

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

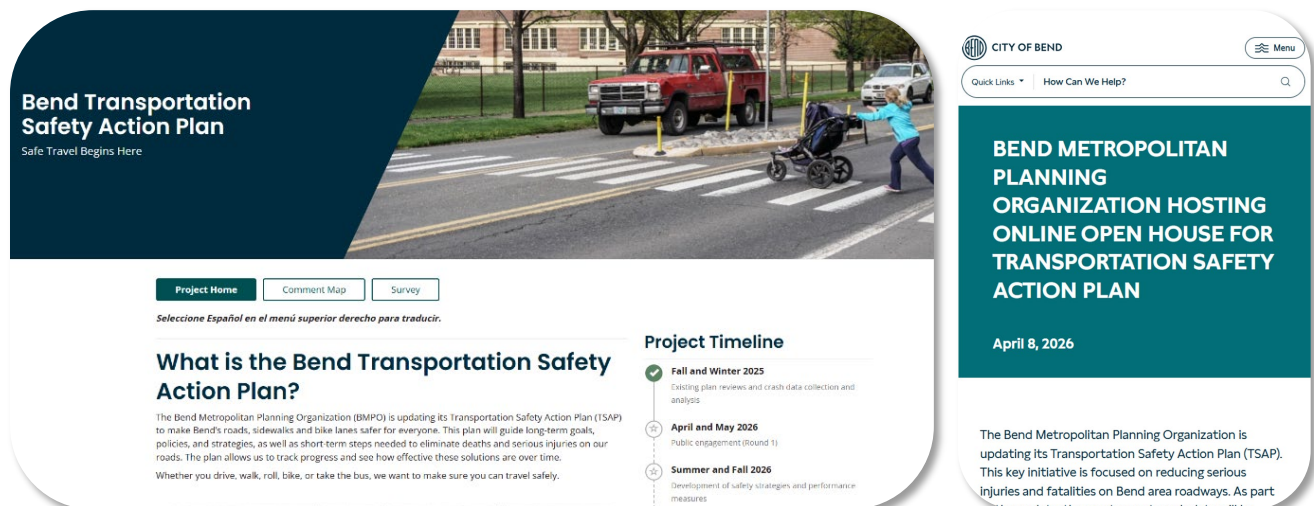




Table 1: Promotional Timeline

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.

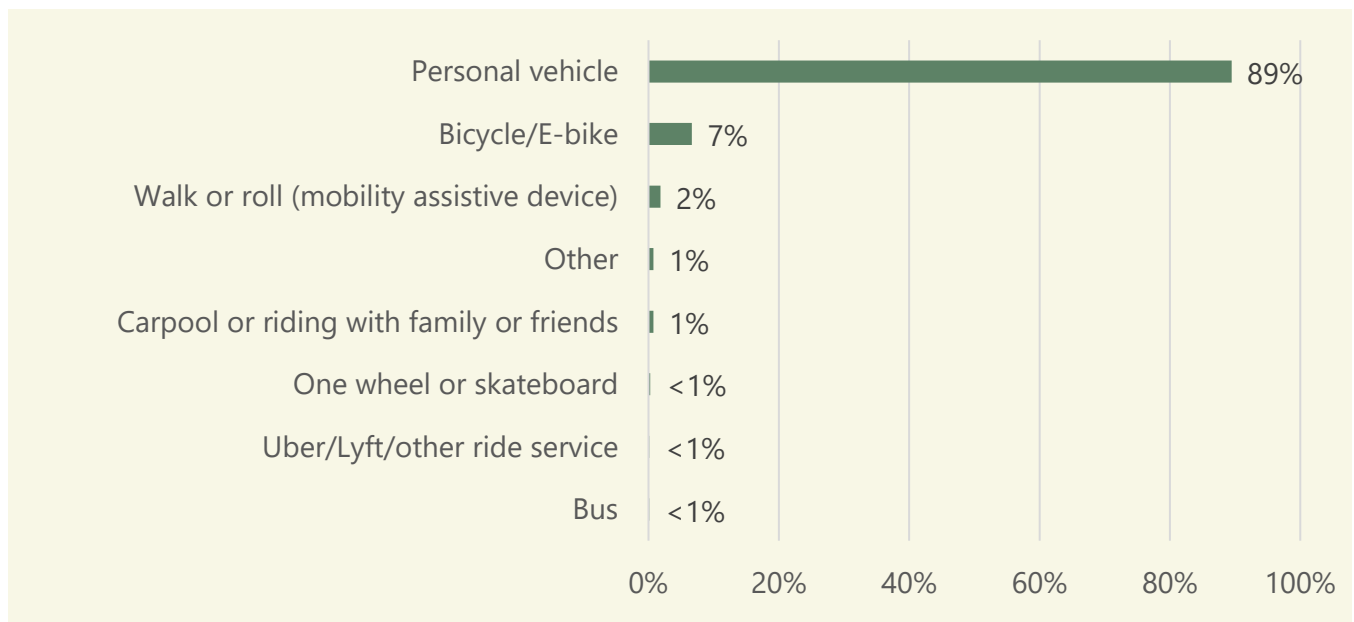
Table 2: Participation in Online Engagement

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).

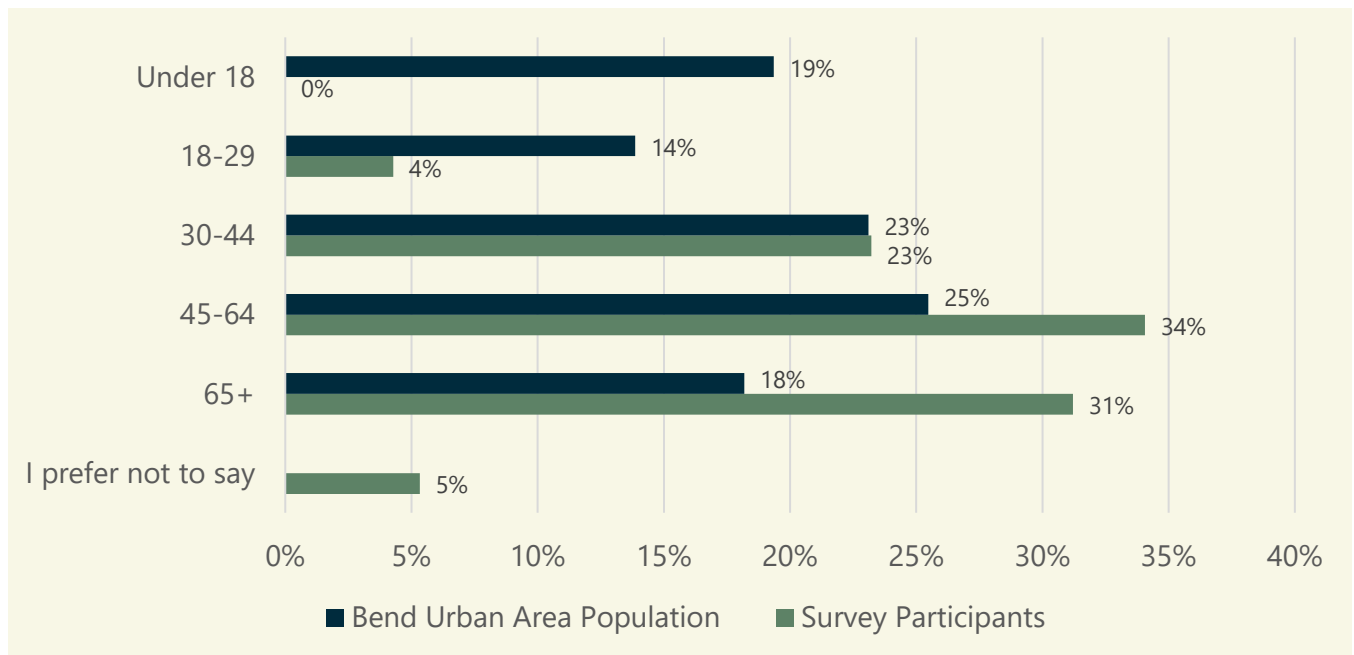


Figure 4: How Online Participants Primarily Get Around Bend



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%).

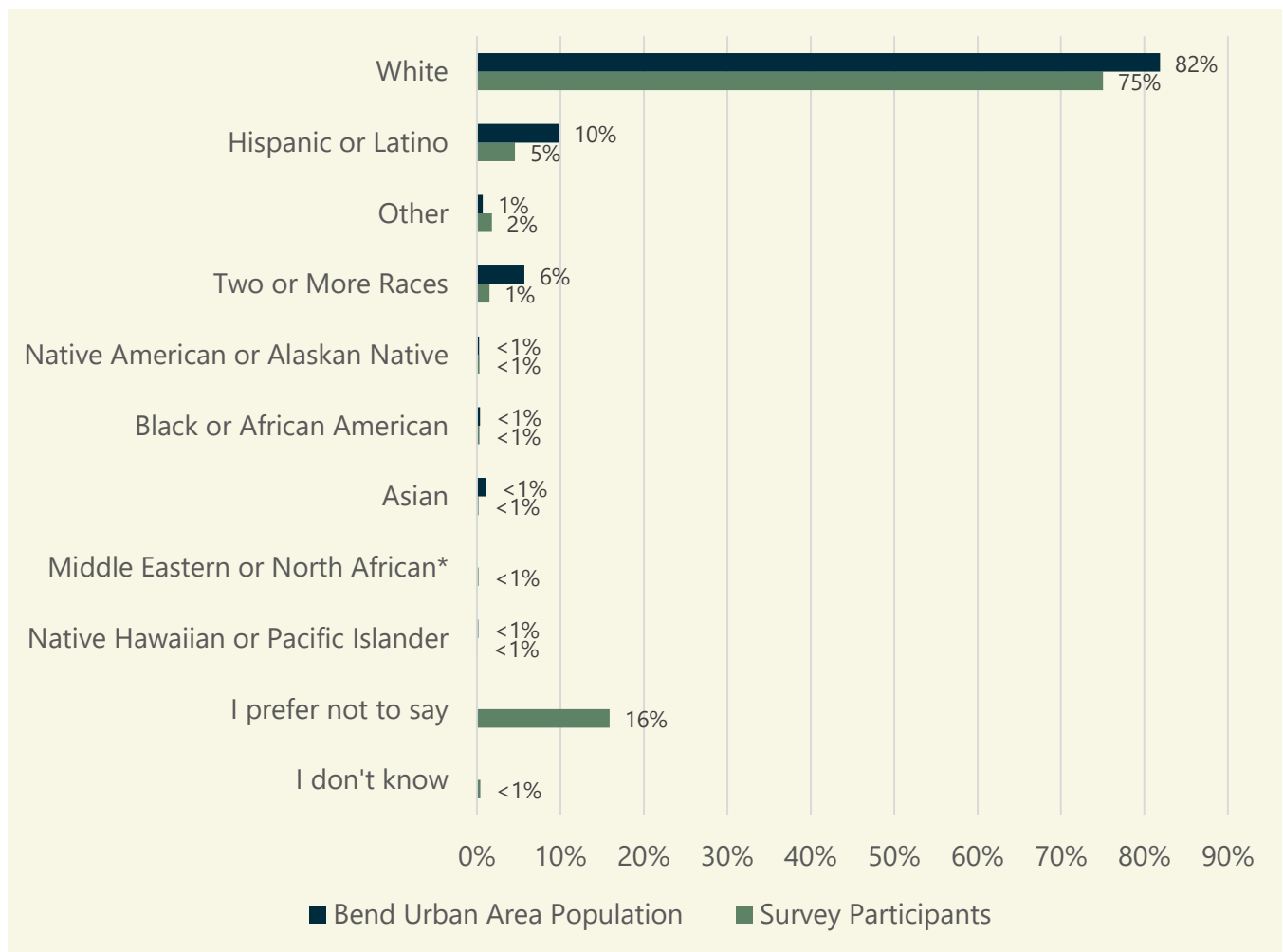
Figure 5: Age of Survey Participants Compared to Bend UA Population [2024 American Community Survey (ACS) 5-year Estimates]



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 drives' 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



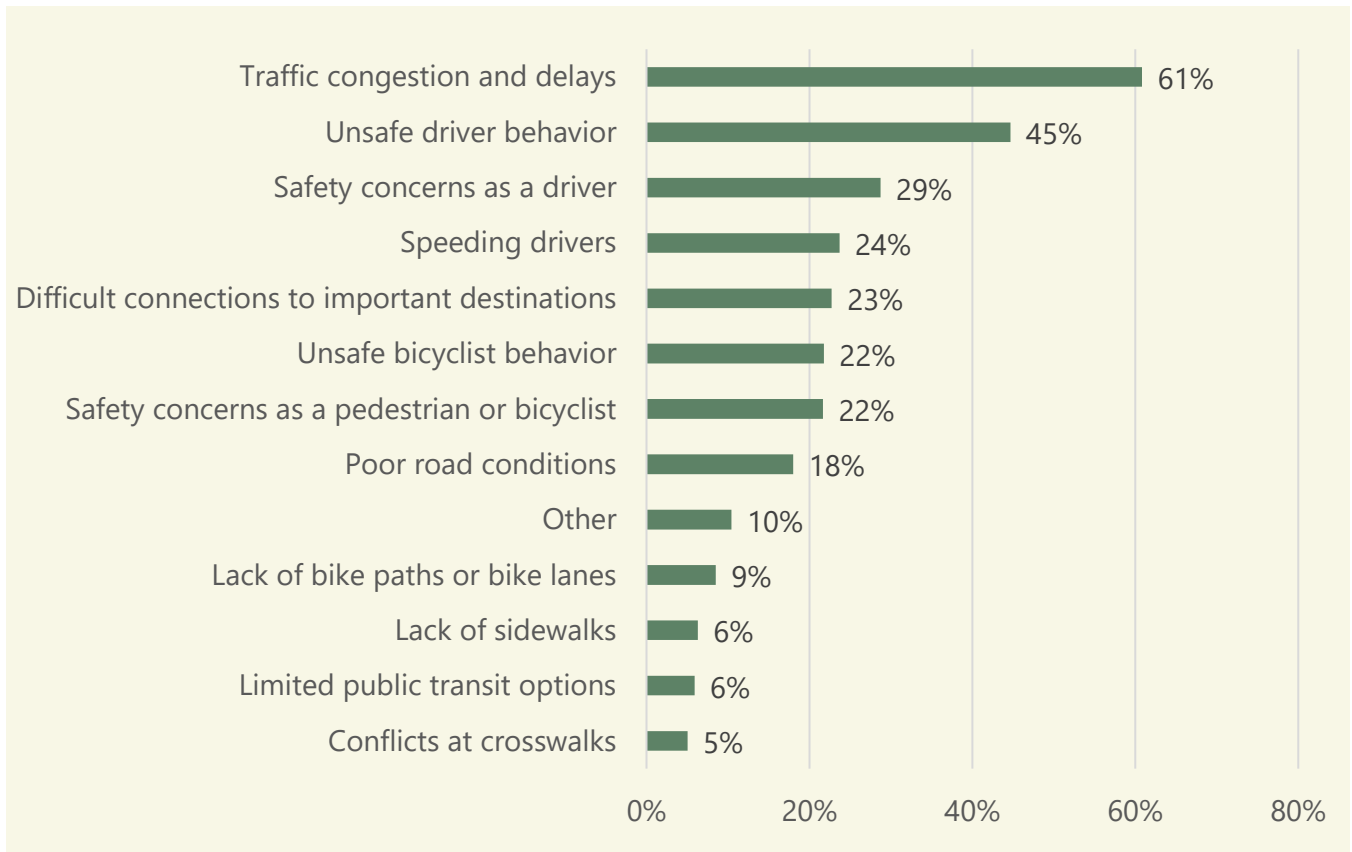
Theme	Description	Comments	Pct. of Total Comments	Votes of Agreement
Transit	Requests for bus stop improvements, transit service changes, or transit access improvements.	167	7%	75
Comfort	Feeling unsafe, stressed, uncomfortable, exposed, or unpleasant while traveling.	150	6%	32
Build	Requests for new 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 dont 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.