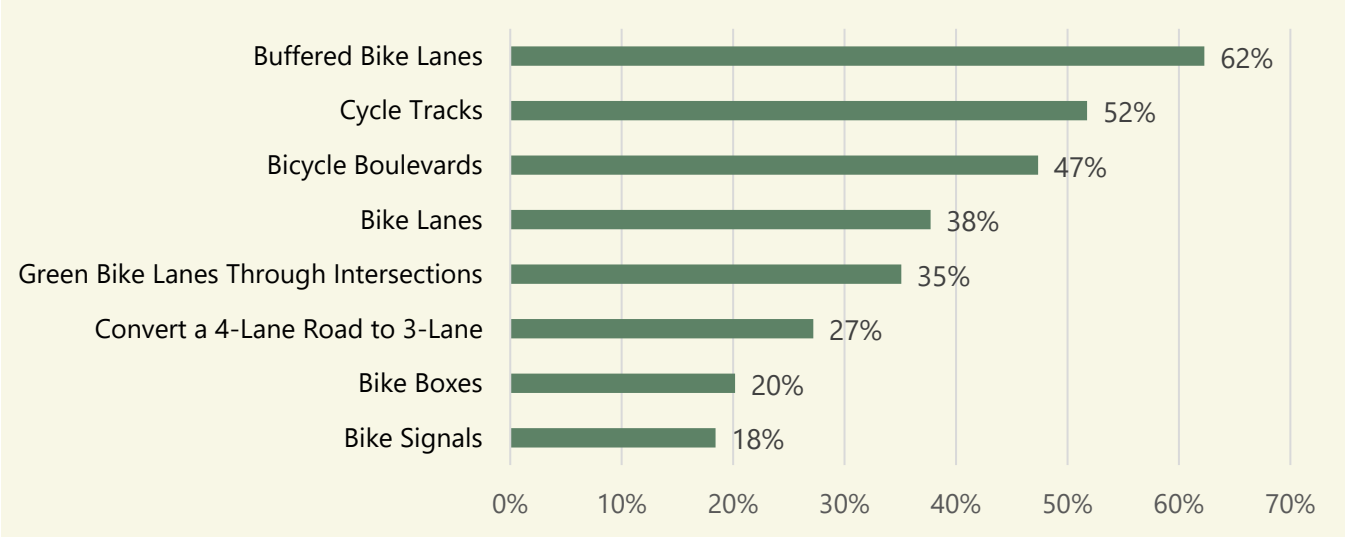
Raised crossings were the most common treatment people said were missed. These are crossings built up to the height of the sidewalk, much like a speed table or elongated speed hump, so vehicle drivers must slow down. People also asked for better lighting at crossings, more marked crosswalks, and more sidewalk connections.

Biking Treatments

Buffered Bike Lanes were the top biking treatment, chosen by 62% of participants (Figure 6). *Cycle Tracks* (52%) and *Bicycle Boulevards* (47%) came next. *Bike Lanes* (38%) and *Green Bike Lanes Through Intersections* (35%) followed. *Converting a 4-lane Road to 3-lanes* (27%), *Bike Boxes* (20%), and *Bike Signals* (18%) were chosen least often.

Many comments asked for more separation between bikes and cars, such as concrete curbs instead of flexible posts, or paths away from busy streets. Others asked for bike routes that look and work the same across the city, and for clearer bike merges at roundabouts. Some people felt bike projects make driving harder.

Figure 6: Biking Treatments Participants Think Would Make the Biggest Difference



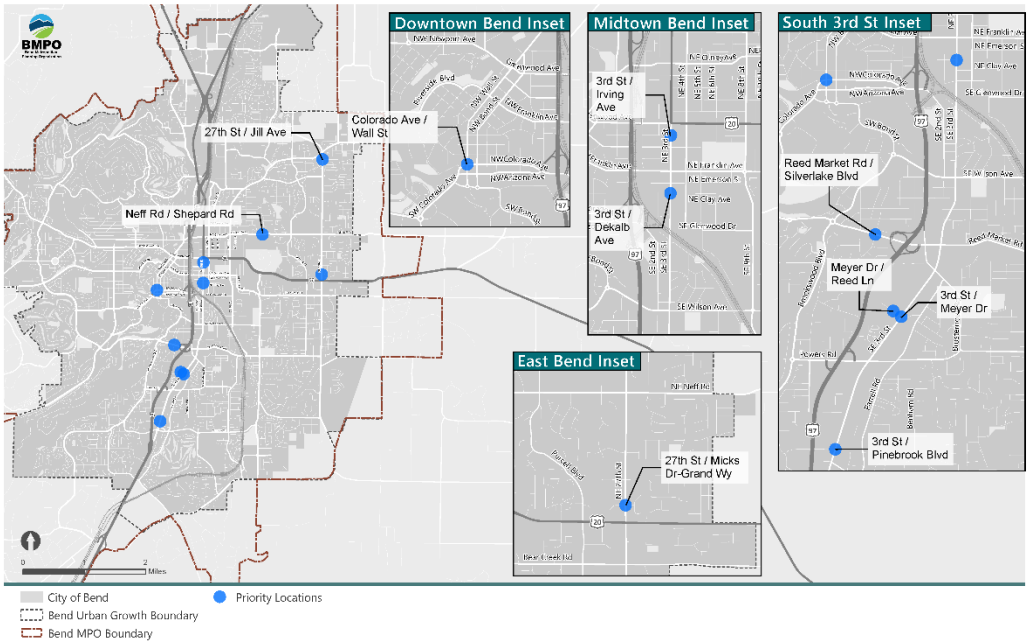
Other Treatments

Some ideas from the comments did not fit into one of treatment types. The most common was more enforcement. People asked for more police patrols, speeding tickets, speed cameras, and parking enforcement near intersections. Some asked for rules for e-bikes and for education on sharing the road and bike and pedestrian laws. Others suggested more roundabouts, traffic calming on neighborhood streets, and better winter road care at icy intersections.

PRIORITY LOCATIONS

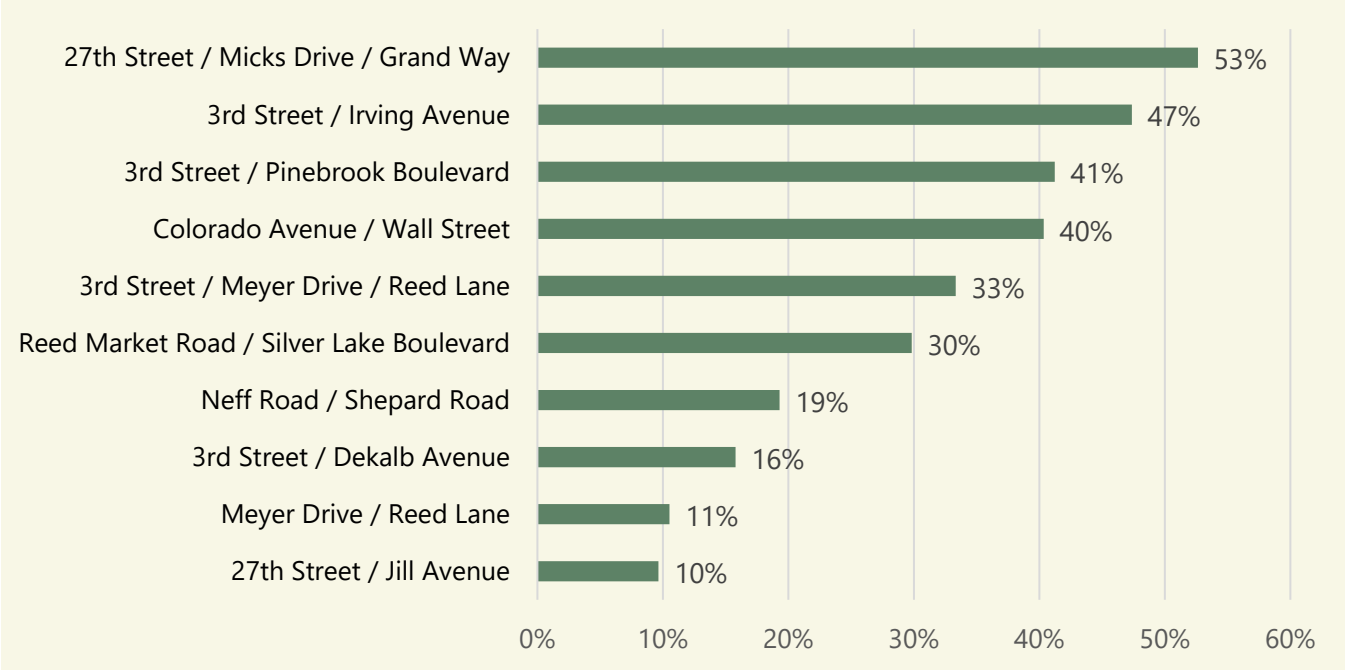
The 10 Priority Locations were chosen based on crash history, community feedback, and recent or upcoming roadway projects (Figure 7).

Figure 7: Priority Locations



The survey described each one, including how many crashes it has had, and asked participants to pick the three they thought should be addressed first. *27th Street/Micks Drive/Grand Way* was chosen most often, by 53% of people (Figure 8). *3rd Street/Irving Avenue* (47%), *3rd Street/Pinebrook Boulevard* (41%), and *Colorado Avenue/Wall Street* (40%) came next. *3rd Street/Meyer Drive/Reed Lane* (33%) and *Reed Market Road/Silver Lake Boulevard* (30%) were in the middle. *Neff Road/Shepard Road* (19%), *3rd Street/Dekalb Avenue* (16%), *Meyer Drive/Reed Lane* (11%), and *27th Street/Jill Avenue* (10%) were chosen least often.

Figure 8: Locations Participants Think Should Be Addressed First



Participants were also asked if there are other locations in Bend we should know about. Many of these were on the west side. Century Drive/Skyline Ranch Road came up most, followed by 14th Street/Galveston Avenue. Participants said these roads are hard to cross or travel along by bike or on foot.

3rd Street also came up often, including the intersections at Greenwood Avenue, Revere Avenue, Olney Avenue, Division Street, and Reed Market Road. Greenwood Avenue/Hill Street was named more than once as a dark intersection where people walking are hard to see. Other places named more than once were Reed Market Road/Pettigrew Road and the Empire Avenue and US 97 ramps.

CONCLUSION

The project team will use these results to help shape the draft TSAP, including which safety treatments and locations to recommend. Places that came up often in the comments, but are not on the priority list, will also be reviewed. The updated TSAP will be developed this fall and winter, with adoption expected in spring 2027.