

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 the spring of 2023, project staff conducted an online survey to collect input on the current and future needs of the Halsey corridor, and to reaffirm feedback from past outreach. The survey was open from February 6 to March 13, 2023 in both English and Spanish. **There were 176 English responses and 3 Spanish responses.** In total, there were **179 survey participants.**

Themes and Takeaways

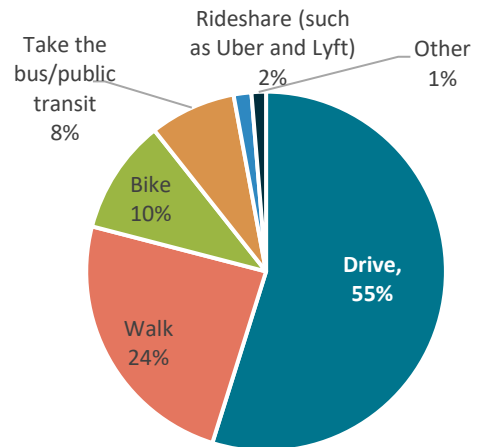
Below are the general findings for all responses. The next section unpacks the details for each question and the appendices provide all open-ended responses.

- Overall, **most participants drive, and about a quarter walk**; fewer bike throughout the corridor or take the bus/transit.
- Most travelers use Halsey for **shopping** or because they **live in the area**, although many mentioned working nearby and using the area for recreation. Visiting Edgefield was also commented on frequently.
- **When asked what they liked about Halsey**, several people said that it wasn't too crowded or busy with traffic, gave a direct connection to multiple areas such as the freeway, restaurants, and shopping, and was easy to use for exercise/recreation.
 - Many also enjoy the parks and natural areas, relative cleanliness, and ease of biking and public transit.
- **Overall safety was the highest priority.**
 - When looking at safety challenges while driving compared to walking, biking or taking the bus, the same intersections were rated of highest concern: Graham Road/257th; 223rd; Fairview Parkway; and 238th.
 - Most people wanted to focus on consistent sidewalks, greenspaces, improved lighting, turn lanes, speed enforcement while maintaining access throughout the corridor, and creating a welcoming environment for businesses and visitors.
- **Segment 3 needed improvements** (near Edgefield), according to most respondents.
- Several respondents were concerned about wasting tax dollars on projects they don't feel are necessary or focusing on the wrong areas. Many were also worried about increasing crime and were concerned about bigger city ideals ruining the suburban and natural feel of the area, or making it more difficult to travel through.

INDIVIDUAL QUESTION RESPONSES

How do you get around the Halsey corridor?

Most respondents **drive (55%)** or **walk (24%)**. Approximately 11% bike, 8% take the bus or public transit and just under 2% use rideshares such as Uber or Lyft.



Why do you travel on Halsey?

Most people travel along Halsey Street to **shop at businesses and retail stores (28%)**.

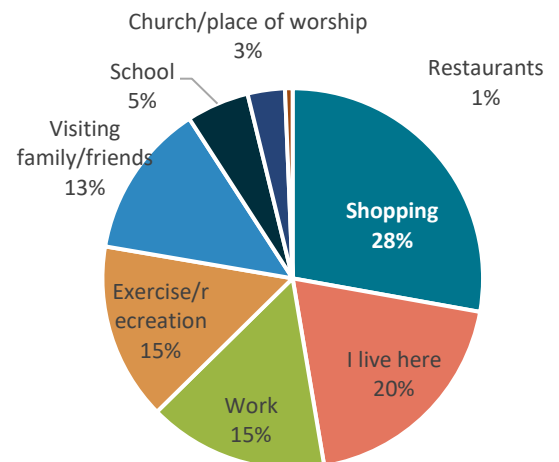
Others live in the area (20%)¹, followed by working along Halsey Street (15%), exercise and recreation (15%), and visiting family and friends (13%).

Of those who filled in the “other” category, traveling to Edgefield and commuting through the area were the most common responses.

What do you like about Halsey Street?

There were **121 responses** to this open-ended question. Please see [Appendix A](#) for full responses.

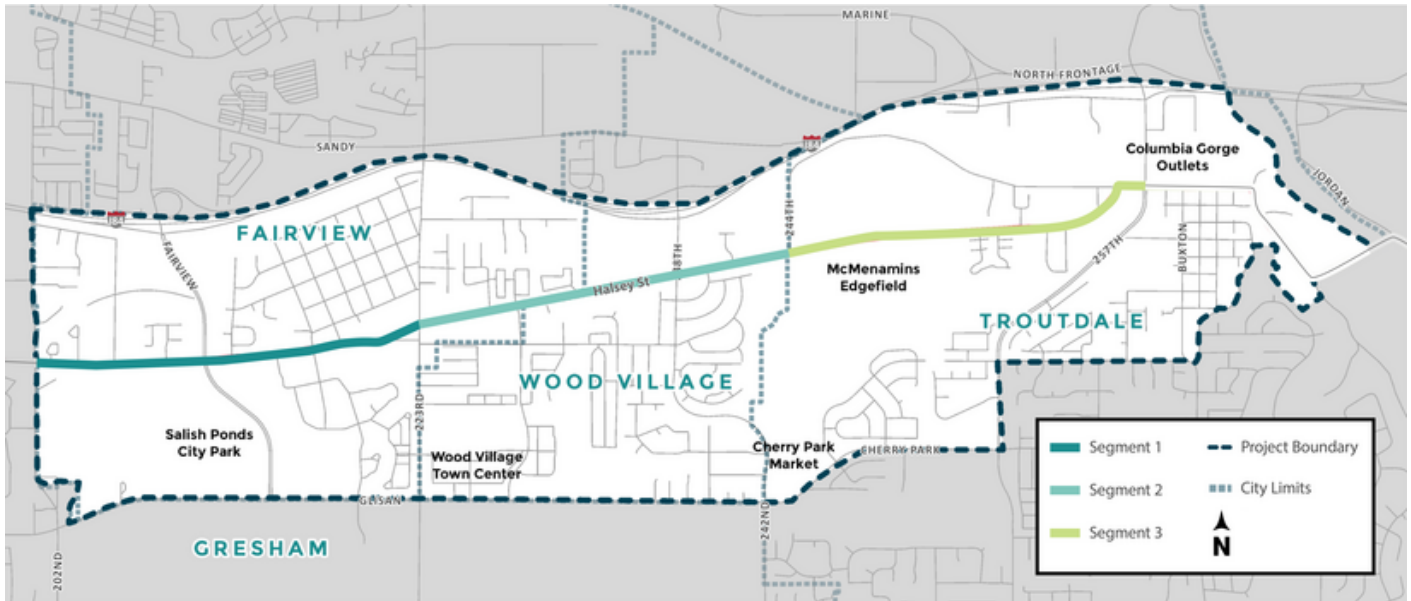
Most people like that Halsey Street is **an easy thoroughfare to travel through and not as busy as other streets**. Many also appreciate that it is a direct connection to many destinations and offers an alternate route to traveling on the freeway.



Many people also mentioned enjoying **access to amenities along Halsey Street, such as shopping, restaurants and food carts, and specifically Edgefield**. Many commented on enjoying the open and rural feeling the street provides, while enjoying parks and viewing natural areas while commuting. Others also commented on the ease of travel due to the long distances between streetlights. A few mentioned the ease of biking along the corridor, using the bus, and the general cleanliness. Some mentioned not enjoying Halsey Street, as there are unsafe truck and vehicle speeds, and concerns about crime in the area.

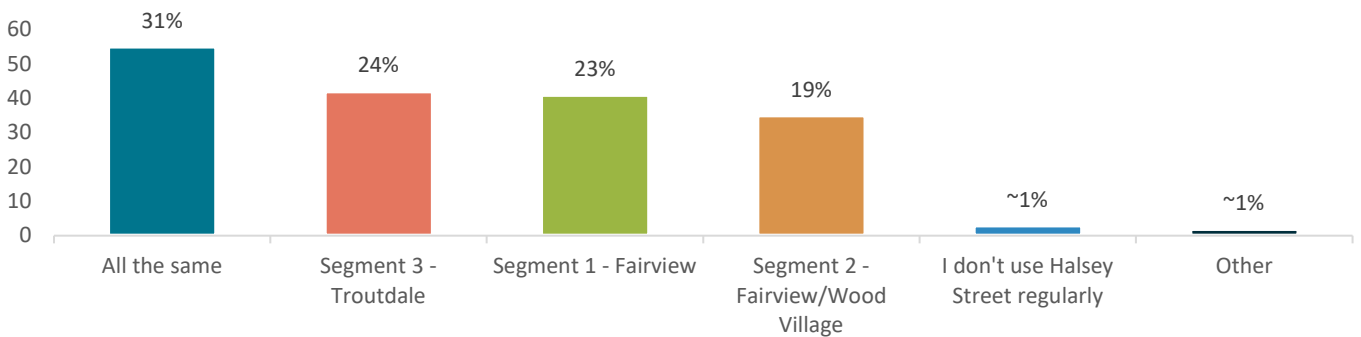
¹ There were 15 survey responses that were recorded before the option “I live here” was added.

Halsey Main Streets Survey #1 Summary



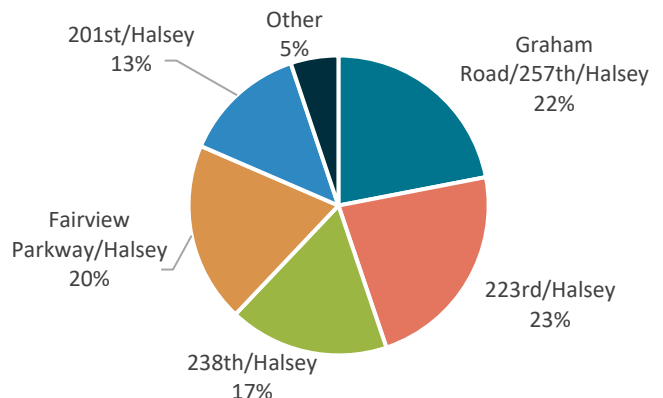
The map above shows the three-mile stretch of the "main street" project area. Which area do you use the most often?

Most respondents use the Halsey corridor equally (31%), followed by Segment 3 – Troutdale from NE 224th Avenue to NE 257th Avenue (24%) and Segment 1 – Fairview from NE 201st Avenue to NE 223rd Avenue (24%). Respondents used Segment 2 – Fairview/Wood Village from NE 223rd Avenue to NE 244th Avenue 19% of the time.



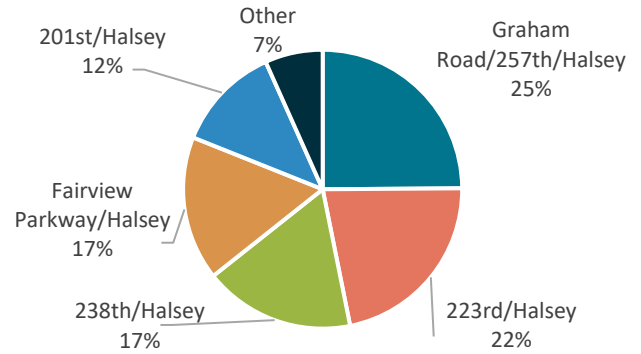
In the 2020 survey, we heard that safely crossing the street when walking, biking, or using mobility devices were a big issue. Which signaled intersections feel the most unsafe to cross as a pedestrian or cyclist on Halsey Street?

Respondents felt that the intersection of Halsey Street and **Graham Road/257th** was the most unsafe when walking, biking, or using mobility devices (25%); followed by 223rd (22%) and then Fairview Parkway and 238th (17%)



Which signalized intersections feel the most unsafe when driving on Halsey Street?

The signalized intersection at **223rd and Halsey Street** felt the most unsafe (23%) followed by Graham Road/257th and Halsey Street (22%).



Which other intersections or locations would you like to tell us about?

There were **51 responses** to this open-ended question. *Please see Appendix E for full comments.*

The **overarching concern was safety along the corridor**, such as lighting, turn lanes, protected bike lanes, and sidewalks. Several people called out unsafe drivers and speeds. Those who answered specific intersections named the following:

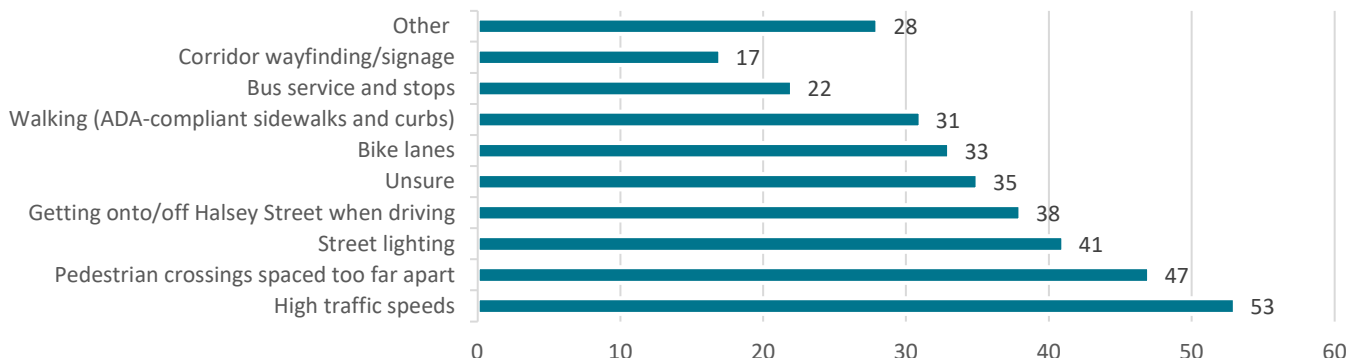
- NE Halsey and Wood Village Boulevard
- The area around the Target store
- The crossing, turn lane, and sidewalks at NE 223rd
- Sidewalks and crossings by Edgefield
- The section between NE 238th and NE 257th
- The NE 223rd turn lane and sidewalks
- The crossing at NE 244th
- NE Market Drive in Fairview

Challenges

For the following questions, respondents were asked to share the challenges they see on Halsey Street since the 2020 survey results showed there were challenges getting around on Halsey Street.

Segment 1 (NE 201st to NE 223rd Avenue)

Many respondents felt that **high traffic speeds were their top concern (15%)** for this segment. People were also worried about pedestrian crosswalks being spaced too far apart (13%), not enough street lighting (12%), and issues getting onto and off of Halsey Street (11%).



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Of those who responded with “other,” many did not have issues this stretch of Halsey Street. Those who did mentioned a need for turn lanes or sidewalks, and improved safety measures. *Please see [Appendix B](#) for full comments.*

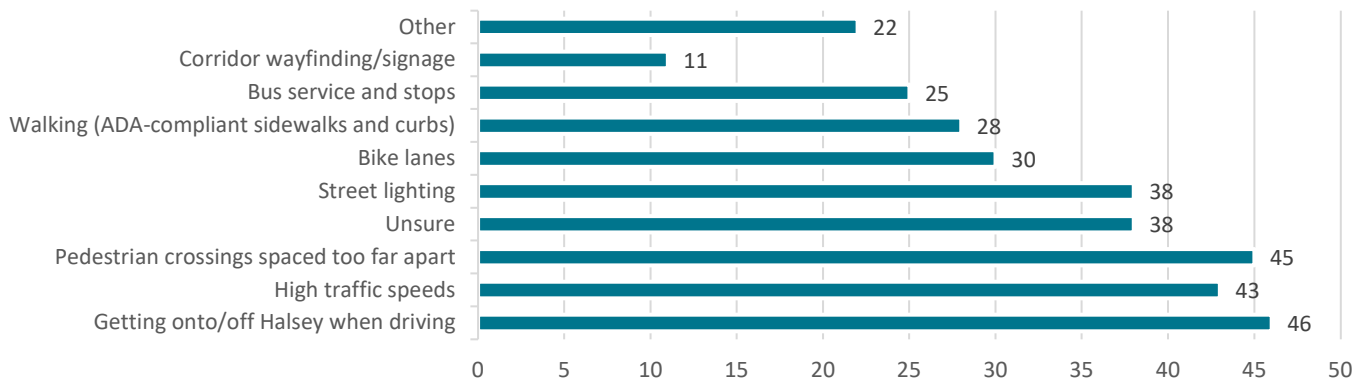
Of the respondents that answered they live in **Fairview (Segment 1)**, their responses were mostly focused on pedestrian crossings, street lighting, getting onto/off Halsey when driving and high traffic speeds.

Segment 2 (NE 233rd to NE 244th Avenue)

There was an even mix of challenges along Segment 2 of Halsey Street. This includes getting onto and off Halsey Street (14%), high traffic speeds (13.5%), pedestrian crossings being too far apart (13%), those unsure (12%), and street lighting (12%).

Those who answered “other” reiterated concerns with speeding, traffic, sidewalks, and bike lanes. *Please see [Appendix C](#) for full comments.*

Respondents who answered that they live in Wood Village (Segment 2) expressed challenges with getting onto and off of Halsey, high traffic speeds, and pedestrian crossings being too far apart. Several also indicated that they were unsure about challenges in this segment.

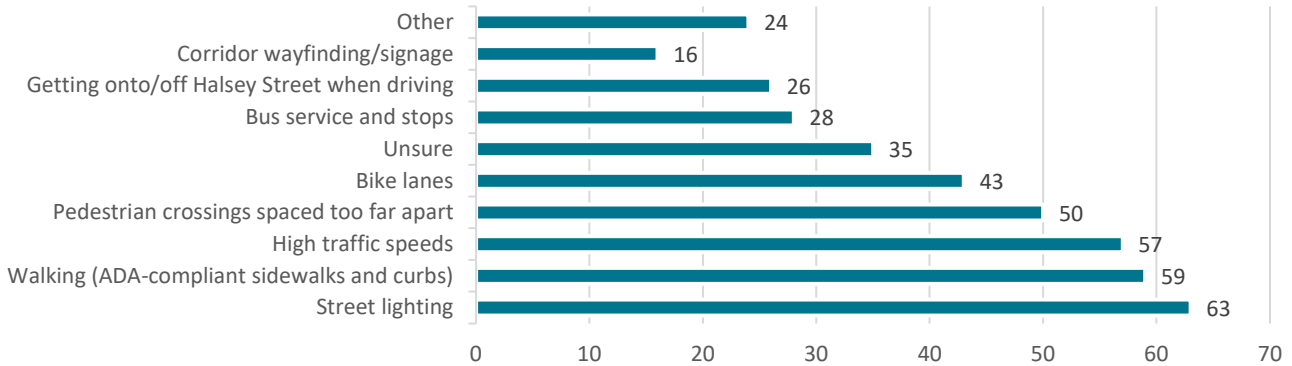


Segment 3 (NE 244th to NE 257th Avenue)

Many respondents considered **street lighting to be their top challenge in Segment 3 (16%)**, followed by ADA compliant sidewalks and curbs (15%) and high traffic speeds (14.5%). Pedestrian crossings (12.5%) and bike lanes (10.5%) were also an issue.

Those who responded with “other,” mentioned Edgefield traffic, a need for turn or bike lanes, and that this area needs the most improvements. *Please see [Appendix D](#) for full comments.*

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Respondents who answered that they live in Troutdale (Segment 3) wanted improved street lighting, ADA compliant sidewalks and curbs, to focus on high traffic speeds, and improved pedestrian crossings.

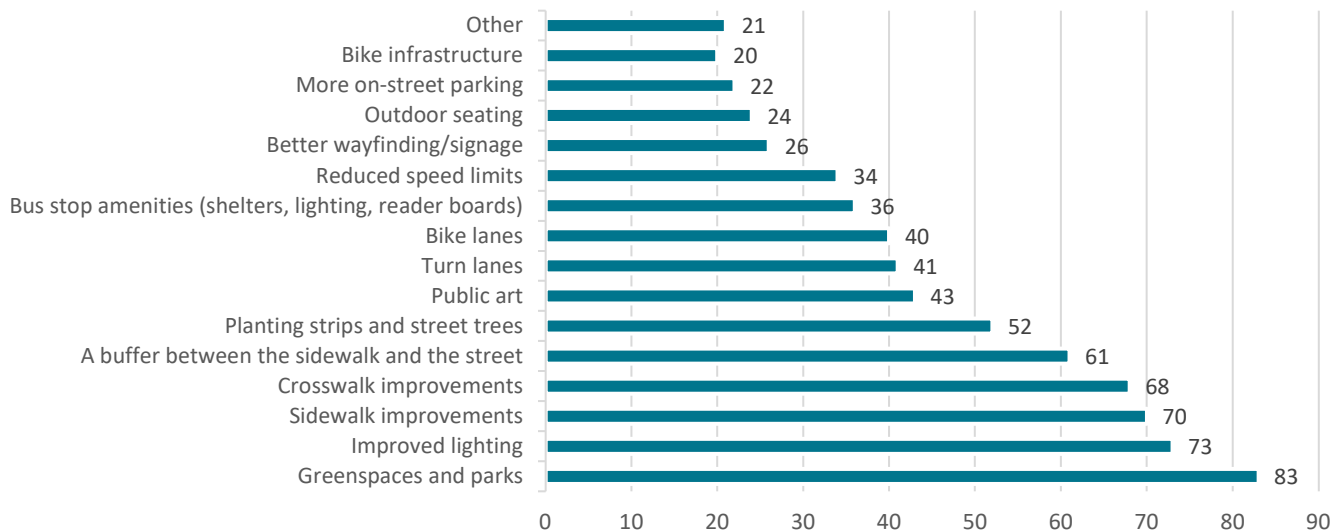
Improvements

Respondents were then asked about the improvements that were most important for each segment.

Segment 1 (Fairview)

Greenspaces and parks were the most important improvement for Segment 1 (12%). Others felt that improved lighting (10%), sidewalks (10%) and crosswalks (9%) were also important. A buffer between the sidewalk and street (9%) and planting strips and street trees (7%) followed.

Of those who answered “other”, several respondents felt that money should be spent on other areas, wanted increased safety, or did not use this segment often. *Please see [Appendix F](#) for full comments.*

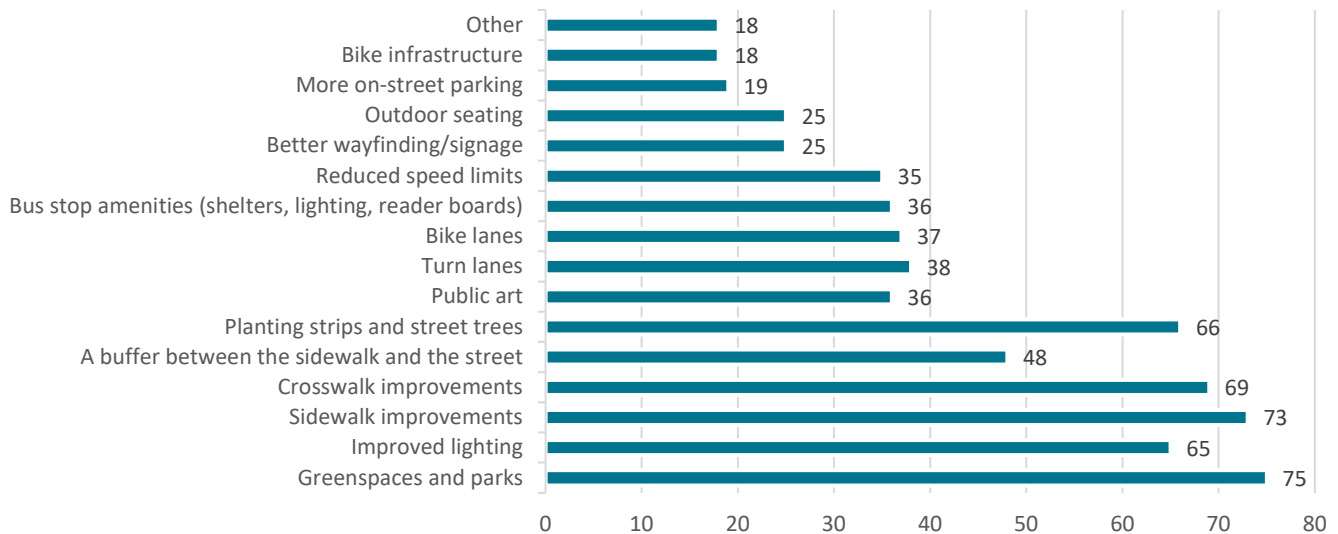


Those who answered that they live in Fairview (Segment 1) wanted more greenspaces and parks were their top priority, followed by improved lighting and crosswalk improvements.

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Segment 2 (Fairview/Wood Village)

Greenspaces and parks were the most important improvement for Segment 2 (11%), followed by sidewalk improvements (11%), crosswalk improvements (10%), and planting strips and street trees (10%).

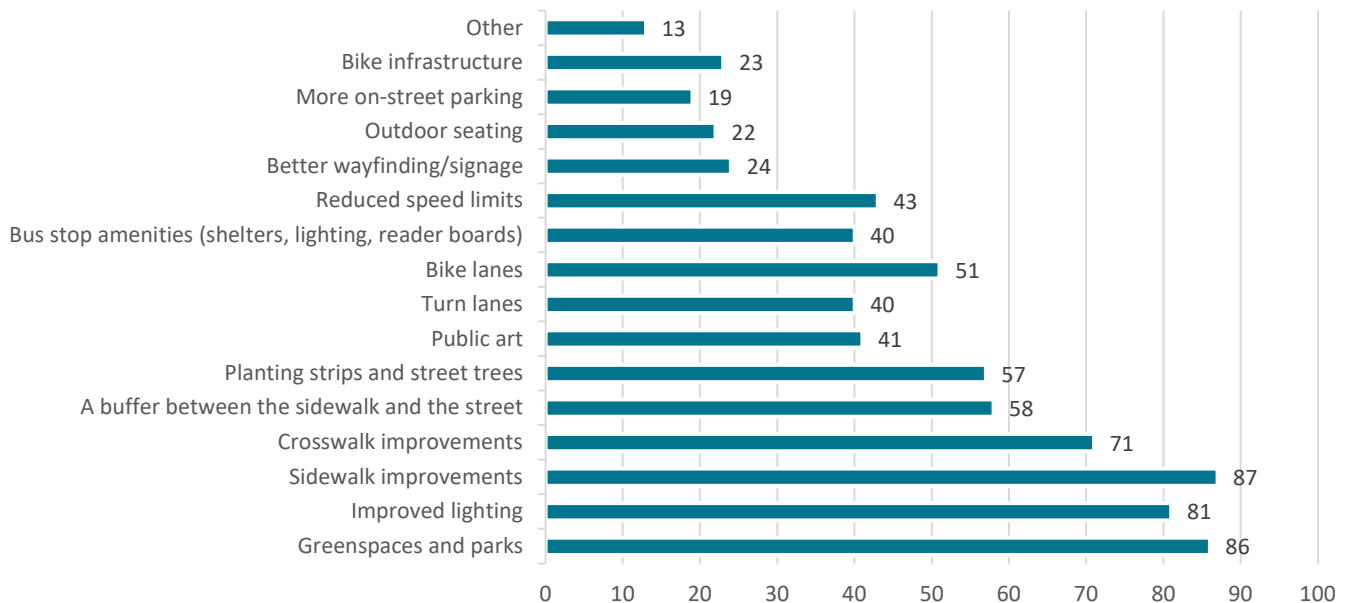


Those who replied “other” wanted more safety or felt money should go to something else. *Please see [Appendix G](#) for full comments.*

Respondents who answered that they live in Wood Village (Segment 2) indicated that they wanted more planting strips and street trees, greenspaces and parks, and improved lighting.

Segment 3 (Troutdale)

Greenspaces, parks, and sidewalk improvements were the highest priority in Segment 3 (11.5%), with lighting close behind (11%). Many respondents wanted crosswalk improvements (9%) and a buffer between the sidewalk and the street (8%).



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Those who responded “other” mentioned concerns about crime and safety. *Please see [Appendix H](#) for open ended responses.*

Respondents who answered that they live in Troutdale (Segment 3) wanted to focus on sidewalk and lighting improvements, and greenspaces and parks.

What is the most important change you would like to see on Halsey Street?

There were **112 responses** to this open-ended question. *Please see [Appendix I](#) for full responses.*

Overall, **consistent and safe sidewalks and crosswalks** were mentioned the most frequently. Other improvements included:

- Bike infrastructure such as buffers
- Improved lighting
- Safety and crime reduction
- Speed and traffic management
- Turn lanes
- Greenspaces

Many wanted improvements to the area near Edgefield while keeping the natural appeal of it. Others wanted to encourage business growth and community amenities.

What else should we know as we start this project?

There were **77 responses** to this open-ended question. *Please see [Appendix J](#) for full responses.*

Safety along the corridor was a top concern, especially related to large truck safety, speed, protected crosswalks, turn lanes, and concerns about increased crime. A few people mentioned safety concerns related to traffic during Edgefield concerts.

Many respondents wanted to **encourage business and retail growth**, as well as **invest in community spaces**. Several people wanted to make the area more aesthetically beautiful. Some wanted the corridor to be more walkable and bikeable, while others felt the area should remain a car centric thoroughfare without planted medians or additional bike infrastructure.

A few people were concerned about the equitability of the decision-making process. Others were concerned about the cost of the project and felt funds should be focused on updating current infrastructure or in targeted areas.

Demographics

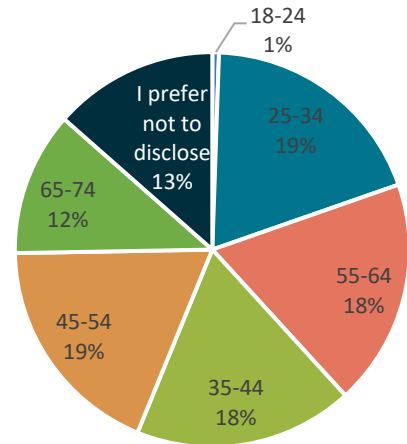
Demographic questions were optional. Responses help the project team understand who they are reaching and what additional outreach is needed for future activities to ensure responses reflect the entire community.

ZIP codes

- **97060 - Troutdale/Wood Village (41%)**

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- **97024 - Fairview (41%)**
- 97230 - North Gresham (6%)
- 97030 - Gresham (5%)
- 97019 - (3%)
- Other ZIP codes included 97202, 97080, 97217, 97233, 97121, 97201, 97080, 97220, 97080, 97089, 97045, 97233, and 97213.



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

Most answered they **live on or near Halsey Street (72%)**. Others work on or near Halsey Street (19%) or own a business on or near Halsey (7%).

Gender

Most respondents identified as female (57%) and fewer identified as male (33%). Several chose not to disclose their gender identity (9%), and just over 1% were non-binary or gender fluid.

Age

There was a relatively even mix of ages for respondents, with 25-34 and 45-54 at 19%, and 35-44 and 55-64 following at 18%. 12% of respondents were 65-74 and one person was 18-24.

Which of the following describes your racial or ethnic identity?

Most respondents were white (74%).

Several respondents did not want to disclose their race or ethnicity (13%). Only 5% of respondents were Latino/a/x or Hispanic, 3% were Asian or Black/African American, and fewer than 2% were American Indian or Alaska Native, or Native Hawaiian or Pacific Islander.

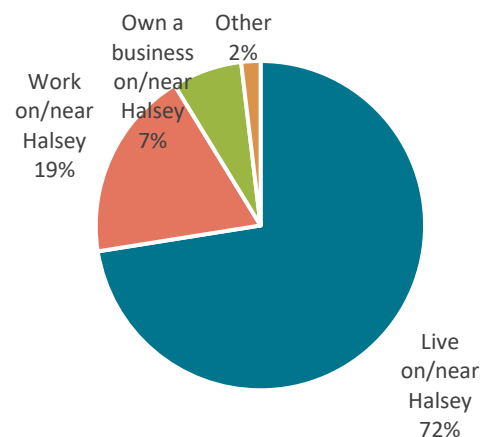
What languages do you speak at home?

The overwhelming majority of respondents speak **English at home (84%)**. Some (9%) preferred not to disclose. There were few Spanish speakers (4%), and one person spoke Russian, Cantonese, Ukrainian, Dutch, Japanese, or Portuguese.

Below are the comments collected from Spanish-speaking respondents:

What Spanish-speaking respondents like about Halsey street:

- Los bus quedan x donde vivo i el freeway las tiendas cercas. (The buses are x to where I live, and the freeway and shops nearby).
- Las tiendas. (The stores)



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The most important changes for Spanish-speaking respondents:

- Q respeten la velocidad todo. (Respect all speeds).
- Que bajen la velocidad permitida. (That they lower the allowed speed)
- Más iluminación y paradas de buses cercas y para cruzar. (More lighting and bus stops, crosswalks).
- Crear un espacio seguro para peatones al igual que conductores. (Create a safe space for pedestrians as well as drivers.)

Which best describes your current housing?

Most people who responded were homeowners (66%), 27% were renters, and 7% preferred to not disclose their current housing.

Do you identify with having or living with a disability?

Most (71%) stated that they did not have a disability.

Of those who responded yes, most preferred to not disclose (39%), followed by mobility or physical disability (27%), mental health (15%), or invisible (11.5%). A few people (4%) had visual or intellectual/developmental/cognitive impairments, and one person had a hearing impairment.

Appendices

Appendix A - What do you like about Halsey Street?

- A very uncluttered street that connects the hearts of all 3 Cities.
- Absolutely nothing. It is deafening to walk. Big black diesel trucks intimidating pedestrians, along with LOUD, old cars.
- Best direct driving route between Fairview, Edgefield, downtown Troutdale, 1000 Acres Park, and Columbia River Gorge historic corridor.
- Busy, poor lighting, dangerous, no pedestrian space, ugly.
- Clean and full lighted.
- Close to shopping and parks.
- Convenient area to most things.
- Easy access to freeway from home.
- Edgefield is one of the main reasons to travel down Halsey.
- Eh. Don't necessarily like or dislike.
- Fairview oaks apartments need some type of Barrier wall against Halsey Street! My bedroom window faces Halsey, and many trucks, n cars 🚚 🚗 🚙 Commute by. I'm paranoid that a vehicle will come through my bedroom window one day please help. Furthermore people of all types pass by walking on the side which should make easy access, for a burglar. 🕵️ Please help me feel safe , for I am a disabled senior citizen. I must stress please help! 🙏
- Flat, straight and clear visibility down the street.
- Good traffic flow. More controlled crosswalks for safety are needed. 4 lanes the entire length would also be great, more turn lanes too.
- Halsey is a great connector road that ties together all three cities and to Columbia River Gorge. If the improvements are well thought out, Halsey could become a huge asset for the community and provide opportunities that don't exist today.
- Halsey is a nice flow of traffic.
- Has 4 lanes unlike Glisan which is ruined now thanks to ODOT.
- Headed east past 238th the area has a more rural feeling with lots of open space for natural habitats.
- I enjoy the views and the parks. Plus, it connects quickly to different parts of town with minimal traffic.
- I like that it hasn't changed or been modified like those stupid streets in Portland.
- I like that it is a fairly quick drive to get from NE 201st in Fairview to NE 257th in Troutdale. I enjoy that it passes through some farm/rural-ish landscapes.
- I like that it is an alternative to get into Portland without using the highway. I also love that we have so many great areas to enjoy on Halsey, parks, McMenamans, and others. I would hope that we could have a sidewalk the entire way to safely move on foot in between all of the great walkable locations.
- I like that it is so near the highway making it very accessible, and that it connects our three cities.
- I like that it's close to the freeway and connect the Fairview and Troutdale food carts along with Edgefield.
- I like the areas that are wide and improved. I like the Historic area between 257th & the Sandy River. I like Target and the improved shopping areas near it. Everything on Halsey is nice when you

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are east of 223rd. The intersection at 223rd and Halsey seems to be problematic though. Also, the access in and out of Edgefield is so congested during their busy times (concerts, holidays, etc.) That could be much better and safer.

(*I think you meant to list segment 3 as beginning on 244th, not 224th, below)

- I like the community and the flower baskets.
- I like the downtown Troutdale, Edgefield, and expansive views. I also like the new developed area on 242nd and Halsey.
- I like the trees and open undeveloped spaces.
- I like the variety of businesses near Troutdale, especially Edgefield. I also like seeing all the trees.
- I live in east Portland and I love riding my bike on the Gresham Fairview trail to Halsey and then taking it all the way from 201st to the Sandy River. Halsey really is a straight shot to the river and I think it would be amazing to have more fun shops and pubs on the road. Another great thing about Halsey is McMenamins Edgefield. I'd love to see an improved bike lane on that segment of Halsey.
- I live on Halsey. It's a gateway street to just about everywhere I travel. It's also a quiet st to live on.
- I mostly run on Halsey. Fairly flat, which is nice for running. If I drive, it is to meet up with friends to run.
- In Wood Village area , I like its 2 lanes both ways and open.
- it connects many aspects of my life into a fairly compact area.
- It doesn't feel like a standard county arterial - there are flashes of park, wetland, and open fields. There are some good amenities on Halsey - like Edgefield and the food carts - and there could be much more.
- It has a good speed limit not too slow not too fast. Easy access to freeway and to shopping.
- It has most of everything you need without going very far.
- It has the only area still 40 mile hr.
Easy to get to place.
- It is a convenient thoroughfare for commuting and getting to shopping.
)))) Before I go further as I realise it is not part of these specific segments but something REALLY needs to happen starting at where I live which is NE 137th & Halsey. Speed traps should really be set up. IT has been a racetrack on all hours of day. It is ridiculous that speed limit is 30 which is great but I REGULARLY note that individuals drive at least 50.
Please- pass this info onto the requisite people that can address this !!!
- It is a nice connector between East Portland and the Scenic highway and all things in between.
- It is a through street with no diversions or obstructions between my home just off Halsey in Portland and both Lows in Wood Village and the Troutdale Outlet Stores.
- It is an easy commute, that avoids the freeway, if need be
- It is currently easy to navigate with the lights and sidewalks available.
- It is not to crowded. But unfortunately, more and more are traveling around the area. Need plan to scare people and the crime that comes along with them away. Just look at the old highway in Gorge, can't even drive without a reservation, bullshit. No New Nothing around here.
- it provides a direct connection to Fairview and wood village rather than taking Stark or cherry park to Glisan.
- It provides multiple route options in all directions.
- It's a direct path to my favorite restaurants and it's not overly busy.
- It's a straight commute I often travel to, such as to Fred Myers and Target. I like that it's not excessive in lights but have them where they are needed. It's also wide to give comfort to both cars, pedestrians and TriMet buses.
- It's a straight shot to travel along the 84 freeway with lots of shopping and food close.
- It's an easy to drive, point to point street to get to McMenamins and Troutdale. Don't turn it into a street full of obstacles and make it hard to drive on. Keep it clean - no graffiti, no homeless camps.

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All the business spaces built to date remain empty because they are too expensive so why are you building more? Keep the crowds down.

- It's clean and not too busy. It seems safe. I regularly go to the Fairview library, Salish Pond, Target, P.O., Carlinos, Stomping Grounds, Jamakin-Me-Tan, car wash, Fork food carts, bottle return, Donald Robertson park, Edgefield, and businesses in Troutdale.
- It's clean.
- It's one of the few main corridor streets where there isn't an overabundance of glass and trash in the bike lane. It's not perfect but it's way above some of the others (Stark, Burnside, Division).
- It's one of the few remaining uncluttered streets that has great visibility and can actually flow traffic.
- It's a 3.5/5 as is. Could be a lot more bike/pedestrian friendly. The crosswalk at 223rd can be dangerous so I'd recommend installing traffic cameras along the route but there specifically.
- It's a busy street and (presently) unfriendly towards bikers / pedestrians. Plus, the area is unsightly with many secondary buildings/properties in poor condition.
- It's a good connection that allows me to easily drive from Fairview to Troutdale. Traffic flows quite smoothly unless there is a concert at McMenamins. Several businesses that I frequent are located on Halsey less than a mile from my house.
- It's an easy street to travel by car and convenient to get to the shops in Wood Village
- It's close to my house. There are convenient bus stops. It's a quick straight route to McMenamins Edgefield (which was appealing to me when I bought my house in Historic Fairview) and to MCAS (where I volunteer). It's easy for me to get on the freeway for my commute to work or to drive to my temple in North Portland or to visit friends throughout the city.
- It's easy for me to get to where I need to be.
- It's fine the way it is with the exception of the high water area that forms in heavy rain in front of Reynolds Middle School.
- It's not as bad as the Portland area. Less crime. Stores are close by.
- It's through.
- Keep traffic moving. Too much apartment construction has caused increased traffic. Dumb rotary idea is going to be a disaster. Focus on making driving faster.
- Let's me avoid the freeway.
- Looking good Sure wish something would move into the stores. Would love to shop there.
- Lots of great amenities along the street and it's a quick route to get across town.
- Lots of trees. Not heavily trafficked like Glisan.
- Low level of traffic.
- Low traffic area. Food carts.
- Low traffic volume.
- Lower amount of stoplights allows for more traffic flow and less stopping on Halsey. Though the cross streets may have to wait for traffic sometimes.
- Main arterial that is not too congested.
Love the new crosswalks.
Easy access to many places, from bottle drop to Troutdale restaurants.
- McMenamins.
- More car friendly lanes, no dividers or a round a bout at 207th. Just driving Lanez that lets you see everyone coming and going in your lane.
- Nice relatively flat corridor between the cities.
- Non-highway road option.
- Normally flows pretty smooth.
- Not a lot of commercial buildings in some areas.
- Not as busy as other main streets.
- Not many traffic lights.

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- Not much, too congested, No parking for new businesses, cars cutting through the neighborhoods to get to the stores.
- Not much. Should have 2 lanes each way and definitely needs right and left turn lanes especially with all the increased traffic because of the numerous apartments built or being built. I would like to see fewer apartments being built, especially before road improvements are made to handle the influx of increased traffic. I also want to see condos instead of apartments so new residents are more invested in the community. I believe some condo options would also help lower the barriers to new home ownership by offering more affordable options.
- Not much...it's just a direct access point for shopping. The only nice areas are around Edgefield because it's not built up and still has nature to look at as you drive.
- Nothing - it's a big, unsafe road.
- Nothing.
- Other than Marine Dr, it's the only E-W arterial that has continuous bike facilities and connects all of the way from Gateway to Sugarpine and the HCRH.
- Part feels like a country road.
- Reasonable speed limit, few lights.
- Small town feel, access to shops & food. Biking
- Stop lights are distanced.
- Street trees in the Fairview area, rural feel near McMenamins, Historic Columbia River Highway link.
- That it still feels 'country'...unlike the other streets that have had astronomical amounts of money spent on them trying to impart a certain look or culture that is ignoring *needed* improvements and other immediate, life-threatening issues.
- That things are being cleaned up.
- That we can drive it!!! Keep your Portland ideas out of these towns
I live in Portland the streets are more dangerous than before they put all these bus and bike lanes. It's Troutdale weather is terrible most of the year
Pediatricians and bikes don't need priority of cars when we need to get around with a multi family's not single people riding bikes. Or shopping carts and transit transportation over the people contributing to our community, working getting kids safely around town. People are not giving up cars in Oregon. Stop pushing this so bad.
- The areas of the street that have double lanes.
Not having on street parking.
The current speed limit.
The ease of navigating the intersection of Fairview Pkwy & NE Halsey
- The build up is not what was expected and should stop spending tax payers dollars to build up!
- The cleanliness, the bus line, the restaurants, bars, and businesses like McMenamins and Scrubby's oil change.
- The corridor has nature around and in it. It's not just miles of houses and business I like the availability of buses.
- The green space, by McMenamins and the park near 238th
- The greenery and access.
- The lush greenery, a beautiful drive through our towns.
- The new street front buildings/businesses and restaurant`s.
- The restaurants that are along it.
- The section of Halsey between the three communities is attractive and has potential to be even better.
- The speed limit is comfortable, hardly any congestion.
- The speed limit isn't 20. It's a main thoroughfare to get from my home to downtown Troutdale for the

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- post office, library, Target and friends/families homes that are all bear Halsey.
- The traffic moves right along on Halsey. Visibility is good.
- The variety of businesses and the recent increase in the amount of restaurants makes it a great place to go for any type of food. It has less traffic than other major arterial streets and allows me access towards Portland without having to climb a hill on my bike.
- The variety of options and activities it connects to. I include dining in the 'shopping' category above and Halsey connects me to a wide variety of dining options, either directly or in close proximity. In an area that can be quite hilly, it provides a level route that connects all three cities and much of their core areas.
- There is a crosswalk by my street. There are wide sidewalks and businesses I like to frequent. The cars are going at a reasonable speed and there is a turn lane to prevent congestion.
- Traffic is not as congested during most of the day as Stark or Burnside. And cars cannot be parked on Halsey in most areas. That makes it safer for all.
- Trees.
- Unsure.
- Usually has no traffic, unless you get stuck in after school traffic.
- Usually not too congested, and there is visibility of businesses and apartments.
- Very little traffic lights.
- well, it starts from the mouth of the gorge if you're going towards Portland, of course and it goes through some unique neighborhoods, then transitions to Broadway, which continues through Portland. The section that this survey is pertaining to is fairly nice because it's quiet for the most part on most days and, it's got quite a bit of nice stops along the way, whether it be McMenamins or downtown Troutdale or even going towards Fairview in that area near target. It's also decent.
- When I do use it it's not very busy which I appreciate. The most congestion would be over near the middle school because everyone has to slow down.
- Wide lanes for cars and it's usually clean.
- Wide, fairly clear along sides & no large bushes or trees hanging over walkways. Easy access to shops & the park.
- You can usually travel Halsey without too much traffic, and there are fewer traffic signals.

Spanish Responses

- Los bus quedan x donde vivo i el freeway las tiendas cercas. (The buses are x to where I live, and the freeway and shops nearby).
- Las tiendas. (The stores)

Appendix B – Segment 1 Challenges (NE 201st to NE 223rd Avenue)

- Construction.
- Continuous center turn confusion.
- Crossing the street on a bike, there are no lanes or signals or any infrastructure to allows bikes to do anything other than go straight.
- Getting onto Halsey from 208th Place is an issue because of too much parking. The issue is not on Halsey itself.
- Homeless and/or mentally disturbed people also young men/boys harassment
- I love Halsey as it is. I'm afraid it will become like Gleason and Division with dividers and poles.
- I see people speeding, especially when they come off the freeway onto that first section of

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roadway.

- I seldom use this area, other than driving to get someplace else.
- I'm always driving and rarely have an issue on this segment of Halsey. During the evening commute east-bound traffic can sometimes get backed up in this area.
- I've not run into any issues when driving on this segment, but I admit I rarely drive it.
- Need turn lanes, so slowing cars are not impeding the flow of traffic. If we don't keep traffic flowing it makes it much more difficult for anyone to get on and off the streets as there's no opening in the constant stream of traffic. When traffic is allowed to flow normally there are multiple openings.
- Needs a left turn light, not just yield.
- No problems
- No problems usually. But much more high density housing, will be self defeating for any road improvements.
- None
- Not enough car lanes from I84 exit to Edgefield during concerts/events. Buses don't have a pull out and can obstruct traffic.
- Pedestrians crossing where they want.
- People driving long distances in the center lane, specifically from the gas station westward when traffic is stopped at the light at 223rd.
- Poor lighting, dangerous for pedestrians.
- Speed limits are not consistent.
- Storm drain grates are in the Bike lane. Some are recessed and at speed are challenging.
- Streets onto Halsey get backed up because no right turn lane - especially 223RD Northbound. Too many barriers in the turn lanes especially in Wood Village. School zones and heavy traffic around school start/end times. Need extra space for cars to pull over. Need extra through lane for Edgefield concerts in the summer and fall.
- Surface quality, ugly facades, just ugly.
- There is a lot of congestion, and the traffic is slow.
- There need to be right turn lanes, not a roundabout, at Fairview Parkway. Apartments need to provide enough parking for their tenants so that they don't park on the street. The parked cars create a traffic hazard by blocking visibility.
- this Stretch is prefect.
- Traffic in general, on the bike, crossing 223 specifically right turners do not pay attention to bikes. Going west, when the road narrows at Fairview there is danger, turning onto the bike trail at 201 is difficult.
- Walking with no sidewalks to Halsey from Fairview Terrace neighborhood off Sandy

Appendix C - Segment 2 Challenges (NE 233rd to NE 244th Avenue)

- Amount of traffic at peak hours.
- Bike lanes are often dirty and this is an area where I had a driver try to murder me on my bike for no reason by drifting into me in the bike lane with no warning
- Dirty bike lanes.
- Feels cramped, speed limits aren't consistent, not an attractive area to drive by
- I seldom use this area, other than driving to get someplace else.
- I'm always driving and rarely have an issue on this segment. Improved bike lanes would be good to

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have.

- It's my favorite stretch. Please don't change anything.
- make buss pull outs so TriMet isn't clogging up the lanes.
- Need extra lane for MLA school and Edgefield traffic.
- Need turn lanes, see above.
- No problems.
- None.
- Parking.
- Pedestrians crossing where they want.
- Plant more trees along that section please.
- Same as segment 1.
- Same response as segment 1.
- Sketchy folks.
- The issue I have run into is traveling through when the school bus is dropping kids off at the apartments. However, that is completely acceptable.
- Traffic congestion during Edgefield concerts.
- Transits wandering the community road hazards.
- Wood Village Blvd to Halsey connection can be dangerous with apt complex entrance, crosswalk and bus stop all in the same place. Litter, graffiti, and frequent people with substance abuse issues and/or mental illness issues make this area feel sketchy and dangerous. School bus stops could be considered to be moved so they pull into the larger apartment complexes where permissible so children are safer, more visible to parents and traffic is not blocked.

Appendix D - Segment 3 Challenges (NE 244th to NE 257th Avenue)

- add buss pull outs , mcminnimans can be a mess with the concerts and traffic fiascos.
- Amount of traffic at peak hours
- Are there any bike lanes? The shoulder along Halsey is very narrow, especially around McMenamins.
- Bad lighting
- Gravel on the shoulder. Especially on the section just west of McMenamins.
- High level of traffic during McMenamin's summer concerts on the lawn.
- It's my favorite stretch. Please don't change anything.
- Need extra through lane for Edgefield traffic. Those new pedestrian crossing barriers will be a nightmare. The ones further west on Halsey all have chunks missing out of them from cars hitting them. They're very difficult to see at night in the rain with the LED headlights of oncoming traffic.
- Need turn lanes, see above.
- No problems.
- No sidewalks.
- None. See info the open fields is nice. Don't junk it up with empty buildings.
- Nothing
- Parking can sometimes be hard to find.
- Same as 1 and 2.
- Sometimes this segment feels a little dark, so improved lighting would be nice.
- This area is one lacking nearly any updates or amenities. Since identified in 2005 during the county street plan, even the sidewalks have yet to be constructed. Sidewalks, lighting, more signage, an

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additional traffic lane to McMenamins, a pedestrian crossing from McMenamins entrance across the street to the bus stop, there are so many opportunities on this stretch not completed.

- This area is very dark. It is hard to see pedestrians unless they have reflective clothes on
- This is the worst area of Halsey and should have the most money put into it for improvements. It is unsafe in any mode of transport due to the high speeds, lack of street lights and traffic pulling out of Edgefield
- This road is fine leave it alone and focus on cleaning up crime.
- Too many parked cars along the roadside. Also, more trees are needed there.
- Traffic congestion during Edgefield concerts
- Usually not bad.
- When there is a concert at McMenamins I take the bypass road that goes by the animal shelter.

Appendix E - Which other intersections or locations would you like to tell us about?

- 201st needs a better connection for the Gresham Fairview Trail. The other intersections feel unsafe because turn lanes increase crossing distances and encourage cars to turn at higher speeds, often not waiting for people walking or biking.
- 223 / Glisan, Fairview Parkway/Glisan, truck traffic.
- 223rd and Halsey
- 223rd needs right turn lane heading south as traffic backs almost all the way to Sandy from Halsey during rush hour.
- 244th could use something better with the increasing truck traffic
- All pedestrians and cyclists are more difficult to see with oncoming traffic having LED headlights. Regulate the brightness of headlights for better pedestrian safety.
- Around the Target store there should be a turn lane so eastbound traffic doesn't need to screech to a halt every time somebody decides last second that they need to go shopping.
- As a driver, I find Halsey the easiest to travel on. There are no intersections I have problems with. Around 181st however, has been a challenge at times.
- As stated earlier the segments starting from 122nd - 201st . Honestly. It is not that difficulty to have speed traps put up 1 or 2X every other month to tell people to slow the -f- down. PEOPLE DO NOT DRIVE THE SPEED LIMIT. I apologize this is such a thing but it is safety.
- Cars almost hit me daily at 238th crosswalk. They turn when you are still crossing.
- Don't ruin Halsey like you did Glisan.
- Even in areas where the bike lanes are wider and clearly marked, it still feels unsafe biking on Halsey due to high speeds, lack of any bike lane protection, and a general lack of bike culture that keeps drivers from being mindful of the presence of bikes on the road.
- For the 6 years I have lived in Fairview Terrace community, we have waited for sidewalks along Sandy Blvd and 223/Fairview Ave. Build the neighborhoods of Fairview equally and simultaneously — not throw all the money at one area, while other neighborhoods look like Dogpatch.
- From 223 to Halsey: Traffic volume is high here. Traffic speeds are slow. Too many, too close other intersections, a crosswalk, and poor visibility make this section one that could use some help in my opinion. Solve it by: Relocating the crosswalk (it's already right by the signaled intersection, very poor placement). Either widen to 2 lanes each way and/or remove the Arata Rd intersection completely, (again too close to a signaled intersection).
- Halsey and 257th. Truckers driving like a bat out hell. The food cart entrance terrible idea Remember it's Troutdale. Wind rain we need our vehicles we pay for the roads remember that when you make it harder for vehicles to get around quit making things harder

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Make bikes pay insurance and road fees since we are constantly changing the road to accommodate this small population. Also remember we have bigger fish to fry. Like the crime and criminals taking over these three cities. Put a pin in the road nightmare and clean up the cities.

- Halsey in front of Edgefield is the most dangerous area for driving due to people not seeing the signage and suddenly braking as well as people pulling out from Edgefield into traffic. The lack of lighting and higher speeds in that area make it incredibly unsafe.
- I am less concerned about the intersections with signals than the sections of Halsey between signals. There are long sections without sidewalks, especially between 257th and Edgefield, where lots of people walk both every day and in large numbers during concert season.
- I checked Fairview Parkway/Halsey for one particular reason: When turning right or north onto Fairview Parkway from west bound Halsey, the blind curve by the Target parking lot makes it nearly impossible to see on-coming traffic when making a right turn on a red light.
- I don't cross at intersections but I don't get what the issue is. Crossing seems like it would be like any other intersection. Take responsibility for your safety and don't rely on drivers to see you and make sure you cross when you know it's safe.
- I feel unsafe walking and driving in section 3 because people speed down Halsey on that section. Vehicles routinely pass cars who are going the speed limit. There are no sidewalks in most of this section either.
- I would like to see better connectivity to Edgefield.
- I would love a light by Target and Halsey, it is unsafe to cross for pedestrians and left turns are scary, it is a high traffic intersection serving Target, the VA, post office and the apartments. The traffic controls have not kept up with the population growth.
- I would love to have something done by the cross street by the church going off of Halsey. Arata Rd I was happy you did something there as that was horrible when all the people parked on the street. Couldn't see. I appreciate the divider and sidewalk. Less accidents.
- I'm less familiar with crossings east of 223.
- Intersections with Edgefield traffic are problematic, especially when attempting to walk through this segment of the roadway. Intersection at 244 and Halsey a significant issue.
- It's not so much the intersection ...my experience it is the drivers. If they can crowd you they will. If there was a way to separate the driving road from the crossing path edges that may help. I ride a bike & my front wheel have been hit & bike flipped out of my control (I was walking) that time.
- My biggest concern is bike safety along Halsey and on 223rd. I used to be an avid cyclist when I lived in the City of Portland. I have not ridden my bike since moving here in 2017. The traffic speeds on Halsey feel too fast to be safe. The bike lanes do not feel sufficiently protective. Closer into Portland, one of the major through streets (maybe Glisan) has segments where parking spaces are adjacent to the driving lane, forming a barrier to the bike lane. A more protected bike lane would make me feel safer about biking to McMenemy and to the Wood Village Fred Meyer.
- NE Market Dr in Fairview could potentially use a stop light, to help drivers turn left onto Halsey.
- No one obeys any traffic rules, red lights no truck signs on 201st not enforced.
- No problems crossing the road whatsoever. No new signals needed
- None. And a traffic circle is a waste of taxpayer money.
- Please For the love of God, don't do to Halsey what they have done to Division. My parents live on Division and you can barely get to or from their house because of all the stupid sidewalks in the middle of the street I do like the no right turn on red for pedestrians and cyclists.
- Please no roundabout or park-and-ride at Halsey and Fairview Parkway. It will make it more unsafe. And why a park-and-ride? There is no bus service from Sandy to Glisan. And if it's for the Halsey line, there is all the parking area at the middle school that was once a park-and-ride that was not utilized.
- Red light runners and to a lesser extent pedestrians crossing without a signal are the reasons for unsafe conditions for all.

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- The blackberries are overgrown at Fairview Pkwy (around the Target sign is the worse) and it blocks the visibility of oncoming traffic. Adding right turn lanes and keeping the vegetation down would be more helpful than a roundabout.
- The entire section needs better lighting to discourage crime and theft.
- The fact that I marked several intersections in the question about pedestrian crossings and none in the question about driving struck me. I had not thought about it quite that discretely before. These questions also brought home to me the degree to which I use Halsey predominantly as an auto route, even though many of the distances are quite reasonable on foot.
- The intersection of NE Halsey & Wood Village Blvd. needs a signal.
- The pedestrian crosswalk Wood Village Boulevard & Halsey is poorly placed away from the intersection, which makes it more dangerous for pedestrians and difficult for drivers to see them. The adjacent TriMet bus stop compounds the danger as it obscures the crosswalk area where the line of sight for cars is obscured by buses.
- the section between 238th and 257th with, no sidewalks, no crossing, limited lighting, high speed limits in residential area and narrow bike lanes, why does McMenamins not have a bus stop turnout area or wider bike/ped turn lane crossing. As a biker this location is not user friendly! with cars and trucks usually speeding, in desperate need of traffic calming. Slower speed limits, 25mph, sidewalks, crosswalks, wider bike lanes, speed lights...
- The sharp right hand corner just west of 257th going eastbound is a challenge for drivers of motor vehicles. Most drivers cut into the bike lane at that location. They shouldn't need to with a 20mph speed limit.
- They are fine the way they are. Don't mess with them
- When driving West on Halsey and wanting to turn North onto Fairview Parkway, visibility is bad. Not only because of vegetation but because of curvature of Fairview Parkway just South of intersection. I believe there should be a sign there stating "Right turn not permitted on red light"
- Where Halsey connects with wood Village boulevard, right by the Ukrainian church, it's hard to turn onto Halsey. I've seen lots of near accidents and there's been other accidents.
- Wood Village Blvd is hard to turn onto Halsey. Might need a light put in. Hard to tell who has right away due to apartment complex, lighted cross walk, and a bus stop within a very short stretch. Turning left onto Halsey to travel west is extremely dangerous during heavy traffic times.
- Wood Village Blvd needs signalization at Halsey.

Spanish Responses

- An estado arreglando muy bien la calle. (Been fixing the street very well).

Appendix F - Segment 1 (Fairview) Improvements

- Better and brighter street lighting.
- Bike lane away from traffic and could be combined with walking path.
- Consistent speed limits.
- Do NOT waste any taxpayer dollars on this
- I do too really drive much there.
- I drive.
- I'm still hoping for the roundabout on Fairview Parkway.
- I'm not familiar with this area.
- Less parking on 208th Pl. It is unsafe to enter our neighborhood.
- None of the above. None of this is needed. Don't spend money on this.

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- Personal safety.
- Planting strips in the area are not well-maintained. Adding more unweeded and overgrown strips that impede traffic is a bad idea.
- Prevent homeless incursions.
- put the money into the Troutdale section it needs the most improvements.
- Roundabout at 207.
- Section 1 is home to 3 schools adjacent to it. Ensuring safe paths for children to and from school here should be a priority over all others. Safe, clean, inviting and visible pathways.
- Speed enforcement
- The bus stops already here are regularly vandalized. Don't provide more targets and bring in more criminals.
- There are lots more homeless wandering the streets and having camps nearby. Providing a safe space for them to go to get the resources and support they need will hopefully help them and also make the area a safer space to walk and hang out.
- This segment is completely developed by businesses, houses and apartments. A lot of the things in the list would be nice, but it seems a little late to be asking about them.

Appendix G - Segment 2 (Fairview/Wood Village) Improvements

- A street cleaner going through on a regular basis. Debris in the bike lane is often problematic.
- Better and brighter street lighting.
- Bike lane and walkway combined would be great.
- Bus pull outs and better spacing/traffic controls for areas where needed.
- Consistent speed limits.
- Do NOT waste taxpayer dollars on this.
- I don't have an issue with this area except the street off of 227th Halsey by church. Hard to get out. The bus stops/ shelter is always getting vandalized. I believe that is a waste of city dollars to have to repair/ replace them.
- I drive.
- I'm not familiar with this area.
- My answer here is the same. What are you going to remove in order to make room for all of these nice amenities?
- No suggestions.
- None of this is necessary.
- Personal safety.
- Please no more "art" (like the Fork) until streets are safe for pedestrians.
- Prevent homeless incursion.
- put the money into the Troutdale section it needs the most improvements
- There are lots more homeless wandering the streets and having camps nearby. Providing a safe space for them to go to get the resources and support they need will hopefully help them and also make the area a safer space to walk and hang out.
- Two lanes going OUT of the Target parking lot so the people turning right don't have to wait forever for the left turning cars. A left turn arrow going south into Fairview Village on Halsey westbound.

Appendix H - Segment 3 (Troutdale) Improvements

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- A street cleaner going through on a regular basis. Debris in the bike lane is often problematic.
- Better and brighter street lighting.
- Consistent speed limits.
- Do NOT waste taxpayers dollars on this.
- Extra through lane for Edgefield concerts.
- I drive.
- My answer here is the same. What are you going to remove in order to make room for all of these nice amenities?
- Needs more lighted crosswalks and street lights in general.
- None of this is necessary.
- Personal safety.
- Prevent homeless invasion.
- There are lots more homeless wandering the streets and having camps nearby. Providing a safe space for them to go to get the resources and support they need will hopefully help them and also make the area a safer space to walk and hang out.
- wider road.

Appendix I - What is the most important change you would like to see on Halsey Street?

- 223rd- North of Halsey.
- A Barrier wall in front of Fairview Oaks apartment!
- A thoughtful balance between cars, bikes and pedestrians.
- Accessibility and safety are the most important things to me. I would love to see a clean, welcoming, well-lit street that everyone is able to use.
- Add a dutch bros coffee 😊 When there are concerts at McMenamins Edgefield it is very hard to get home and traffic is nuts off the freeway exit 17 turning right onto 238th and trying to turn right onto Halsey st. Is such a pain because of all the backed up traffic. Can you fix that?
- Adding left turn signal lights to 201st & Halsey. There have been so many accidents, and nothing has been changed to improve it, especially when kids cross this intersection during morning & evening hours.
- Adding protected bike lanes or a bike path with infrastructure.
- Another park, street crossing and lights at night.
- Better ADA accessible sidewalks, I'm disabled. And some of the sidewalks are not disability friendly. Lowering the speed would also help.
- Better and brighter street lighting
- Better crosswalk signage, less better sidewalks and improved bike lanes.
- Better lighting throughout. A safer pedestrian experience, and a greener park like corridor.
- Better paved road with some type of walkway/bikeway separate from traffic.
- Better pedestrian & public transit infrastructure along the Troutdale part of Halsey - it's especially barren and dangerous in some stretches of the road with no sidewalks and cars traveling at high speeds.
- Better traffic management @ 257th. Better sidewalks and cross walks between Troutdale and Wood Village.
- Businesses that draw positive clientele.
- Cars should not be allowed to make a right turn when the walk signal is on. As a pedestrian, I nearly get hit while crossing 257th at least once a week by cars not paying attention or simply not

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caring.

- Center pedestrian safety above all else.
- Consistent traffic and pedestrian flow the entire length of corridor. This includes lighting, sidewalks and bike lanes.
- Creating safer bike & pedestrian lanes/sidewalks separated by a buffer from the street will increase pedestrian and bicycle safety which will encourage more usage. Adding street parking along Halsey will naturally decrease vehicle speeds as the lanes will be narrower and drivers will be more attentive of parked vehicles and pedestrians.
- Crosswalk improvements
- Crosswalk Improvement's.
- Crosswalks & bike lanes, but still need that buffer.
- Definitely would love to see a more robust modern designed Street with reduced speeds because for some reason, even if it's say 35 miles an hour people go, regardless of the time of day 15 sometimes 20 miles over the speed limit with not a care in the world, which is just insane to me. I'd love to see it be just a continuous well designed flow of people and vehicle traffic mobility being traversed from one side to the other where everybody feels safe and everyone's aware of each other by it being well lit, and clear pathways for everyone.
- Don't ruin it.
- Ease of access to enjoy the natural beauty!
- Edgefield is so busy in the summer months. Proper sidewalks, street lights and more street parking near the venue would help pedestrians walking to the venue and back. This would help prep for future house developments as well.
- Entering and exiting Halsey from 208th Place which is the street with the issue.
- Entrance signage in Fairview wood Oakes apartments.
- finish sidewalks and lighting improvements, this section is dark.
- Fix potholes, etc.
- Forget the roundabout scheduled for Fairview parkway not safe for roundabout.
- Get rid of trimet.
- I hate the new buffers being put in. And there's too much street lighting on other streets.
- I like the idea of branding the 3 segments, cleaning up the street scape such that it feels safe, warm and welcoming to all travelers (auto/bike/walk/bus). Reduced speeds could be interesting, as it might discourage alternate route travels off Highway 84, when it's backed up or congested.
- I want better pedestrian / ADA safety, safe turning, parking to support businesses! No unkept strips or concrete strips that prevent cars from accessing businesses! Safe bike lanes. Parks and plazas are much better than plant strips that are unused by nature or people and only collect weeds and garbage. Trees should also be planted with enough room to grow and not tear up the sidewalks!
- I would like it to feel inviting to walk and bike between places. I would love more public green spaces.
- I would like it to keep the focus on livability. I enjoy having places I can walk to with my dog.
- I would like the streets to be safe and free of crime.
- I would like to see speed limits enforced. They are set at a reasonable speed, but drivers don't always comply.
- I would love a cross walk in front of the Northbrook Village Apartment complex.
- I would love to see walking and cycling infrastructure priorities.
Small businesses on Halsey will greatly benefit from the increased foot traffic. If the corridor is more walkable and pedestrian friendly, I would think it would bring more revenue to the small businesses which will help increase city taxes.
- Improvements to accommodate the increase of traffic due to the vast amounts of townhomes/apartments being built on segment 3: an increase of traffic lanes, left turn lanes,

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sidewalks.

- Inviting for more visitors to help grow small businesses and give a good option for small businesses to move in.
- It's too busy for cute stuff it's a main road that gets used a lot.
- Keep it clean.
- Keep it clear for traffic. Pick up trash, vlean up graffiti, remove any and all homeless camps
- Keep it simple.
- Keeping road crews off this stretch.
- Leave it alone.
- Less buildings.
- Less industrial in sections, more trees/green spaces; the corridor would also benefit from a better variety of restaurants, to make it more of a destination: healthy food options, american cuisines (soul food, etc.), cafes w/ live music, wine bars, etc.
- less traffic
- Lighting., sidewalk, on street parking
- Lightning and cross walks
- Limit the amount of multi-family development east of 238th
- Make it pedestrian/bike friendly, well lite, with an environmental, inviting landscape. I would love to see new stores and shops to encourage more people to utilize something new and inviting to our area.
- Make sure it stays 4 lanes!!!! Stop shrinking the streets, make a small wild life refuge park for ALL THE BIRDS these " attractive " concrete.jungles misplace.
- More attractions to bring commerce to the area, rather than just apartment complexes.
- More balance between being a multi-point destination and a connector (adding to the destination service aspect without losing the sense of being a smooth connector).
- More businesses.
- More development of unused land. All 3 segments have open space that could bring in more business and jobs.
- More inviting for me to feel safe to walk my dog.
- More lighting by edgefield and cross walks
- More livability and destination spots for families and people to gather.
- Most important change I'd like to see is sidewalks where there are none and improved lighting. I also don't want to see us lose the ability to travel this road via car.
- No more apt. With no on-site parking.
- Not much, it has a nice flow now it has a bike lane, there are 5000 cars to one (1) bike. Buffers are so ugly, go look on Glisan, is not attractive and makes the area look cheap and poor. My house is directly on Halsey, we don't need to make anything look cheap for the houseless to come and pop tents.
- Pedestrian safety and comfort.
- People slow down. More police to catch the people that almost kill me daily walking or biking along Edgefield.
- Please leave it alone. Repaint the lines and add bike lanes on the edges but don't put sidewalks in the middle of the street.
- Please upgrade the bike lanes to have physical protection wherever possible. This stretch of Halsey does not need more than two auto lanes at any point except for turn lanes at major intersections.
- Protected bike lanes. A barrier, perhaps with a wider no cars section between the driving lanes and bike lane and green bike boxes at intersections.
- Reduced speeds, speed bumps, traffic cameras.
- Reducing the speed making it safer and easier to park, while also providing on street parking for

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local businesses

- Right-hand turn lanes.
- Safe biking lanes
- Safe pedestrian passage near edgefield and bike infrastructure, safe crossing for 257 (bridge or separated grade?)
- Safer sidewalks and better signage.
- Safety and cleanliness. Ridding the street of graffiti, vandalism, street racing, drug abusers and vagrants would help keep the 3 cities looking their best and an attractive area for residents and visitors alike. Currently, these are the issues I see daily, driving to work watching dozens of children wait for their school bus in areas that are littered with garbage, bus stop glass, graffiti and drug users waiting with them at the bus stops. I feel bad knowing this is their home, their “norm” and how they are the world daily from a young age. Let’s make this street (and our whole area) better for all who live, work and visit here.
- See my previous responses.
Also. How does the public know about this Survey? Are you posting info about this in the Oregonian? Or the like?
- Side walks and on street parking
- Sidewalk in segment 3.
- Sidewalk on segment 3, edgefield area has no sidewalk and bike lanes and it is very dangerous when dark
- Sidewalks between 223rd and 257th.
- Sidewalks fully connecting segments 1-3 with better lighting and improved traffic management getting in and out of Edgefield.
- Sidewalks on segment 3 near Edgefield. I want to walk from downtown Troutdale to Edgefield on one continuous sidewalk
- Sidewalks so people can get to Halsey.
- Sidewalks, better lighting.
- Sidewalks, lighting, and modern streetscape.
- Some kind of consistency and speed and noise levels.
- Something unique - amenities that will serve as magnets, not just the standard mixed use arrangements of apartments and storefronts. I'd love to see a natural play area, an environmental education center, an indoor/outdoor climbing gym and skatepark, or community gardens and greenhouses - things that reflect nature and recreation and will draw residents and visitors.
- Speed limits! followed by a biking/ walking infrastructure, lighting which is a crime deterrent and community usability based on a 20-minute walkability range for all ages, Halsey has the potential to become a walkable bikeable connection destination point between local business and downtown sections. no other connecting street networks exist in Troutdale due to past urban design; Halsey stands out as the best option for a future greenway route.
- Speeding in East County is out of control...
- Street trees, landscape center island. There is a lot of paved “turn lane” surface that is there for no reason. Contributes to a lot of runoff to storm drain that isn’t necessary.
- Streetlights from 238th to 257th
- The lack of sidewalks in front of Edgefield is silly and the largest impediment to making Halsey a Main Street. This is a huge disconnect in the ability to get around Halsey and makes it less likely for cyclists to use it when going to the gorge. The higher speeds, lack of lights and difficulty to get through the corridor safely after sunset makes it a street I avoid if I don't have something on the street I need to get to.
- The only real change Halsey Street needs is fixing the mess the intersection of Halsey & 223rd has become. Making a left hand turn when you're driving north on 223rd turning onto west bound

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Halsey is very dangerous because of the very short turn lane in front of the service station. I have almost been hit numerous times waiting to get into the turn lane where it starts by someone making their own turn lane way before NE Barr Rd.

- The promised round about on Fairview Parkway.
- There should be sidewalks on both sides of the street from 238th to 257th.
- This is the second survey I have taken regarding this project. I always like to see beautification of our streets and areas; but except for the open field across from McMenamins everything has been so built out that I don't see how much of this beautification dream can become a reality.
- Turn lanes, better lighting, open manicured greenspaces (even if small areas).
- Turn lanes.
- Turning into more green spaces and providing safe buffers for bikes.
- While the lack of stop lights does help make Halsey a quick drive between Fairview and Troutdale, it does feel like traffic moves very fast on Halsey, so making a left turn onto it doesn't feel completely safe.
- Widen it, especially since you are obviously planning on further developing it.
- Widening.
- Wider and consistent bike lanes and sidewalks for the entire corridor.
- Wider roads, more turn lanes or regular lanes where there is congestion. Lighting is so important so that people don't hit pedestrians/animals.
- With so many new housing/shopping developments on or near corners, it will make turning off of Halsey very congested when these buildings are filled. There needs to be adequate turn lanes for safety at all the intersections.

Spanish Responses

- Q respeten la velocidad todo. (Respect all speeds).
- Que bajen la velocidad permitida. (That they lower the allowed speed)
- Más iluminación y paradas de buses cercas y para cruzar. (More lighting and bus stops, crosswalks).

Appendix J - What else should we know as we start this project?

- A Jitney service of small vehicles running between the 3 cities, Edgefield and the Outlet stores would encourage more visitors, less traffic and be a unique addition.
- Add well-lit turn lanes to McMenamins.
Encourage retail in new Wood Village buildings. They've been vacant too long at 238th.
- As a resident of Halsey Street, I'm incredibly excited to know that the three cities are working together and making improvements! Thank you!
- As you develop parks and parking areas, how will you protect residents from the problem of homeless encampments?
- Beautifying the street between Fairview and Troutdale would entice me to walk and bike. Right now, the Wood Village segment feels scary. Travel speeds also make this feel unsafe for biking.
- Bring in locally-owned restaurants and other shopping amenities. Avoid chain restaurants and stores. Attract healthy food markets.
- Bus queue jumps or bus lanes.
- Cars are not going away anytime soon it is silly to make changes to the road to make driving even more dangerous just to accommodate bikes

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Please keep in mind we are not all single men riding our 10,000 dollar bike through the gorge. We are family's trying to work and get kids from point a to point b multiple family dwellings means more groceries we are not riding bikes to the store or school or work.

Cars pay for roads keep that in mind also no one wants to ride the crime trains or buses 🚗 gross public transportation should be safe

- Compatible but distinct identities for each community is very important. Key historic themes for the Columbia River Highway will enhance the entire main street segment.
- concert days at Edgefield bring that section of road impassable - need to find a way to keep it safe for bikers and pedestrians during those high traffic events.
Thank you!
- Consider buying out the trailer park at Halsey & 223rd and creating one way traffic couplets that split just before the Chevron when driving East on Halsey. Arata road would be connected as the eastbound one way route, reconnecting at 242nd at the stoplight merging traffic back to Halsey. For the westbound traffic on Halsey coming from Troutdale, the one way traffic would start just west of 242nd, then reconnect as two way traffic on Halsey just west of 223rd (past the Chevron, before the car wash).
- Do NOT waste hard earned taxpayers dollars on frivolous projects. Keep it clean and increase MCSO patrols.
- Don't cut corners, build something that everyone today and fifty years from now can be proud of, and special enough to draw people to. We only have one chance to do it so do it well.
- Don't do anything that could attract more people to this area. Look what happened to Portland for example. Totally ruined by crime
- Everything you are wanting to do with Halsey from 201st up to 223rd is unnecessary and very costly at a time a lot of homeowners and renters can least afford it. When property taxes go up rent also goes up. This area is growing rapidly causing traffic to increase greatly and it will continue to get worse with more and more apartments being built. The last thing we need is to make Halsey narrower by putting in wider bike lanes, street trees, planting strips, etc. What is the intersection at Halsey & 223rd going to be like when the Indian Tribe puts that casino in at the old dog track? We know it's going to happen whether we want it or not.
- Figure out what businesses will draw income for the area and incentivize them to come.
- Fill the empty spaces already built before wasting more tax dollars. Be transparent as to the types of businesses you envision bringing in and the types of neighbors. We already have an increase in transients roaming the neighborhoods and committing crimes. Improve police services. NE Village street is a testament to the failure of these types of plans.
- Fire sheriff dept and reinstate the Fairview Police Dept
- Fix the road surface first..... the cars pay for the roads but the driving public gets the least consideration for these projects.
- Given the narrow roadway at Edgefield, it could be interesting to explore alternate roadway crossings, other than crosswalks.
- Honestly, I'd LOVE a dog park. Nothing elaborate, just serviceable :)
- How to direct semi trucks around this area.
- I am very excited about this project! I would love to feel more safe on Halsey during my bike rides.
- I have huge concerns about all the additional buildings in the village and the projected buildings on Halsey. It's bad already as we have no parking once the apartments in downtown Fairview become occupied where are people going to park? How will we draw business into those open spaces? I love the concept of main streets on Halsey, but not all of us are able to ride a bicycle! Especially with the lack of law enforcement to address, speeding, and unlicensed vehicles that have become the norm and not the exception anymore.
- I would love an off leash dog park closer to my home. The Sandy River Delta is very congested on the weekends.

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- If you only worry about bike lanes, there will likely be more haters of bicycles.
- Impact of McMenamin's summer concerts, which drive up traffic. Also, what's the plan for the parcel of land east of McMenamin's which they use for overflow parking? If the school district plans on developing that greenspace, concertgoers will not have enough parking, and neighbors will have no place to walk/run their dogs.
- Instead of extorting motorist paid tax dollars to pay for alternative mode infrastructure, any bicycle infrastructure needs to be paid for by the user bicyclists and funding for transit infrastructure needs to come from Tri-Met and transit fares. Also to establish genuine equity, any advisory committee formed needs to have taxpaying motorist representations with proportional seats at the table tied to the mode split.
- It is important to remember to pay attention to allowing the natural beauty to shine through and not just develop the greenspace away.
- It should be visually appealing and at maximum functionality for the large influx of motorists moving to the area. There are way too many apartments being built and the aesthetics need to be premium as well as removing old blighted ones. We also need to stop building only apartments and build some condominium options as an opportunity for first time homebuyers as well as people downsizing to allow them to feel invested in the community.
- It would also be nice to have stairs connecting Donald I Robinson park to the shopping center above.
- It's not in a bad state, certainly could be improved, but good so far.
- Keep us in mind the people who live here and drive these streets everyday and please make the best decisions for our street.
- Know that us tax paying locals ARE SICK of the clique. You make development decisions based on your own little crowd. Not the whole as a city. Your paving paradise and putting up parking lots. Literally.
- Lots of apartments are being built which is bringing in more people. Less apartments and more spaces to eat and hang out will bring a cool community aspect to this area.
- Lots of kids live around here maybe make it kid accessible with more crosswalks and more lighting to ensure their safety.
- Make it beautiful.
- More bus stops.
- N/A
- N/A
- Other cities have excellent examples to follow in dealing with the past urban sprawl issues and creating diverse community transportation options, highly recommend everyone in the decision-making process read the book "Right of Way" and collaborate with local subject matter experts from Portland State University and other nonprofits, also who is sitting at the table making the decisions? Does it reflect marginalized communities? Safety? or a continued car centric approach to transportation?
- Please clean up the water run-off swails on Halsey. They get choked with weeds and look awful.
- Please don't add a bike lane, I've lived on this street for 12 yrs. There is More traffic and taking away lanes when there are more cars just causes grid locks. This area isn't bikable, we drive out here, we are not downtown pdx. Glisan looks so trasy now with a bike lane with buffers and I really don't want to see this area look so bad.
- Please don't waste money. Fix roads, don't add to them. Help solve homelessness. Fix what we already have instead of trying to make a fake facade.
- Please focus on all areas of the street, proportionate to how it's actually used. Don't build or buy what cannot be maintained or is at a cost/burden to those who come after you. Don't throw stones at glass houses, or build bus shelters of glass where you allow people to throw stones. Don't be unrealistic in what you think you can create, Halsey is already a nearly completely built out street,

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not a fresh slate. Be wise, prudent and realistic in the plans for making the street better.

- Please keep in mind the rising crime. With construction and a growing population in the area don't put too much into the projects and forget safety.
- Protected crosswalks would be great. And no turn on red signs. We've been nearly hit by vehicles turning on red lights a handful of times.
- Realize that mass transit will be very limited for years to come
- Reducing speed and enabling places to gather is so important on the east side.
- Remember tax payers are old too and if you make it harder to drive around. You lose a yes vote on future bonds.
- Segment 3 is dangerous for pedestrians especially west bound bus patrons who have to cross in unmarked unlit crosswalks to get to bus stops on the north side of the road. Who then have no seating or covered shelters.
- Sidewalk and bike lane encourage local people not to drive or take ride shares more so than access to buses do. As long as sidewalk and bike lanes are kept free of homelessness, they are much better and more impactful than increasing public transport.
- Sounds like it just might work with diligent planning & careful oversight.
- Speed traps. Speed traps. Speed traps
- Stop doing this project.
- Stop spending taxpayer dollars to fund this.
- Support businesses and don't forget that blocking access to them during the project for long can hurt them and the community. Please also think about maintaining the landscape and art long term.
- Thank you for making our city a better place to live.
- The connecting streets, I'm specifically thinking of 223rd, are in rough shape. Sidewalks and bike lanes would make things nicer and safer.
- The Old Fairview neighborhood is a blight. It needs sidewalks and help or regulations for people who can't/won't maintain their homes. That and safety for pedestrians should be a priority. When outside people think of Fairview, all they notice are the dumpy areas. It can't be swept under the rug.
- The safety of Barrier wall will protect the residence bedroom windows on Halsey Street from pedestrians and trucks and cars. Please help 🙏
- The Troutdale Station needs an overpass bridge.
- There is a lot of potential for a walkable community within Fairview, Wood Village and Troutdale with all of the new growth. We just need more crosswalks and sidewalks.
- There should be no barriers and vegetation in the middle of the road. This not only impedes access for First responders but in many existing places is a maintenance nightmare, and it shows!
- This area has SO much potential. I am happy to see things are being done to improve the area and I hope all the other main thoroughfares get the same attention at some point. I just wish it was further from the freeway and mass transit. It will be tough to keep the area clean and safe when there is such easy access from Portland.
- This is more of a TriMet issue than a Halsey beautification issue, but we have the worst weather than any other part of the county and yet none of the bus stops have seats or shelters. Riders have very long waits because the buses don't run that often and they have to stand in the wind and rain, or squat in the dirt, or sit on the sidewalk if there is one.
- To not punish drivers for using Halsey.
- Walkability and biking access should be prioritized over cars.
- We are excited to see Halsey street develop!
- We are frustrated with the lowering of speed limits and barriers to smooth traffic flow. I understand that increase commerce and housing in the area is a priority, but adequate lanes to get people off the thoroughfare and into adequate parking so that the commuters that make up the majority of

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these communities can actually drive the road is vital. It feels like you are trying to slow down the road and make it a neighborhood, but it is bisected by the roads leading to the highway that tens of thousands of commuters use regularly. It is a commuter neighborhood first and foremost. Please protect the commuting lanes. Everyone going south to Gresham, Sandy, Boring, Damascus, etc. is in a rush to commute past Halsey. Halsey is NOT a neighborhood street. It is a commuter lane and therefore if you want to gentrify the area, stream housing/commercial neighborhoods off of Halsey with adequate turn lanes and parking. If not, you increase the congestion in the area making it more difficult for those of us who live there to get through the backup of commuters and make it a miserable place to live instead of a better place. Ample turn lanes, pull offs, and parking are essential. If you want to focus on pedestrians and cyclists, etc, you need to also need to get a max line there to decrease the commuter traffic or build a bridge North/South thoroughfare above the communities along Halsey. Make flow more smooth, not more congested. Slowing everything down causes rage in commuters.

- We live in suburbia and don't need to have all the Portland/Metro policies out here. We need to keep this project on a limited budget so we don't saddle our citizens with more taxes when they are struggling to currently make it. Future ideas are good that can be implemented when we can afford it.
- We need a real theme and understanding of who we're serving.
- We need to start having neighborhood trash pick up days. trash is really bad on Halsey st.
- we still oppose the proposed roundabout since we feel it will cause traffic blockage at our side street (213th).
- While I am mainly a driver, I do support more public transportation infrastructure. While it is not the most important improvement to me, I still feel it is important and improves the lives of many community members, while also benefiting the environment.
- with modern design, it helps to create something that's more walkable and again, safe, inclusive for not only the drivers, but definitely the pedestrians because that's what creates community in design is where people aren't just limited to getting somewhere by a vehicle and that's becoming more of a trend in new design of modern infrastructure and modern cities as well throughout the world. it's so strange how in the boom of the suburbia a lot of the big developers created these vast elongated subdivisions where the only way you can get to the nearest store or anything was by vehicle and it doesn't create a sense of community other than a couple neighbors next to you when you're mowing your lawn and it's definitely something that could be altered with this project if it's created to fuel like a symphony or a flow of people and vehicles that can get from one area to another without only depending on cars .
- You can't always get what you want.

Spanish Responses

- Todo lo anterior comentado. (All of the above discussed)
- Crear un espacio seguro para peatones al igual que conductores. (Create a safe space for pedestrians as well as drivers.)