

MAIN STREETS ON HALSEY

OUTREACH SURVEY SUMMARY

The Main Streets on Halsey project is a multi-jurisdiction, multi-phase project that seeks to transform the three-mile stretch of NE Halsey Street into a "main street". Thanks to public input, city officials now envision a unified main street marked by pedestrian and bicycle-friendly features and public gathering spaces.

In early summer of 2023, project staff conducted the second online survey to collect feedback reaffirming past outreach results and asking for input on ideas to make the road and sidewalks safer for people who use them. The survey was open from May 21 to July 31, 2023 and available in English, Spanish, and Russian. In total, there were **281 survey participants**. The project team also conducted in-person events to promote the survey and raise awareness of the project.

Themes and Takeaways

Below are the general findings for all survey responses. The next section explains the details for each question and the open-ended responses.

Survey Respondents

- Overall, the **vast majority of participants drive** through the corridor.
- There was a much **larger response from Latino/a/x and Spanish-speaking people (39% of respondents)** for this round of outreach, compared to the first round in January and February 2023. The majority of Spanish responses were collected in July.
- Most survey respondents answered they **live on/near Halsey Street and travel frequently along the corridor**.
- Most respondents live in **Fairview**.

Design Themes

There was no noticeable difference between English- and Spanish-speaking survey responses, unless where noted.

- People want **more landscaping and greenery** along the corridor and are not as interested in tree well grates or concrete. Respondents prefer to be separated from the road by landscaping. This is a consistent theme through both rounds of outreach, as well as findings from other projects.
 - Most respondents preferred a **continuous planter strip or one broken by paving**; tree grates were least preferred.
 - There was **also no clear preference for where rain gardens were placed**, at the curb or behind sidewalks.

- Overall, people preferred **bigger trees/planter areas and smaller sidewalks** in both residential and commercial areas. *This changed from survey results in June, as there was not a clear preference at that point.*
- There were mixed responses to the four bike lane options, but a **painted, buffered bike lane was the most preferred in residential areas**, while a **sidewalk level bike lane was the most preferred for commercial areas**. *This changed slightly from survey results in June, which indicated that separate/protected lanes were the most preferred in residential areas.*
 - **Bicyclists' top three improvements** included lighting, improved crossings, improved pavement quality, and separation from traffic by some type of physical barrier (the latter two being tied for third).
- **Sidewalks separated from bike lanes by a planted strip** was most preferred in commercial and residential areas.
 - **Pedestrian's top three improvements** included lighting, better quality/wider sidewalks, more greenery.
- Of the three proposed options at Edgefield, the **paved shared use path was overwhelmingly the most preferred** with a shared use path and shoulder bike lane being the least preferred. A sidewalk level bike lane adjacent to sidewalk had mixed results.
- **Transit's top three improvements** included improved lighting at bus stops, better transit connectivity to destinations outside of Halsey, and improvements that help buses spend less time in traffic.
- **Motorists' top three improvements** included more designated places for people to cross, greater separation from bikes, and more greenery.

Additional Outreach

The project team also conducted in-person events to promote the survey and raise awareness of the project at several existing events in Troutdale, Wood Village, and Fairview as well as several events focused on reaching Spanish-speakers, Russian-speakers, youth and businesses.

Troutdale's First Friday Art Walk

Staff attended the event on June 2, 2023 where they spoke with at least 40 people and promoted the survey. Staff also handed out fliers to encourage people to complete the survey at home.

Wood Village Nite Out

Wood Village staff and Emerging Leaders had a table at the Wood Village Night Out (July 21, 2023) to talk about the project and promote the survey in English and Spanish. They spoke with at least **50 people** and several of them took the survey immediately using electronic devices. They also handed out fliers to allow people to take the survey from home. The



Fairview on the Green event table

online survey saw an increase in both English and Spanish responses that corresponded with this event.

Fairview on the Green

City of Fairview staff tabled at the Fairview on the Green event on July 29 and asked **over 100 people** to select their top landscaping option and bike or sidewalk option by placing a stick in the jar corresponding with that option.

- **Top Pick Landscaping Option (56 votes):** Trees / Shrubs / Groundcover in Planters with Paving in Between
- **Top Pick Sidewalk/Bike Lane Option (86 votes):** Sidewalk Level Bike Lane - Abutting Sidewalk

Some people had concerns that landscaping wouldn't be maintained, which is a current issue in County ROW, and that a physical barrier in the road between vehicle lanes and bike lanes would be a hazard and cars would run into them.

Troutdale Library Event

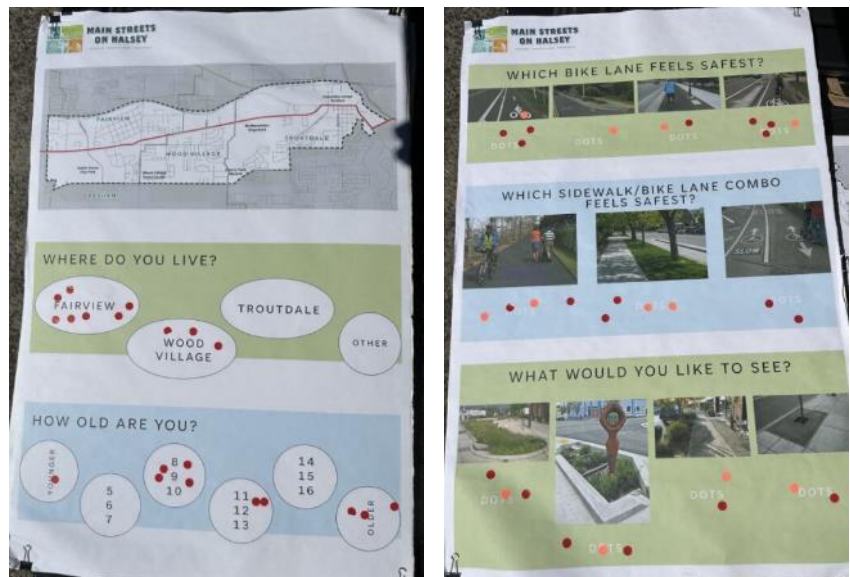
Project staff attended a small children's Russian music event organized and hosted through the Troutdale Library on July 19. Staff were able to talk to **three Russian speakers** about the project and have them take the survey.

PlayEast Lunch Outreach

The project team partnered with PlayEast to collect information from children participating in the free summer lunch program. Staff brought project boards and asked kids to place dots on the features they wanted.

There were **10 responses** to the boards. **Most lived in Fairview** and were between the ages of 8-11.

- Equally wanted a **shared mixed-use path or bike lane separated from sidewalks** with landscaping.
- Equally preferred the two **bioswale landscaping garden** options.



Completed display boards from the PlayEast lunch outreach.

The program's **three teenage interns** who lived in the area also completed the survey online. *Teenage intern survey responses were included in the overall online survey responses.*

Online Survey

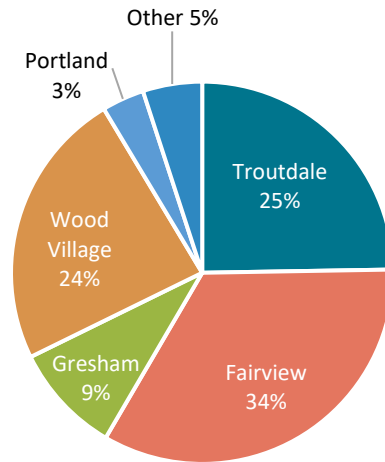
The second online survey aimed to gather additional input on improving safety for pedestrians and road users near Halsey Street. The survey was open from May 21 to July 31, 2023 and available in English, Spanish, and Russian. In total, there were **281 survey participants**.

Below are the individual questions and responses to the online survey. Not every answer had the same number of respondents.

1. Where do you live?

Most respondents **live in Fairview (34%)**, followed by **Troutdale (25%)** and **Wood Village (24%)**. Approximately 9% live in Gresham, and 4% in Portland.

Other mentions included Rockwood, Corbett, Boring, Happy Valley, Oregon City, Milwaukie, Gladstone, and the state of Arizona (spends summers in Portland area).



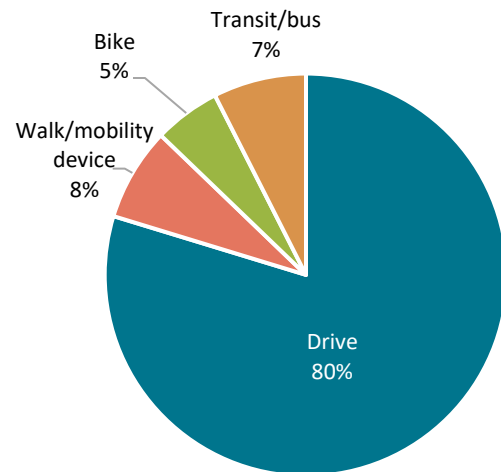
2. How do you mainly travel on Halsey?

The overwhelming majority of respondents (80%) drive along Halsey.

A few walk/use a mobility device (8%) or use transit (7%), and a little over 5% bike along the corridor.

3. How else do you travel on the Halsey corridor?

Most people reiterated that they **drive (42%)**, however other responses included **walking/using a mobility device (39%)**, biking (10%), or transit (7%).



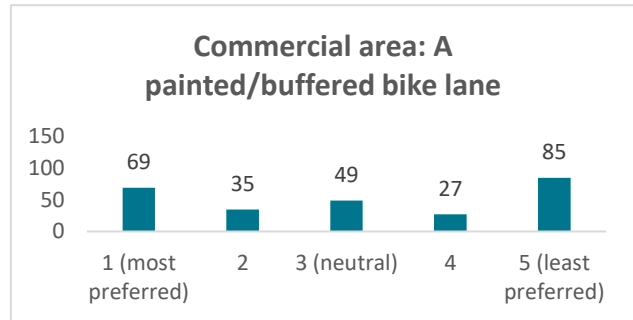
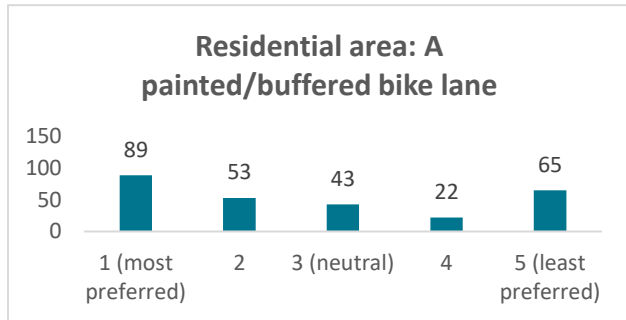
4. Below are examples of improved bike lanes that may be considered as part of our street design. Thinking about the future of Halsey when biking, do you want to be separated from vehicles by one of these four options in both the areas with more houses or businesses.

Please rank from 1 - 5, with 1 being your most preferred option and 5 being your least preferred option for both residential areas (with more houses) and commercial areas (with more businesses) settings.

Painted or Buffered Bike Lane

In residential areas, approximately 33% of respondents said a painted or buffered bike lane was their most preferred feature, while 24% said this was their least preferred; 16% felt neutral.

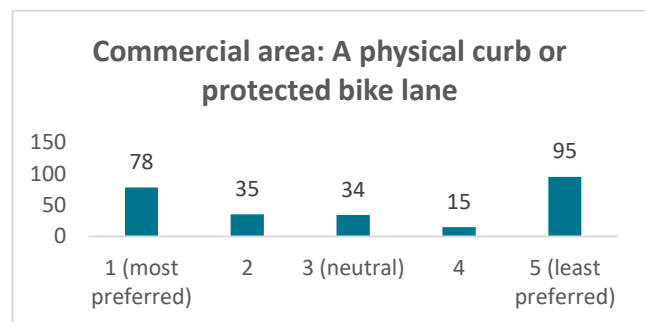
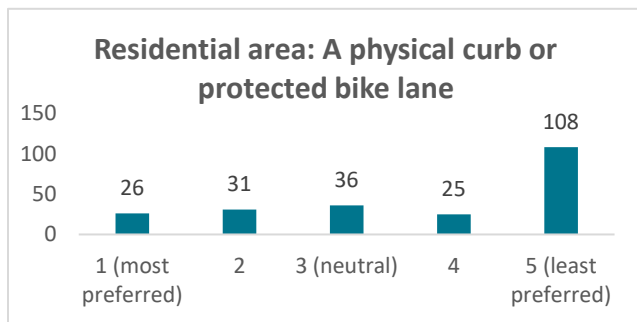
While in commercial areas, 32% of respondents said a painted or buffered bike lane was their least preferred feature, while 27% said this was their most preferred and 19% felt neutral.



Physical Curb/Protected Bike Lane

In a residential area, 41% of respondents felt a physical curb or protected bike lane was their least preferred option, 25% said this was their most preferred option, followed by 14% who felt neutral.

In a commercial area, 37% of respondents felt a physical curb or protected bike lane was their least preferred option, 30% said this was their most preferred option, and 13% felt neutral.



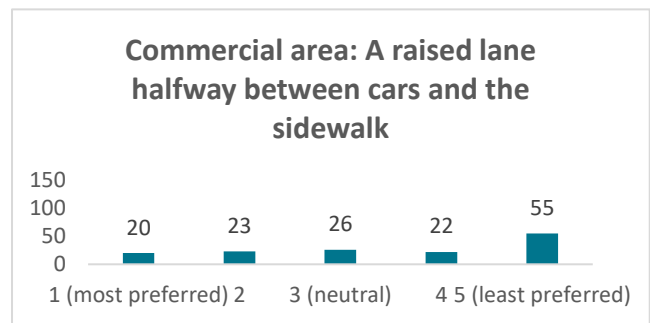
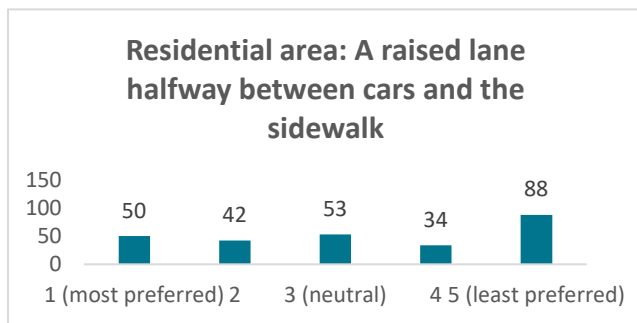
Raised Lane

Of those who responded, **33% felt that a raised lane halfway between cars and the sidewalk was their least preferred choice in a residential area**, while 20% were neutral. 19% felt that this was their top choice.

In a commercial setting, 32% felt a raised lane halfway between cars and the sidewalk was their least preferred option. 20% were neutral, and 20% felt this was their most preferred option.



Those **who identified as Hispanic or Latino/a/x had differing preferences:** 34% of respondents felt this was their most preferred choice, 16% their least preferred, and 24% were neutral.



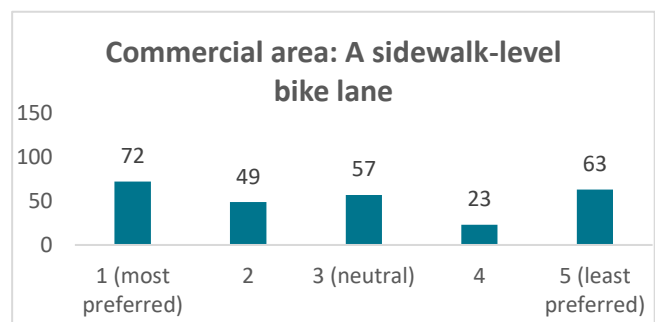
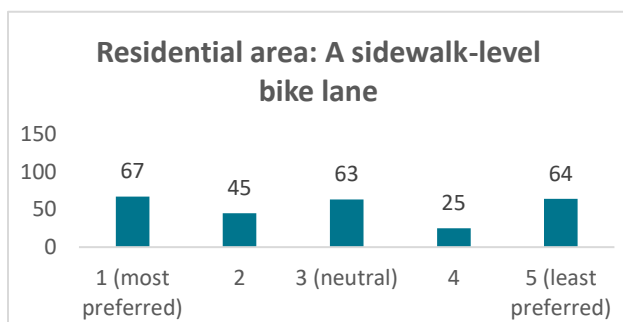
Sidewalk Level Bike Lane

There wasn't a significant preference for a sidewalk level bike lane. Of those who responded, **26% felt it was their most preferred choice in a residential area**, while 24% were neutral. 25% felt that this was their least preferred choice.

In a commercial setting, 28% felt a raised lane halfway between cars and the sidewalk was their most preferred option. 21.5% were neutral, and 24% felt this was their least preferred option.



Those who identified as Hispanic or Latino/a/x **had a higher percentage of preferring a sidewalk level bike lane**, at 32% for residential and 33% for commercial.



5. Thinking about the future of Halsey when using the sidewalk or bike lane, how do you want to be separated by one of these three options in both residential areas with more houses or commercial areas with more businesses.

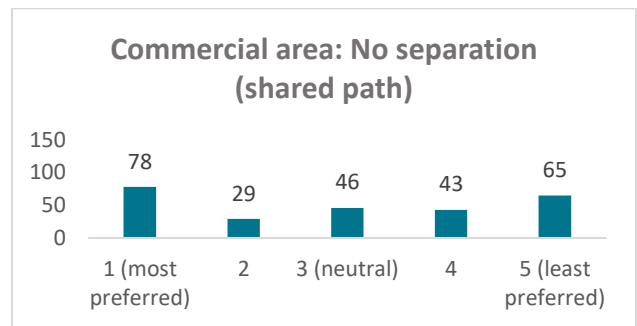
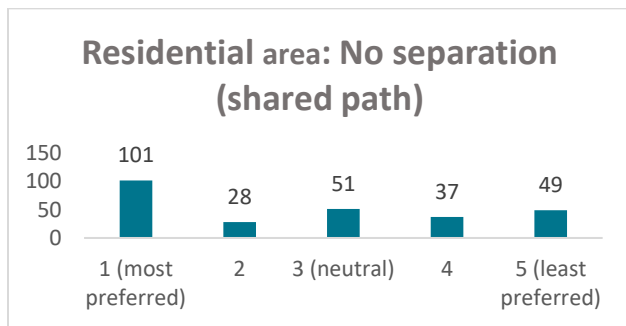
Shared Path

Of those who responded, **38% felt that a shared path was their most preferred choice in a residential area**, while 19% were neutral or felt this was their least preferred choice.

In a commercial setting, 30% felt a shared path was their most preferred option. 26% felt this was their least preferred option, and 18% were neutral.



- **Hispanic or Latino/a/x respondents - 48% most preferred choice**, while 14% said it was their least preferred choice in a commercial setting.



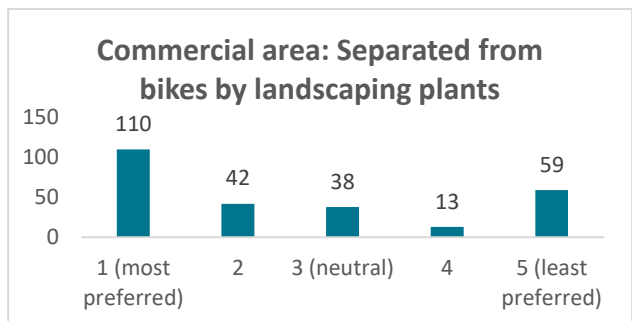
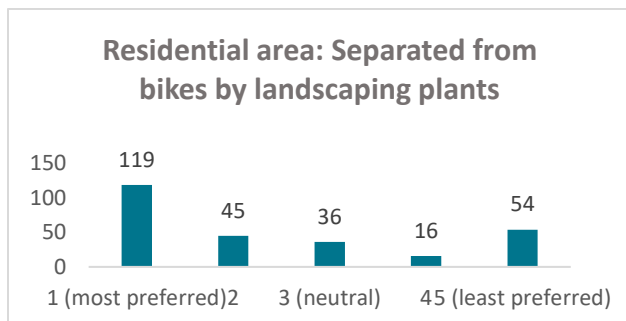
Separated From Bikes by Landscaping

Of those who responded, **45% felt being separated from bikes by landscaping plants in a residential area was their top choice**, while 20% felt it was their least preferred choice. 13.5% of respondents felt neutral.

In a commercial area, 43% of respondents felt separation from bikes by landscaping was their preferred choice, and 23% felt this was their least preferred choice. 15% felt neutral.



- **Hispanic or Latino/a/x respondents - 53% most preferred choice** in a commercial setting.



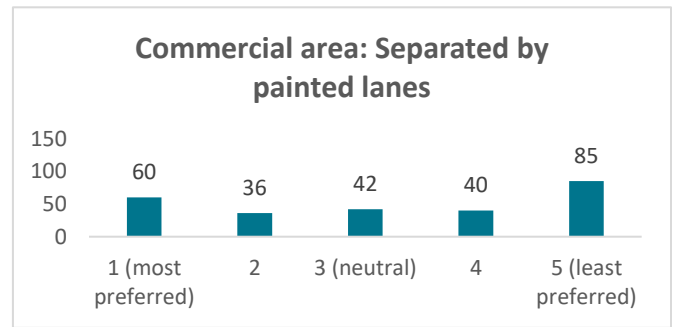
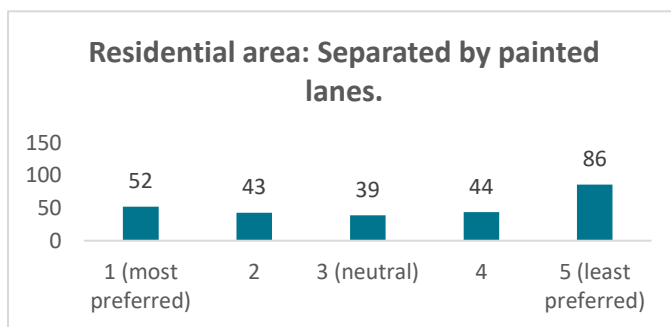
Separated by Painted Lanes

In a residential area, 33% of respondents felt that being separated by painted lanes was their least preferred choice, and 20% felt that it was their most preferred. 15% were neutral.

- **Hispanic or Latino/a/x** - 36% most preferred choice, 23% least preferred, 15% were neutral.

In a commercial setting, 32% felt being separated by bike lanes was their least preferred choice and 23% felt it was their most preferred. 16% were neutral.

- **Hispanic or Latino/a/x** - 35% most preferred choice, 23% least preferred, 13% were neutral.



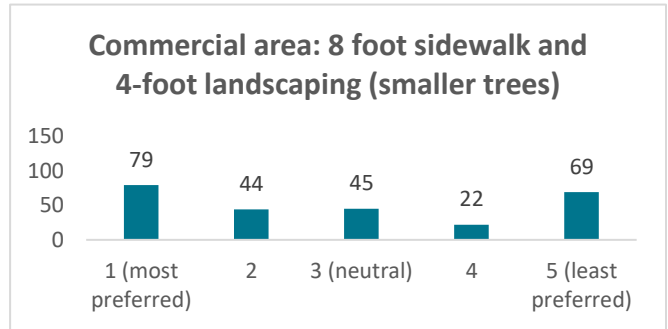
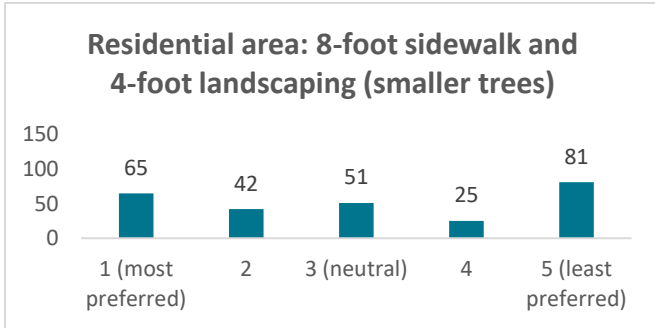
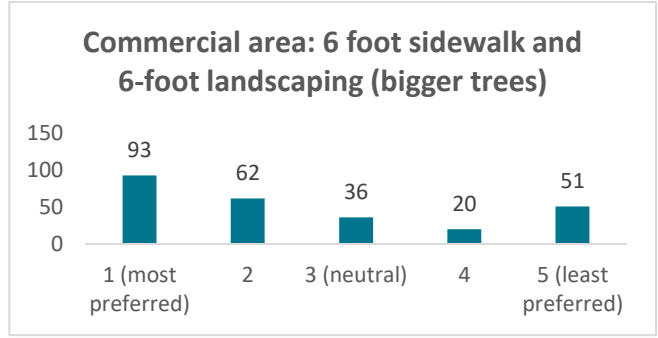
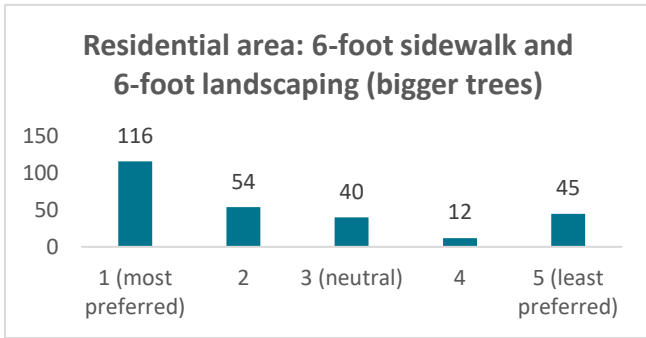
6. Below are examples of sidewalk widths with landscaping features: An 8-foot-wide sidewalk with smaller landscaping would require smaller trees, and a 6-foot-wide sidewalk with larger landscaping could have larger trees.

Thinking about the future of Halsey when using the sidewalk, do you want to be separated by one of these two options in both residential areas with more houses or commercial areas with businesses.



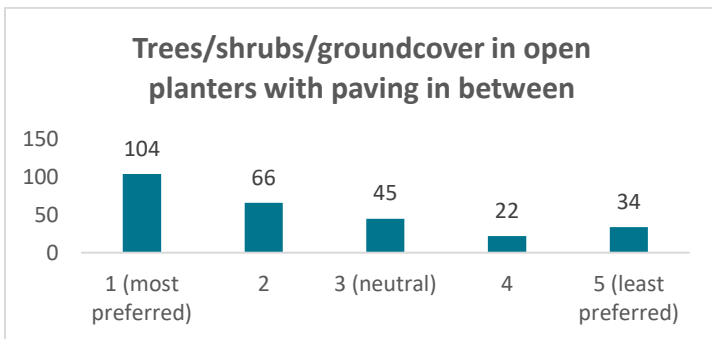
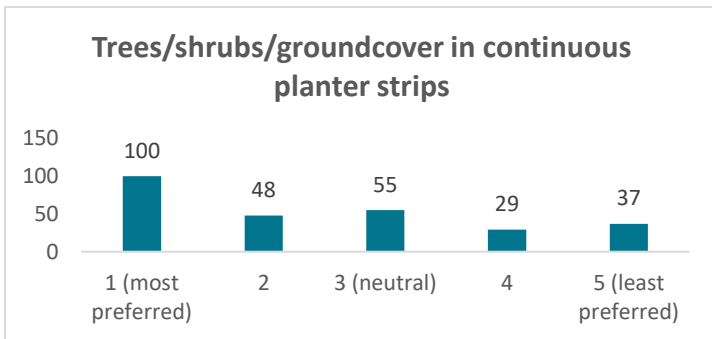
Overall, respondents wanted larger trees with a smaller sidewalk. **In a residential area, 44% felt this was their most preferred choice, and 17% said it was their least preferred. In commercial areas, 36% felt this was their preferred choice, while 20% felt it was their least preferred.**

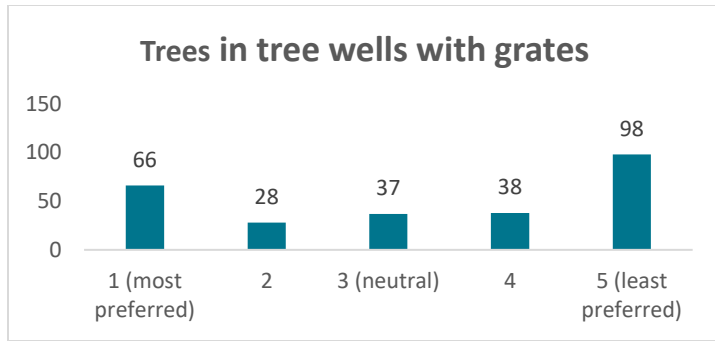
- **Hispanic and Latino/a/x respondents** felt more strongly about this being their preference in both residential and commercial settings (**50% residential, 45% commercial**).
- Smaller trees with larger sidewalks had more even percentages among most and least preferences for the responses, but **Hispanic and Latino/a/x respondents felt more strongly about this being most preferred as well** (35% for residential and 37% for commercial).



7. Landscaping: When enjoying Halsey Street, do you prefer...

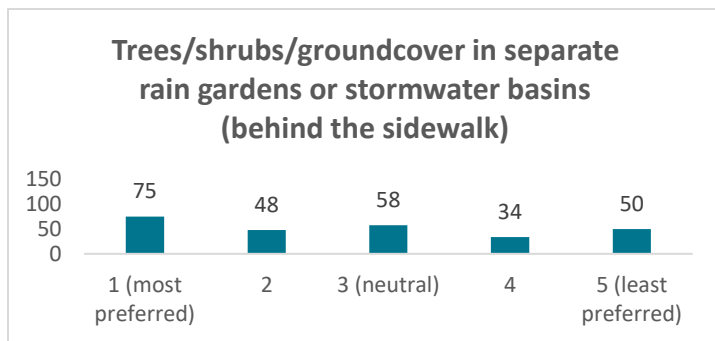
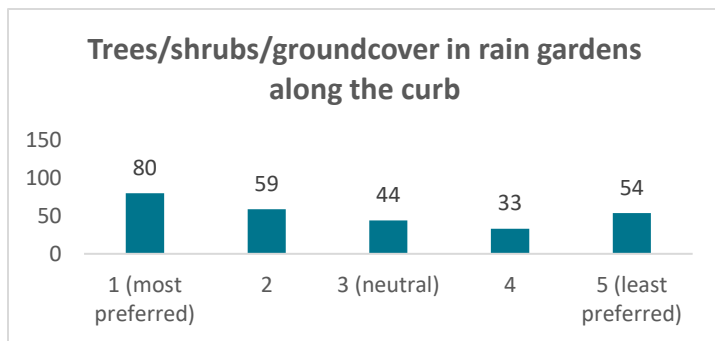
Most respondents (38%) preferred landscaping and trees along walkways, between sidewalks and the road, but did not have a major preference for whether this was continuous or with paved areas in between planter strips. Many people did not like trees in tree wells (37%), though some felt this was their favorite choice (25%).





Rain Gardens

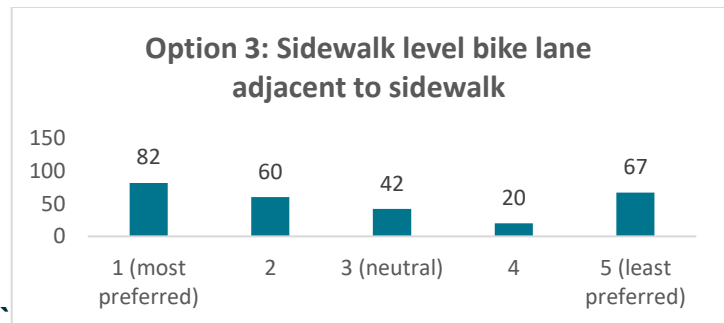
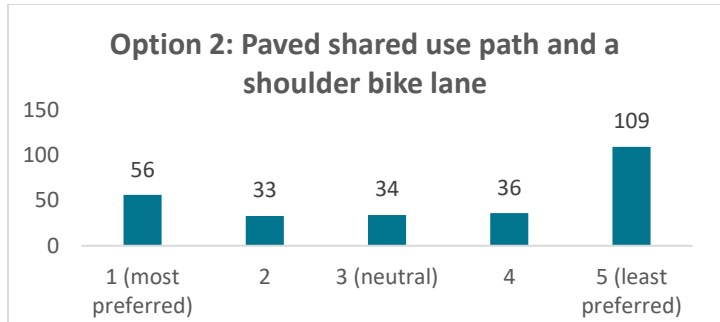
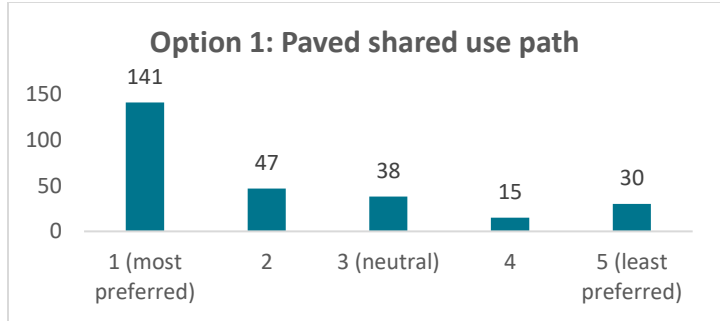
Overall, **approximately 30% of respondents liked either option of rain garden** (along the curb or behind the sidewalk), although many felt neutral, and some felt this was their least preferred landscaping option (19%).



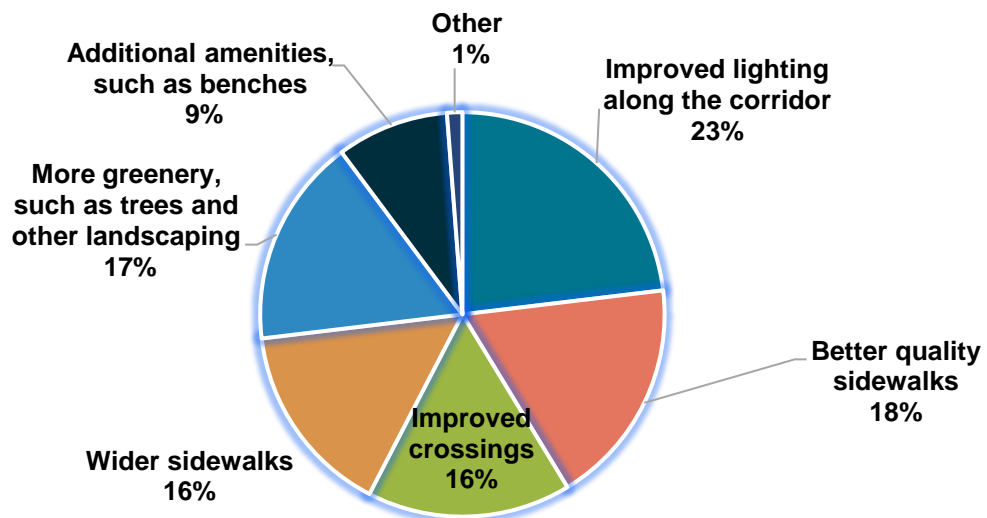
8. We heard that people appreciate the rural feel of Halsey near Edgefield. Below are examples of shared paths that may be considered as part of our street design. Which option fits better near Edgefield for people walking or using the sidewalk and people biking?

The overall preference at Edgefield for respondents was a **paved shared use path (52%)**, with a shared use path and shoulder bike lane being the least preferred (41%). A sidewalk level bike lane adjacent to sidewalk had mixed results.

- **Hispanic or Latino/a/x – 41%** paved shared use path and shoulder bike lane was also a preference, in addition to a shared use path (**54%**).



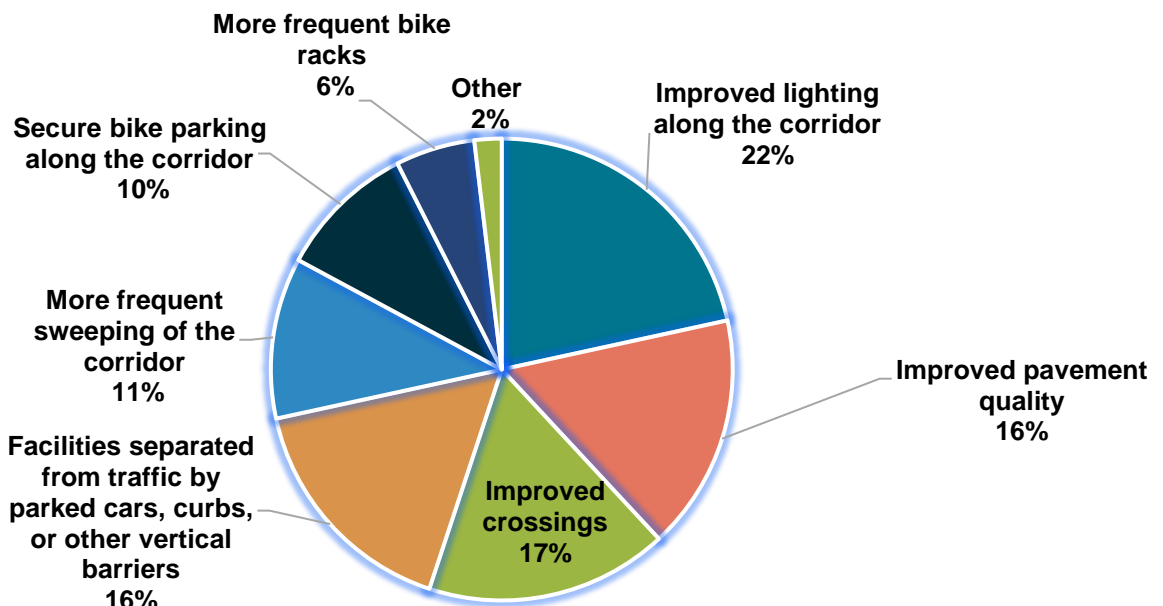
9. As a pedestrian, what kind of improvements would you like to see along the corridor? Select your top three choices.



Other entries included:

- Maintaining what is already there. Would love greenery but you don't maintain it!
- Wind shelters.
- None no one really walks that section of Halsey.
- I am not a pedestrian in this area.
- Better access onto Halsey from side streets would make walking safer. This can only be solved by eliminating parking near access roads to neighborhoods which is already terribly unsafe for drivers and walkers alike!!!
- More car parking. I don't walk very well.

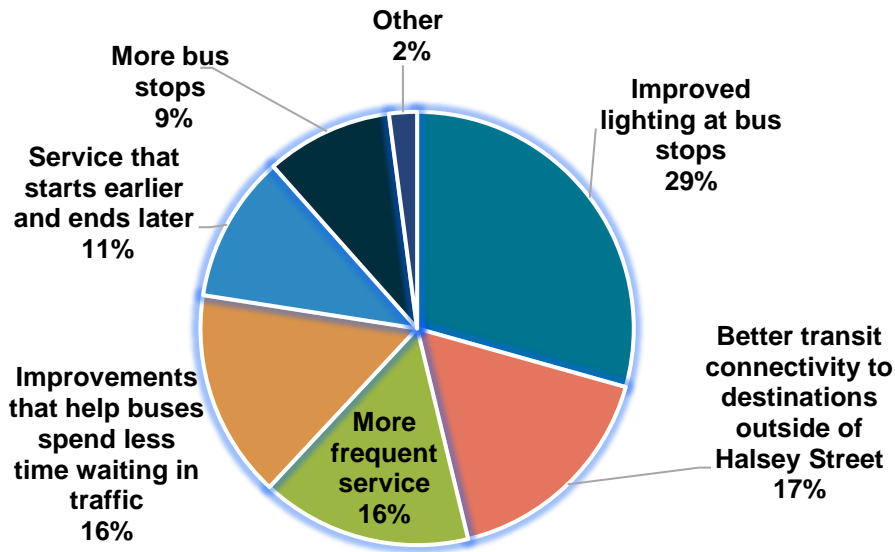
10. As a bicyclist, what kind of improvements would you like to see along the corridor? Select your top three choices.



Other entries included:

- Sidewalk for pedestrian traffic between Halsey and bridge street. There is no sidewalk on either side.
- I do not ride a bike in this area (3)
- Congestion is already high. Adding bikes paths would only increase problems. Improve existing bike paths but do not add to rural road ways. Bicyclist more than not do not follow proper traffic laws and that would only add frustrated drivers.
- Absolutely nothing quit changing the roads PBOT does not belong in Troutdale.
- Nobody rides Halsey except for bike clubs once and awhile. They don't spend money on our towns.
- Safety.
- Do not take the 2 lanes to 1. Not many bikes and they have a sidewalk to use.

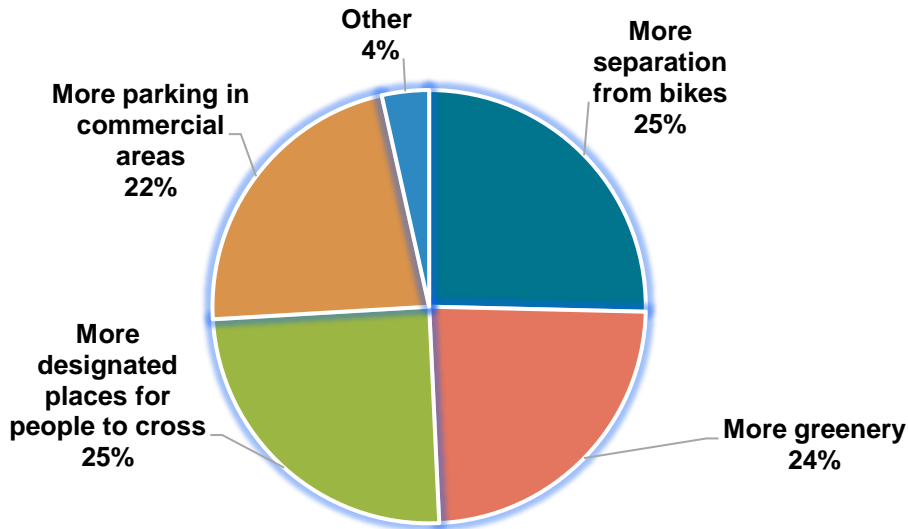
11. As a transit rider, what kind of improvements would you like to see along the corridor? Select your top three choices.



Additional responses:

- Stops cleaned more often.
- Covered seating, garbage receptacles at each stop.
- bus shelters from the wind.
- Make space for at bus stops for buses to stop that don't affect the flow of traffic.
- Less stops.
- Buses are always empty. Not being used.
- Security.
- More bench style bus stops.
- Not a transit rider.

12. As a motorist, what kind of improvements would you like to see along the corridor? Select your top three choices.



Additional responses:

- Designs that slow drivers so I'm not tailgated when going the speed limit.
- Education to bikers and walkers to know the rules of the road. Greenery that is maintained.
- Less parking in commercial areas. It is often not fully used, for example the Target parking lot is usually less than half full. Manmade land covering (paving, asphalt) absorbs more heat and raises the local temperature.
- More lanes and right turn lanes (in addition to regular lanes); left-hand turn signals on all intersections.
- More frequent sweeping and garbage clean-up.
- Leave the roads the way they are.
- See above comment about side street neighborhoods.
- Better roads without potholes and better-timed stopped lights.
- Nothing to obstruct road, bike barriers are dangerous.
- Less trees and other large plants that block visibility.
- More lighting.
- Do not take the 2 lanes to 1. Not many bikes and they have a sidewalk to use.
- Improved separation from bikes & Edgefield concert traffic.
- I don't drive (2)
- Easier access to the freeway during concerts.
- Better curbs and lighting.
- Bus pull offs, passing them when stopped is dangerous.

13. What else do you want us to know?

There were **94 responses** to this open-ended question. Please see the [Appendix](#) for full answers.

Demographics

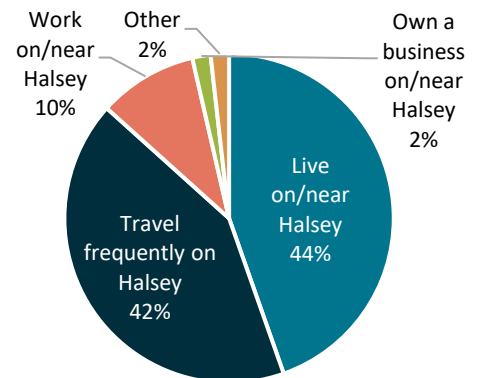
Demographic questions were optional. Responses help the project team understand who they are reaching and what additional outreach is needed for future activities to ensure responses reflect the entire community.

ZIP codes

- **97060 - Troutdale/Wood Village (46%)**
- **97024 - Fairview (32%)**
- 97030 - Gresham (11%)
- 97230 - North Gresham (4%)
- 97080 - Gresham (3%)
- Other ZIP codes included 97009, 97233, 97217, 97220, 97045, 97230, 97202, 97222, 97216, 97218, 97019, 97212, and AZ residents who visit Halsey area in the summers.

What is your connection with Halsey Street in Troutdale, Wood Village, and Fairview?

Most answered that they **live on or near Halsey Street (44%)** followed by **traveling frequently on Halsey Street (42%)**, Others work on or near Halsey Street (10%) or own a business on or near Halsey (2%). A few people mentioned attending church, volunteering on or near Halsey Street, being frequent walkers, and one person participates as a Multnomah County Bicycle and Pedestrian Community Advisory Committee Member.

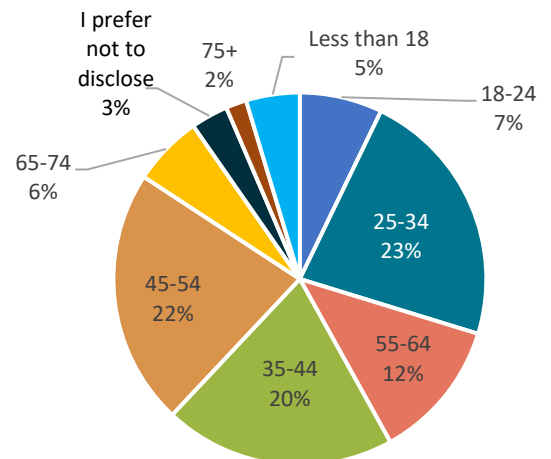


Gender

Most respondents identified as female (68%) and fewer identified as male (28%). Several chose not to disclose their gender identity (3%), and 3% were transgender, non-binary, or gender fluid.

Age

Most respondents were 25-34 (23%) or 45-54 (22%). 20% were 35-44, 12% answered 55-64, and 7% were 18-24. 6% were 65-74, 5% were younger than 18, and 2% were 75 or older. 3% chose not to disclose.



Which of the following describes your racial or ethnic identity?

Most respondents were white (46%), however, 40% of respondents were Latino/a/x or Hispanic. Several respondents did not want to disclose their race or ethnicity (10%). Fewer than 2% were Black/African American, Asian,

or American Indian or Alaska Native, and fewer than 1% were Indigenous, or Native Hawaiian or Pacific Islander.

What languages do you speak at home?

The majority of respondents speak **English at home (60%)** and **33% were Spanish speakers**. 4% preferred not to disclose. Four respondents spoke Russian, and three signed American Sign Language. Two speak Romanian, and 1 person for each language of Vietnamese, Cantonese, Portuguese, French Misteco, Korean, Purepacha, Finnish, Thai, and Japanese.

Which best describes your current housing?

Most people who responded were homeowners (53%), 38% were renters, and 9% preferred to not disclose their current housing.


Do you identify with having or living with a disability?

Most (78%) stated that they did not have a disability.

Of those who responded yes, most preferred to not disclose (36%), followed by mobility or physical disability (18%), mental health (16%), invisible (10%), or visual (9%) and hearing (7%). A couple of people mentioned intellectual/developmental/cognitive impairments.

Appendix

Spanish Responses

- Más pavimento por la Halsey asta llegar a Troutdale (More pavement down the Halsey until you reach Troutdale).
- Nun (No).
- Más seguridad (More security).
- Ojalá y así pudieran arreglar la calle Sandy blvd entre 223 Y 238 (I wish they could fix Sandy blvd between 223 and 238).
- Quisiera un carril seguro para los ciclistas y mas iluminación (I would like a safe lane for cyclists and more lighting).
- Que arreglen la calle 201 y pongan banquetas y arreglar bien la carretera frente a la Reynolds MRS esta falta y se mira muy mal que los trabajos nunca los terminan en otras partes quitan las banquetas que están bien para aser una nueva y hay calles que nunca le ponen nada disculpen por las quejas pero son cosas que realmente se necesitan esperemos si arreglen algo gracias. Todo tipo de servicio que mejore la ciudad (That they fix the street 201 and put sidewalks and fix well the road in front of the Reynolds MRS this lack and looks very bad that the works never finish them elsewhere remove the sidewalks that are fine to be a new one and there are streets that never put anything excuse for the complaints but they are things that are really needed let's wait if they fix something thanks).
- Mas seguridad (policia) Areglen la Calle Por que hay muchos posos en las calles. Mas Luces (More security (police) Areglen, Street Because there are many grounds in the streets. More lights).
- Muchas gracias! (Thanks a lot)
- Muchas gracias por tomar en cuenta nuestras opinions (Thank you very much for taking our opinions into account).
- Me gustaría que fuera una calle segura, con un entorno familiar (I would like it to be a safe street, with a familiar environment).
- Más luz y más distancia de las bicicletas (More light and more distance from the bikes).
- Que allá más cruces de peatones  (That there more crosswalks).
- Muchas gracias por tomarnos encuesta (Thank you very much for taking the survey).
- Gracias. (Thanks)

English Responses

General Roadway

- Neighborhoods are already inundated with condo residents parking on our streets and along Halsey. The new apartment complex will magnify this 200%. The city truly needs to stop people from parking near access roads to Halsey and also up the side streets and on curves and corners in neighborhoods. Someone is going to get hit, hurt or maybe killed as kids do not watch for cars and all these parked vehicles block kids and pedestrians as well as cars and trucks from neighborhood residents who actually live here. I personally feel like we are ignored,

and firetrucks would NOT be able to get to the cul-de-sac or maybe not even turn off of Halsey because of idiots parking both sides all the way to corner on Halsey and up side streets

- We need to fix what is currently broken and enforce things that are currently in place. We need potholes filled and we need 257th repaved with concrete. The trucks are making it such a washboard that it is vibrating the houses along 257th like there's an earthquake. Also what happen to the semi's not using their air brakes at all hours along 257th? We have lived here for over 30 years and the roads have never been so terrible. Instead of spending money on things like bike lanes which are hardly ever used how about we actually fix things that are broken or breaking down
- We need to stop making driving in the area difficult. Very few people walk or ride bikes as they main form of transportation. These bike lanes and concrete barriers going up all over are congesting traffic
- Honestly would prefer some attention to roads and motorists over walking/bikes. It rains here 8-9 months of the year! Our roads are terrible and no one's fixing the potholes, but let's spend money to add more concrete elsewhere? Motorists pay fees into the system yet our roads are trash and now we have to subsequently pay more in vehicle maintenance because of the road conditions but yeah sure let's make pretty bike and walking paths that will get used 2 months of the year. The whole project is silly....other than by Edgefield due to concerts, there should be walking space but perhaps that should be on the business not tax payers...
- It's extremely hard for me to get home during concerts at Edgefield. The freeways and exits are backed up and people cut in and out of lines causing accidents. It's hard for residents to get in and out of their homes. Edgefield should create another alternative exit on their land since it sits empty
- Traveling on Halsey past Edgefield is unsafe for motorists and pedestrians. I drive this road every day. Many tourists don't know where the entrance of Edgefield is so they create traffic trying to see- need improved signs and lighting. This area is in desperate need of sidewalks with the amount of foot traffic it creates. It's so unsafe. There's a homeless man that has his dog in a bike rack that swerves into the road because he has no room to bike. Concert traffic makes it difficult to get in & out of my neighborhood- there needs to be a separate lane for this high volume of vehicles swarming in. Traffic from these concerts can block up the road all the way to 201st
- I would like to see signage that reminds everyone we share the road and sidewalk spaces with bicycles and pedestrians
- Please for the love of all that is holy, do not put a roundabout in! Seriously, I beg of you from the depths of my soul! ADA issue: They are impossible for people with mobility issues to safely traverse
- Repave the surface of the road fixing the potholes. Nothing else needs to be done Just don't fuck it up like Division. It used to be a great way to get around town and now it's a nightmare to drive down
- Fix the streets on Halsey 206
- You can't keep making it more pedestrian and bike friendly driving cars out. People live out here and have to commute by car, the bus service it not frequent enough or safe any more. Stop push cars out, stop making high rise apartments
- Stop trying to make this area something it isn't. So many empty businesses and more and more

residents/traffic. Leave it alone...not everywhere needs to be "improved". I weep for the wildlife

- Do you people drive a car? I doubt it.
- Wherever possible, physically separate vehicular from pedestrian and bicycle traffic. Where cost prohibitive at least consider candle stick separation.
- 2. Question 8 is confusing:
"Option 2: "Paved shared use path and a shoulder bike lane". Where is the shoulder bike lane in that picture?
- Due to the level of traffic for concerts, etc at Edgefield, I think that separated street, bike lane, and sidewalks should be a priority. Specifically, from 238th to 257th. Also, I am in favor of a roundabout at NE Fairview Parkway and Halsey.
- As population increases. Please keep the traffic flow good. No parking on the street.
- Lighting is important. What is happening with the empty between 223rd and wood village blvd? Landscaping is important but it MUST be maintained including storm water swales and drains. Sidewalks must be maintained for those using mobility devices. Including the sidewalks that branch off of halsey. We need to have sidewalk inspections to ensure maintenance. also ensuring brush and landscaping isn't blocking sidewalks.
- Seems like the motorist is getting pushed off the streets and loosing a lot of parking options in Portland/Gresham, in lieu of bicycles, bus lanes, big separations with curbs and posts between bikes and cars, . Would hate to see this happen in Fairview/Troutdale. Lets not spend millions of dollars on fancy bike lanes that only a few cyclists use.
- The sidewalks and bike lanes are ok.
Put the money into repairing the streets. The holes are just horrible.
- I really think we need wider streets in Fairview. Very hard with parking on both sides and only one lane for 2 way traffic.
- There needs to be garbage receptacles at every bus stop. Additionally, more covered sheltered bus stops are needed. The east wind is brutal and people using public transit need to be sheltered from it.
Also, there is always considerable trash at already. Existing bus stops as there is no place to place their trash when they're getting on and off the bus.
- Add a 4 way traffic light at Glisan & Market street to increase safety for pedestrians and bikes and motor vehicles.
- Please do not put the round about in! The traffic will never stop! Turning left from 213th and Halsey will be very hard. Improvement is needed between 213th and 7th street. Residents can then travel the two connectors Hancock/Cedar and San Rafael/Main to the road with a signal. Cross walk needed at Market Drive and Halsey for people crossing to Target. Sidewalks need to be kept shrubbery/tree branch free. I can not safely walk on the sidewalk along Halsey with the greenery overhanging from yards or on Fairview parkway when the blackberries overhang the sidewalk.
- More bus stops in wood village
better light on side walks near wood village
- More bus stops near wood village clean side walks.
- More bus stops by wood village
- Fix 223st to Walmart on Sandy, no sidewalk and a few potholes

Pedestrian Related

- I look forward to there one day being a continuous sidewalk from Troutdale to Wood Village
- I appreciate all the improvements you have made to make it safer for pedestrians. I look forward to the shops and businesses that will create a vibrant community. You have such a pretty area,

thank you for taking time to get community input

- Sidewalk or path they connect downtown Troutdale with Edgefield for walking to concerts or a movie
- Would love to see cyclist and pedestrians share a wider sidewalk where bikes are totally off the road. I think the only part of the corridor subject to a lot of speeding is in front of McMenamins. Therefore, the character of the road doesn't need to be changed to make drivers slow down because they feel the road is less safe.
- A Fairview area desperately needs a sidewalk between Halsey and bridge street. Foot traffic is heavy and it is a death walk for those few blocks!! It has been the same for years and years and I'm surprised no one has taken that into consideration!! PLEASE Make this a priority.
- I know this survey was not about signals but I want to mention again how badly a signal is needed at Edgefield. Especially after pedestrian improvements are in place, and more bikes and peds are near by it is even more important to improve safety for all when drivers are looking for the entrance to Edgefield and speeding to get out of their drive.
Thanks for all your doing for our community!

Bike Related

- While bike lanes are needed, please don't take away all of the parking. This is especially true in areas where there are small businesses etc.
- Please do not add bikes lanes to East Multnomah County. I've lived in this area all my life. The traffic has already increased over the last 6 years and it would just cause frustration. The Columbia River Hwy needs bike lanes because bicyclists do not keep up with flow of traffic or common-sense laws. Please update existing bike lanes or make bike lanes off frequently used roads. Halsey already has high traffic congestion. Sidewalks where there isn't any would be useful on Halsey. 162nd in Halsey and Sandy needs sidewalks and a updated safer intersection.
- Less bikes! Less paths! Bikes take the whole road. O respect to others. All the paths will be full of tents. Sorry to be so negative. But too many bike paths already. We need more lanes. Less green paint! Cross walks are not even used
- This path would lead to where? Troutdale is very congested with traffic from I- 84 already. I don't think bikes on The Columbia River Hwy or up the hill into Troutdale or towards I84 and The Sandy Delta is a good idea. What is the full plan? Metro has been trying to connect Downtown Troutdale to the Springwater Trail for years. I feel this is working towards that. We all know that the SWT is no good for our property values and safety. Directly near Edgefield would benefit but the rest of it does not make sense and wouldn't be smart for the area. Still a no
- Really don't need a bike lane out here near edge field/Woodville area. there's very few if any bicycles ever out there even during the day. Way to much big semi's and traffic for any bicycles to use even if there was a bicycle lane. I do not see a reason to add a bicycle lane like division street. All of these improvements have just made it harder to drive in this metro area. until spring water and mall 205 bicycle path is safe to use there won't be a return of bicycle use out here in east county. I travel to work every day to Troutdale. Using Halsey
- My biggest complaint regarding bike lanes that are separated from vehicle lanes by a physical barrier is they are a trap for garbage/broken glass. City of Portland has areas like this and they

aren't maintained/swept. Frustrating to get flats and each time it's a tube replacement and/or a tire replacement.

- Protected cycle tracks are a great improvement, but I am concerned about the width of the bicycle facilities being narrowed from 6' down to 5'. Even with the 2' buffer, this is not wide enough for most people on bikes to comfortably pass each other, especially when directly adjacent to parked cars.

Trees/Greenery

- More green less concrete
- Putting trees and large plants near the curb blocks visibility for persons operating vehicles. Putting them on the other side of the curb, away from the road, would increase visibility and therefore increase pedestrian safety
- It would be amazing to have fruit tree along the walking areas that everyone had access too! Healthy snacks for everyone including the houseless individuals.
- Please focus on sustainability and climate change mitigation: increasing shade, minimizing paving and driving, and encouraging walking.
- Shade trees are really needed. Also, dog poop bins or at least some garbage bins.
- Make more greenery.

Other

- Not Halsey corridor, but a flashing yellow would be nice going South on Marine Drive turning East onto NW Sundial as that intersection is extraordinarily bad to negotiate in that direction as a cyclist. Waiting for a green that sometimes doesn't trigger is dangerous considering the speed of traffic in both directions
- No change!
- Waste of money and not needed
- This is idiotic that nothing is mentioned about the need for law enforcement that will actually do something. The streets are dangerous because of people who don't care if others get hurt. But, OK plant a tree, and ignore the facts.
- This survey was really hard to fill out because you have to scroll up and down and up and down to look at the various choices. The page layout should have allowed us to see all the options for each question on the same screen.
- Please please please bring electric vehicle charging station to Fairview!!
- When will this take effect?
- I would love to have (separate from the trimet busses) a tram/trolley that would take you from the new Heart of Fairview across from the VA clinic to Glenn Otto Park in Troutdale and back again (with stops along the way).
- Like I said above in maintenance. What good does it do to improve and beautify our cities and Main Streets when it's not kept nice. Wood village and troutdale are more maintained than Fairview. Fairview pkwy and the intersection of Halsey/Fairview Pkwy are an embarrassment to the residents of Fairview. It was beautiful when built. Now ugly weeds and overgrown blackberries

WELCOME TO FAIRVIEW

- Consider small business opportunities to be in the forefront of Halsey (better exposed to the public), or improve the signage for small business.
- I don't want to create lots of beautiful open spaces that will then be consumed by our homeless population. If you want a beautiful city more big open spaces will only encourage more for to set up camp. That will ruin the safety and beauty of our city.
- I'm tink I answer al ready my town needs
- I we like to see, community working together with of the city.
- Not much because most of the things I wanted were in here.
- To the cars to go slow