

# REED MARKET ROAD RAILROAD CROSSING PROJECT

## DECEMBER OPEN HOUSE Public Feedback Summary January 2025

Prepared for:

City of Bend



CITY OF BEND

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# OVERVIEW

The Reed Market Road Railroad Crossing Project open house informed the Bend community about the railroad crossing planning underway for Reed Market Road. The project team shared the topics of consideration for a successful project and asked for feedback on key project decisions. The event received feedback from community members who travel on Reed Market Road.

Reed Market Road is a vital east-west arterial in SE Bend. Six to eight trains cross this road each day, and each train delays traffic for five to twenty minutes. This leads to increased pollution, slow response times for emergency services, and safety risks from people trying to beat a train to avoid delay.

Separating this crossing—by raising the road above or lowering it below the train tracks— would end these delays and improve safety for all travelers. This project will decide whether and how to build a bridge or tunnel crossing the railroad tracks on SE Reed Market Road.

## Outreach Activities

Outreach activities for this phase of the project included:

- **December 4 - 18** – Online open house
- **December 9, 5:30 - 7:30 pm** – 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, one participant attended in person who spoke Spanish but participated in English.*

## Promotion

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

- **Postcard:** mailed to the project area of 7,086 addresses
- **Email:** sent to 3 recipients.
- **Website update**
- **Press release:** submitted on December 4, 2024
- **Social media posts:** on December 4, 2024
  - **Instagram** 3,900 reach, 25 likes and reactions
  - **Facebook** 45,400 reach, 77 likes and reactions

## Participation

The project team hosted an open house event at Larkspur Community Center on December 9, 2024, from 5:30 to 7:30 p.m. **88 people signed-in at the event** and **59 submitted a comment form**. The online open house was posted on the project website from December 4 through December 18, 2024. **263 people** submitted the online survey. To see the full original comments, see [Appendix I: In-person Comment Forms](#) in a separate PDF.

All information and questions provided at the in-person event were replicated in the online event, with the exception of the write-on map. This topic was addressed with the question “Are there any specific locations you have concerns about?” Overall, at least 350 people participated with **322 responses**

**submitted.** To see the list of full comments as they were entered, see [Appendix II: Online Survey Responses](#) in a separate PDF.

## Key Takeaways

- We received survey responses from a total of 322 participants, online and in-person.
- 184 participants commented on the project goals. The **majority (105) stated that the goals look right or nothing is missing**. 71 people provided comments and suggestions for additional goals.
- Participants shared success indicators for the project with the most desirable outcomes being **improved traffic flow and reduced wait times, maintaining access and connectivity** for businesses and residents, and **prioritizing safety** for people walking and biking on this corridor.
- Participants who responded (297) shared a majority preference (53%) **for Option 2: Shared-use paths** on both sides of the road. Participants agreed more separation between modes of travel when possible is important in either option.
- 221 participants wrote about the **importance of 9th Street** to them. Of those who commented, 74% indicated it was “Important” (92) or “Very Important” (71). Participants shared various reasons why the 9<sup>th</sup> Street connection is important, including:
  - Accessing businesses
  - Through traffic and connection to other local streets
  - Connectivity
    - A detour to bypass traffic on 3<sup>rd</sup>, 15<sup>th</sup>, 27<sup>th</sup>, and other major connections.
    - To access key north-south route (connecting with American Lane)
    - To get to Bend High School, post office, and other community locations.
- Construction impacts and detour routes are stated as a major concern for many.
- Many participants are also hopeful that this project will be able to take the larger corridor into account.

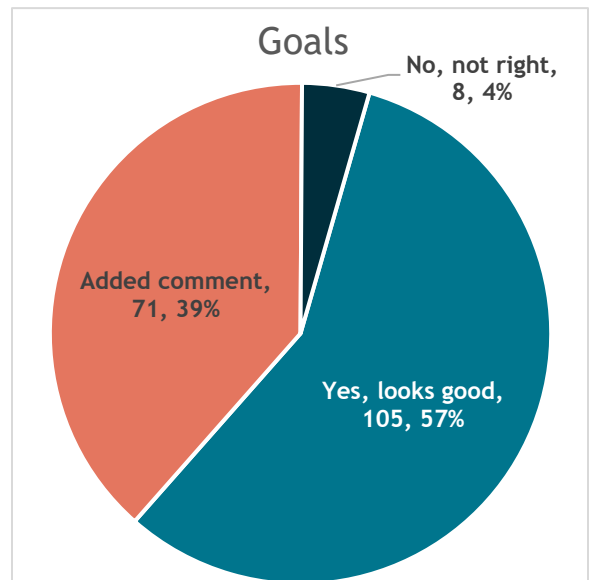
# FEEDBACK SUMMARY

This feedback summary combines responses collected at the in-person open house and the online open house. Over **1,050 comments** were received. Participants regularly write the same comment in more than one response field. Comments from the various survey questions are organized below according to the question they relate to, not necessarily the one they were written in. *Comment counts, shown in parentheses (#) prior to a comment, do not represent the number of participants who hold that opinion, but the number of times the comment was made.*

## Do the project goals look right to you? Is anything missing?

Participants shared open comments for this question. Of the 184 participants who commented, the majority (105) responded that the project goals look right and/or nothing is missing. Over a third (71) provided further feedback on project goals or suggestions that could be added.

- (105, 57%) Yes, the project goals look good! Or Nothing is missing.
- (71, 39%) Had something to add.
- (8, 4%) No, they do not look right.



Additional goals provided by participants included:

- (39) Mitigating construction impacts and
  - (23) Limiting the time it takes to complete this project.
- (33) Planning this portion of Reed Market Road to accommodate future growth, and to ensure improved flow on adjacent connections (15<sup>th</sup>, 3<sup>rd</sup>, 27<sup>th</sup>, and Wilson were mentioned).
- (4) Ensuring the “Serve all forms of travel” goal includes that the bridge will have a **reasonable grade** so it is not too steep for biking, and includes ADA requirements for wheelchair access.
- (4) Minimizing impacts to wildlife and the environment.  
(For example, wildlife using the canal as a travel corridor.)

**REED MARKET ROAD RAILROAD CROSSING PROJECT**

Do these goals still look right to you? Place a dot for your answer.

**YES** [6 dots] **NO** [3 dots]

Is anything missing? When the project is complete, what would make this project a success for you?

Use a post-it to write your idea and stick it on the board.

Property access to roads should be maintained and not degraded. If a road is closed, best efforts will be used to mitigate. Evaluate adding benefits within budget such as bike + pedestrian tunnel at 9th

15th/27th/Reed Market 1st Danphinis connection

3rd Street still an issue

Staging - City influence R/A to handle traffic

Main connection of 9th St + Reed Market (in some form) MINIMAL OVERLOAD from

A void lawsuit risk

## *When the project is complete, what would make this project a success for you?*

Participants shared open ended comments for this question on details that would improve their experience on Reed Market Road in the future. A successful project will:

- (138) **Improve traffic flow** and decrease wait time in this area. The train would no longer be a major traffic concern. Emergency services can also get through without delay.
- (41) **Maintain access to 9th Street** (especially for businesses), American Lane, and Quill Place (local access) – and/or improve these intersections.
  - (21) Improve accessibility from connector streets and to businesses, **improving overall connectivity**. (These comments were less specific and just concerned with connectivity.)
- (40) **Improve safety** for people on bike and walking with safe access and a functional crossing at Reed Market, which reduces conflict between vehicles and those not in a vehicle. Including sufficient lighting.
  - (32) Improve future multimodal **safety** and reduce the rate of accidents.
  - (19) Maintain the **9th Street/Canal trail** with a safe crossing at Reed Market.
- (39) Implement **effective detours** during construction and try to **limit construction impacts**.
  - (23) Be completed **quickly**.
- (33) Include **comprehensive planning for the entire corridor** and **consider future traffic** on the rest of Reed Market Road. Intersections and streets repeatedly mentioned are 3<sup>rd</sup>, 15<sup>th</sup>, 27<sup>th</sup>, Wilson, and Murphy.
  - (10) Some suggested a roundabout is needed at Ferguson and 15<sup>th</sup> before construction for this project starts.
  - (2) Compatibility with the 15<sup>th</sup> Street roundabout expansion.
- (22) **Limit costs** and stay within budget.
- (13) **Minimize business impacts and maintain access** for property owners including limiting property acquisition.
- (12) Ensure **livability is not impacted** significantly for those living nearby. Participants shared concerns such as light and noise pollution, and vibrations from trucks as issues that would need to be considered to maintain a low-impact on neighbors.
- (9) Include a beautiful design and/or nice landscaping.
- (6) The project would reduce vehicle usage by supporting alternative transportation modes, and include traffic calming measures on Reed Market.

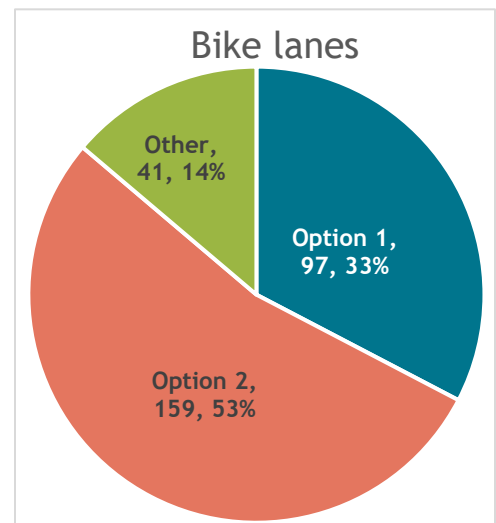
### **Participants shared some additional requests for consideration:**

- (6) Keep Reed Market Road project area as is and not make any changes.
- The new bridge's functionality is higher priority than bridge attractiveness.
- Project would be compatible long-term for light rail.

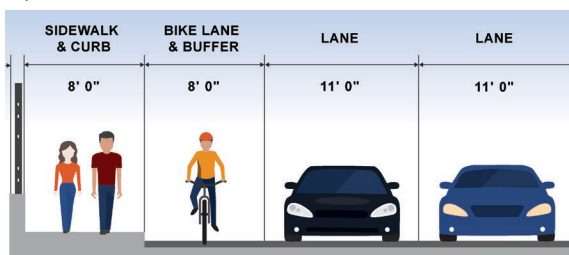
## Which option do you prefer for the bridge deck bike lanes?

297 participants responded to this question. Participants shared a majority preference (53%) for Option 2: Shared-use paths on both sides of the road.

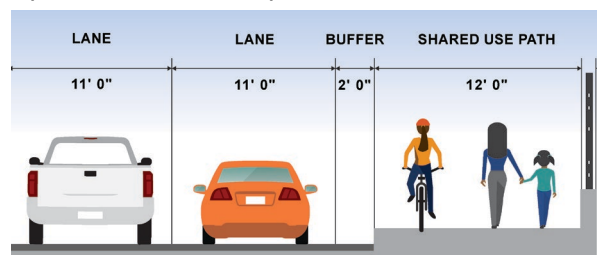
- (97, 33%) Option 1: Sidewalks and bike lanes on both sides of the road.
- **(159, 53%) Option 2:** Shared-use paths on both sides of the road.
- (41, 14%) Other: A comment or alternative idea.



Option 1: Sidewalk and bike lanes



Option 2: Shared use paths



### Participants shared these comments about the two options:

- (9) Option 1 could be an acceptable option with buffers/planters. Participants see the need for more separation between vehicle and non-vehicle lanes.
- (4) Option 2 but with lane markers between walking and biking.
- (3) Need separation for e-bikes

*“I like bike lanes/walking paths together if they are wide enough to pass each other.”*

### For the participants who preferred another option, these are the ideas they wrote in:

- (9) Reed Market should maintain just 3 lanes (one turn lane) throughout, it causes more conflict switching between 1 and 2 lanes.
  - Limit vehicle lanes to meet the City’s alternative transportation goals.
- (6) A hybrid option with **a tunnel or at grade for peds and bikes** while vehicles use a bridge.
  - (4) Some voiced concern about steep grades for bikes with this bridge design.
- One side of the street is just the sidewalk and the other side has the two-way bike lane.
- Use the typical cross-section for the bridge.
- One person said the Wilson redesign is a good example, while another voiced opposition to Wilson.

### Some additional concerns and suggestions regarding the cross section:

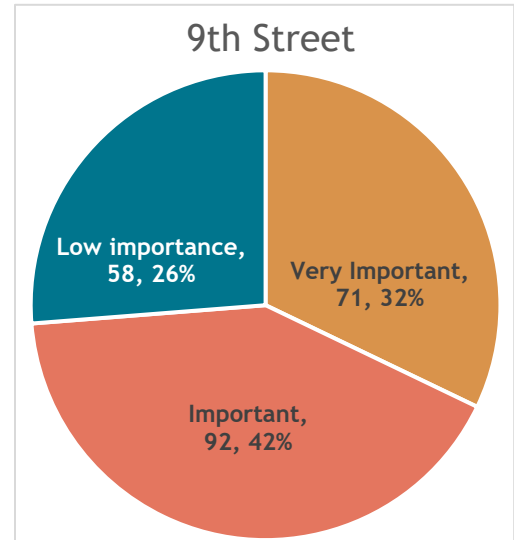
- (18) Prioritize vehicle traffic over biking and walking improvements, as the vast majority of users drive. These participants suggested more car lanes over bike lanes (4 lanes from 3<sup>rd</sup> to 27<sup>th</sup>).
  - Some are against including special funding or considerations for the bike/ped facilities.
- (2) Bend needs bike paths that are off the road, such as trails.
- Go with the most cost-effective option.

## ***How important is the 9th Street connection to Reed Market Road, and why?***

Participants' responses to this question were open text. 221 participants stated explicitly how important the 9th Street connection is to them, others mentioned how they use the road. Of those who commented, the majority (74%) indicated it was "Important" (92), or "Very Important" (71) to them.

### **Participants wrote how important the 9th Street connection is to them:**

- (71, 32%) **Very important**
- (92, 42%) **Important**
  - Especially for business access.
  - (17) Use it daily / often.
- (58, 26%) **Not important to me** / don't use it / minimally (only to avoid the train delays)
  - (26) Many people said that 9th is too difficult to access from Reed Market. It feels unsafe, especially to make left turns. Some said they avoid this route entirely.
  - (3) Use it occasionally.



### **Participants shared these reasons why 9<sup>th</sup> Street is important:**

- (59) Many pointed out 9<sup>th</sup> Street's importance for **business access**.
- (40) Many shared 9<sup>th</sup> Street is needed for **connectivity** to other areas and traffic flow.
- Many said they like to use 9th as an **alternate route** to avoid traffic or reduce travel time:
  - (18) Generally, no specific street named.
  - (39) Alternate to 15<sup>th</sup> Street.
  - (21) Alternate to avoid 3<sup>rd</sup> Street.
  - Also mentioned as a detour for 27<sup>th</sup>, Olney, Wilson.
- This route provides access to:
  - (25) Wilson
  - (21) The high school
  - (15) Downtown/Midtown/Franklin
  - The post office
- (25) Some expressed concerns that closing 9th will increase congestion elsewhere.
- (21) The bike and pedestrian connection via 9th is important.
- (10) Some shared this connection from 9th-Reed Market-American is a key north-south route.
  - (5) Another north/south route is needed as current demand exceeds capacity.
- (2) This connection is important for emergency access.

### **Additional comments or requests:**

- (2) Some shared that if 9th is closed there would need to be an alternative connection to 15<sup>th</sup>.
- (2) Would it be possible to keep a 9th-American connection below the train bridge?
- Please use this reconfiguration to make biking and walking easier than driving.
- It would be better to not have the extra confusion of an intersection at the bridge landing.

***Are there any specific locations you have concerns about? Please explain what and where.***

**Participants shared concern about maintaining access to:**

- (57) 9th Street - access to businesses and alternative route.
- (48) American Lane (add a possible roundabout?).
- (20) Business access in the area, not necessarily 9th Street.
- (19) Canal trail or tunnel connection – this is a needed safe crossing for walking and biking.
- (4) Quill Street access to Reed Market - Luderman Crossing.

**Participants shared traffic concerns at:**

- (10) 15<sup>th</sup> Street roundabout.
- (8) 15<sup>th</sup> and Ferguson - keeping up with traffic demand, especially with detours that would be going here. Needs roundabout or better traffic flow. Request to focus here first.
- (3) Paiute Way - needs to be taken into consideration (left turns here are difficult, increased traffic if 9th closed).

**Additional concerns/comments:**

- Iron Horse Lane (cul-de-sac), noise and aesthetics impacts.



## ***Is there anything else we need to consider when planning for this railroad crossing?***

- (21) Some repeated their support for the connection at 9<sup>th</sup> and at American – these are important for business access.
- (20) Support for bicycle and pedestrian access: maintain a connected network via the Canal Trail, ensure user safety, reduce stress/fear, and add lighting.
- (13) Expressed preference for an undercrossing to a bridge.
  - (4) Prefer a bridge.
- (9) Consider maintenance during winter conditions, drainage and ice removal for all users, steep slippery grades and lane markings in the snow.
- (8) Expressed enthusiasm for this project, it's a needed change.
- Consider safe egress on all streets in emergency situations.

### **Requests and concerns:**

- (4) Reed Market needs left turn lanes.
- (3) Concerns for the canal, what about piping it or RAB(?).
- (2) This street needs more trees and planter strips
- Request that survey results are published.
- Signal timing along Reed Market needs coordination to avoid backups.

### **Suggestions:**

- (4) Recommendation to follow the Murphy Road design.
- (4) BNSF railroad company should contribute to project.
- Save time with preformed overpass girders.

### **Questions:**

- (2) Why not re-route the train to the east?
- Can we build the bridge for the train instead of the road?
- Has there been a cost benefit analysis for this project?

# PARTICIPANT INFORMATION

## Neighborhood

Data collected from online open house participants.

Most common neighborhoods	Count
Old Farm District	59
Larkspur	37
Foxborough	14
Orchard District	8
SE Bend	8
Mountain View	5
Stone Creek	5
Luderman Crossing	4
Tillicum Village	4
Kings Forest	3
Orion Green	3

Neighborhoods mentioned twice each: Awbrey Butte, Century West, Ponderosa Estates, River West, Southern Crossing, Southwest Bend, Summit West, Sun Meadow, Tanglewood, The Bridges.

Additional neighborhoods mentioned just once each: Arena Acres, Bend East side, Blue Ridge, Boyd Acres, Broken Top, Bronzewood, Brousterhouse and Murphy, Conifer Ave, DrW, Hamby Road, Iron horse, Nottingham Square, Old Bend, Quail Pine, SW, Ridgewater off Ferguson, SW Bend, The Pines near Murphy and Brosterhous, Tumalo, West Century, West side, Woodriver Village, Woodside Ranch.

## APPENDICES

Please see Open House Summary - Appendix PDF document for all original responses from the in-person event and online open houses.