

REED MARKET BRIDGE PROJECT

NOVEMBER OPEN HOUSE #2

Public Feedback Summary

November 2025

Prepared for:

City of Bend



CITY OF BEND

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OVERVIEW

The Reed Market Bridge project team hosted a second open house to share the selected concept for the railroad crossing on Reed Market Road. Community members also had the opportunity to speak with city staff leading nearby projects and long term planning work.

Reed Market Road is a vital east-west arterial in SE Bend. Six to eight trains cross this road daily, causing delays of five to twenty minutes each time. This project will advance the design to build a bridge to raise vehicles over the railroad tracks which will eliminate train delays and improve safety for all users.

At the open house, attendees reviewed community feedback from last year and learned about the update to the bridge's timeline, project funding, and design concept. These include the on-bridge experience for vehicles, cyclists, and pedestrians; side street connections at American Lane and 9th Street; and a pedestrian tunnel. Community members also learned about nearby improvements, such as roundabout improvements at Reed Market Road and 15th Street, the planned roundabout at Ferguson Road and 15th Street, Bend Bikeways, and the City's long-term growth planning efforts.

Outreach Activities

Outreach activities for this phase of the project included:

- **November 3 - 17** – Online open house
- **November 3, 5:30 - 7:30 p.m.** – In-person open house at Larkspur Community Center

The online and in-person open houses were available in English and Spanish. No responses were received online in Spanish.

Promotion

To promote the project and the open house, the following outreach was completed:

- **Postcard:** mailed to the project area of 7,076 addresses
- **Email:** sent to 6,637 recipients.
- **Website update**
- **Press release:** submitted on October 22, 2025
- **Social media posts:** on October 22, 2025
 - **Instagram** 1,700 reach, 7 likes and reactions, 1 share
 - **Facebook** 1,400 reach, 13 likes and reactions, 2 shares, 9 comments

Participation

The project team hosted an open house event at Larkspur Community Center on November 3, 2025, from 5:30 to 7:30 p.m. 108 people signed up at the event and **eight submitted a comment form, an estimated 120 people attended the event** but some were already signed up for emails and did not sign in again.

The online open house was available on the project website from November 3 through November 17, 2025, and **50 people submitted** comments in the online platform. All information provided at the in-person event was replicated online. During the two-week period, the open house received **561 views**, with participants spending an average of **39 minutes** reviewing the materials.

Key Takeaways

Community members shared suggestions and emphasized the need for safe, accessible, and inviting bike and pedestrian facilities, with attention to:

- The pedestrian tunnel.
- The bridge's grade and accessibility for people walking, biking, and rolling.
- Some expressed displeasure with the closure of Quill Place and impacts on the Luderman Crossing neighborhood.
- Some expressed appreciation and excitement for the bridge project, with several noting they like the proposed design.
- Some shared concern that the bridge design should plan for future growth, with more lanes, to avoid costly redesigns.
- Some commented about detour and access plans during bridge construction and minimize disruption for residents and businesses.

Feedback

The themes outlined below are from submitted comment forms and summary notes by project staff following discussions with community members during the in-person event, as well as from the responses received through the online survey. The numbers in parenthesis indicate the number of times that idea was mentioned.

Many comments focused on bike and pedestrian infrastructure considerations (25) and the pedestrian tunnel (5)

- Concerns that the underpass and ramps will be too steep, creating barriers for people with mobility devices, strollers, or limited mobility. Steep, out-of-the-way ramps alongside heavy traffic discourage use and add stress for East-West users (e.g. Larkspur Community Center access and Canal Trail)
 - A commenter mentioned keeping an at grade east/west path for convenience and to avoid "climbing" the bridge and minimize out-of-direction travel.
 - Another commenter suggested building the sidewalk slightly lower than roadway level to reduce vertical climb.
- The pedestrian tunnel currently leads to the privately owned Nottingham neighborhood, which is not open to the public. A publicly accessible connection should be considered.
- Widening the roundabout at 15th and the new bridge may encourage faster vehicle speeds. Emphasize safety features such as:

- Larger pedestrian medians.
- Flashing lights at all crosswalks.
- Crossing signals for improved visibility.
- Suggestions for the pedestrian tunnel:
 - Widen the tunnel entrance so it feels open and less constricted.
 - Add lighting and finishes to make it inviting.
 - Ensure enough space for cargo bikes to turn comfortably.
 - Explore stairs or connections from the NS path and tunnel on 9th Street to East-West facilities.
- Provide raised or physically protected bike lanes (such as with the landscaping strip), or wide multi-use paths, instead of buffered lanes. Include sturdy handrails to separate traffic and added safety.

Requests for more details on bridge aesthetics, slope grades, and exact widths of bike and pedestrian spaces (e.g., bike lane and buffer) (11)

Quill Place closure (5) and other side streets concerns (7)

- Many commented that closing Quill Place raises concerns for accessibility and livability for over 100 homes in Luderman Crossing neighborhood.
 - With Quill closed, residents must exit via Iron Horse Lane, making a left turn onto 15th Street, which many shared is already difficult during peak hours.
 - Suggested more evaluation for concerns include impacts during construction and long-term, including safety, congestion, and possible loss of property value.
- Request to ensure 8th and 9th Streets function effectively as north-south arterials.
- Consider adding safety features such as:
 - Add more street lighting on 15th
 - Add a marked crosswalk across 9th Street near driveways north of the bridge for safe access to businesses.

Detour & Access Concerns During Bridge Construction (8)

- Ensure a dedicated walkway for pedestrians and cyclists during construction to avoid long detours that significantly increase travel time.
- Provide clear plans for rerouting east-west traffic in both directions and identify alternative routes for local residents.
- Maintain connectivity to American Lane and other side streets throughout the construction period to minimize disruption for residents and businesses.

Many shared appreciation and excitement for the bridge project, with several noting they like the proposed design (7)

Comments on lane configuration (6) and traffic considerations

- Long-term planning should account for Bend's population growth (e.g. 30 years) and ensuring this won't need to be redone again soon.

- A commenter questioned the need for bike/ped lanes on both sides, citing observing low usage.

Business impacts (6)

- Concerns about potential impacts on businesses due to detours and reduced accessibility for customers during construction.
- Concerns about signage and visibility from the new elevated vantage point on Reed Market.

Nearby projects comments (4)

- Appreciation for the anticipated 15th and Ferguson roundabout project.
- Questions about widening the 15th Street/Reed Market roundabout and whether it will remain accessible during construction.

PARTICIPANT INFORMATION

Neighborhood

Data collected from online open house participants.

Most common neighborhoods	Count
Old Farm District	11
Luderman Crossing	4
Larkspur	3
Mountain View	2
Foxborough	2
River West	2

Other neighborhoods mentioned once include Suntree Village, Boyd Acres, Stone Creek, DRW (Deschutes River Woods), and Southwest.