

Appendix J: Public Engagement Summary

Safer Sandy Community Engagement Period Summary

2025 – 2026

Overview

Multnomah County and the City of Fairview are working on a concept plan for improvements to increase safety and improve access for all on NE Sandy Blvd between NE 201st Ave and NE 230th Ave. Key roadway elements are missing throughout the corridor, including connected sidewalks, bicycle lanes, safe crossings, access to transit stops, stormwater infrastructure, street lighting, and wayfinding. As part of the planning process, the County and the City are conducting community engagement and outreach with community members to hear about their experiences and priorities traveling along NE Sandy Blvd in Fairview.

The engagement period consisted of three phases, each centered around an online survey and community conversations at local events. The project also sent postcards to residents and businesses in the area, emails, news releases, social media posts, and the support of the Community Engagement Liaisons (CELs) to reach communities who speak Spanish, Russian, and Ukrainian.

This summary highlights the engagement activities completed over all three phases. For a full demographic summary of survey participants and responses, see Appendix K.

Engagement Approach

The project’s engagement strategy, outlined in the Community Engagement Plan, focuses on interactive, online, and in-person engagement along the corridor, including interviews, canvassing, community conversations, and surveys. The project team is conducting engagement in three phases (Figure 1), designed to inform project design concepts and recommendations. Through the process, the project team is committed to goals of providing clear, accessible communication, prioritizing equitable access, and building trust through transparent and consistent engagement.

Overall Engagement At-a-Glance	
3	Surveys
1,229	Survey Respondents
17%	Surveys submitted in Spanish, Russian, or Ukrainian
508	Email Subscribers
6	News Releases Sent
12	Community Events & Meetings
9,310	Mailers Sent



Figure 1. Project engagement phases.

Title VI Requirements

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on age, disability, race, color, sex, or national origin by any agency receiving federal funding. To ensure compliance with Title VI, the County Transportation Division outlines specific expectations that emphasize meaningful public participation, especially for communities historically underrepresented in decision-making.

The project team incorporated Title VI Program Plan⁴ principles throughout the Community Engagement Plan and engagement strategy. This includes intentional efforts to reach and reflect the voices of communities most impacted by transportation decisions (see the “Who we heard from” sections below). These efforts help ensure that the engagement process is inclusive, representative, and aligned with the intent of Title VI.

⁴ Transportation Division, Multnomah County. (2022). *Title VI Program Plan*.

Safer Sandy Community Engagement Summary – Phase 1

Spring 2025

Overview

Between April 23, 2025, and June 9, 2025, the project team gathered community input through an online survey, interviews, canvassing, and community conversations at local events with the support of the Community Engagement Liaisons Program. This summary highlights the engagement activities and key findings from this phase.

In Phase 1, the project team reached out to community organizations, faith groups, neighborhood groups, and local leaders. Community Engagement Liaisons played a key role in reaching Spanish-, Russian-, and Ukrainian-speaking communities. These early conversations helped identify priorities for road improvements and shaped engagement activities.

The survey and interviews were the primary tools for collecting feedback on travel patterns and safety concerns (see identified key needs below). The project team promoted the project and survey through a broad mix of outreach tactics, including social media, flyers, lawn signs, mailed postcards, word of mouth, and community conversations.

Key Needs Identified

- **Address roadway maintenance issues and potholes** along the whole corridor.
- **Inconsistent or missing sidewalks**, especially near bus stops, schools, and residential entrances, particularly around NE 201st Ave and the area between NE 223rd Ave & NE 230th Ave.
- **Limited or unsafe crossings at Sandy Mobile Villa & Rolling Hills RV Park, Quail Hollow & Fairview RV Park**, particularly for families, older adults, and transit riders.
- **Difficulty turning on or off NE Sandy Blvd** from residential streets due to traffic speed and poor visibility, especially at Fairview Terrace and Quail Hollow.
- **Lack of street lighting**, making walking and biking feel unsafe.
- **Narrow shoulders and lack of bike lanes**, making it difficult to safely pass people biking and seeing people crossing, especially at the area between NE 223rd Ave & NE 230th Ave.

Measures of Success

Phase 1 engagement showed strong progress toward our project engagement goals. More than four hundred participants provided input during this phase alone, exceeding our overall engagement goal early in the process.

The project team shared materials in English, Spanish, Russian, and Ukrainian. Of the 406 survey participants, 75 (18%) completed the survey in Spanish, Russian or Ukrainian. In total, 136 participants (38%, n=353) reported speaking a language other than English at home, closely aligning with Census data showing 32% of corridor residents do the same. This indicates strong multilingual participation and meaningful reach into diverse communities.

To deepen engagement, the team also conducted seven community conversations and stakeholder interviews to meet people where they are, reaching groups in person that may not have been captured through broader outreach. These conversations surfaced specific concerns and priorities, helping us better understand the range of community needs.

Outreach efforts also had strong successes:

- Social media posts generated thousands of impressions, including almost 8,000 for a Facebook post and over 11,000 for a Spanish-language post.

- 3,587 project postcards were delivered to households and businesses within a half mile of the project area.
- More than 400 people visited the project website after its launch.
- Over 300 community members signed up for project updates during this phase.

Together, these outcomes reflect meaningful progress in our goals to gather community feedback, prioritize equitable access, and provide clear, accessible communication. As the project moves forward, the project team will build on this momentum by tracking participation trends, expanding multilingual and accessible outreach, and showing how community input is shaping project decisions.

Survey

Who we heard from

The team received 406 survey responses, offering insight into how people travel and experience NE Sandy Blvd. While this represents a small portion of the estimated 14,781 people living within six square miles of the corridor⁵, the responses reflect a diverse range of lived experiences and travel behaviors in the area.

Most responses (269, 72%) came from residents near the project area. While driving was the most common travel mode, many respondents also reported walking, rolling, biking, and taking transit (Figure 2).

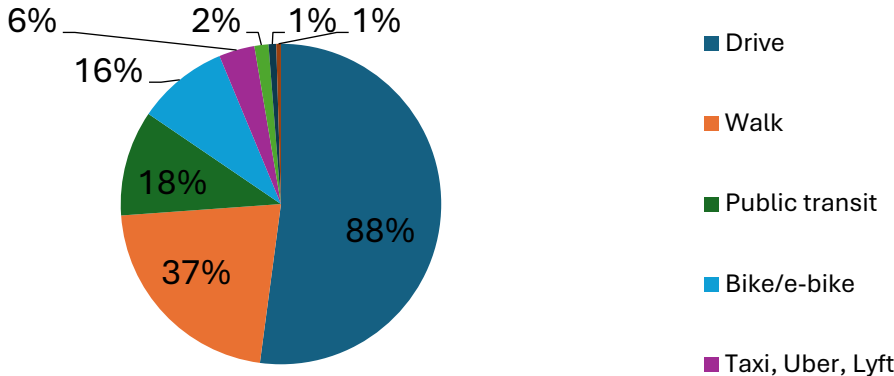


Figure 2. Responses to "How do you get around on Sandy in Fairview?". Note: Participants could select multiple travel options.

Seventy-five respondents (18%) took the survey in a language other than English. Additionally, 136 (38%, n=353) of participants reported speaking another language at home, closely aligning with Census data showing 32% of corridor residents do the same. To account for this gap, the project team worked with the Community Engagement Liaisons Program to obtain additional responses from community members who speak Russian, Spanish, and Ukrainian.

Among the 356 participants who shared their race/ethnicity, 142 individuals (40%) identified as Latino or Hispanic, Black, Asian, Hawaiian/Pacific Islander, and American Indian/Alaska Native, higher than 32% of corridor residents overall who identify as people of color.

Of the 357 participants who responded to disability status, forty-four respondents (12%) reported a disability, closely aligning with 15% in Census data.

⁵ Oregon Department of Transportation. (2024). *Screening Tool for Equity Analysis of Projects (STEAP)*.

What we heard

Participant survey responses offered insight into their experiences of NE Sandy Blvd and what their priorities are. The top safety concerns of survey respondents were poorly maintained roads, lack of sidewalks, and fear of getting hit by a car while walking or biking (Figure 3).

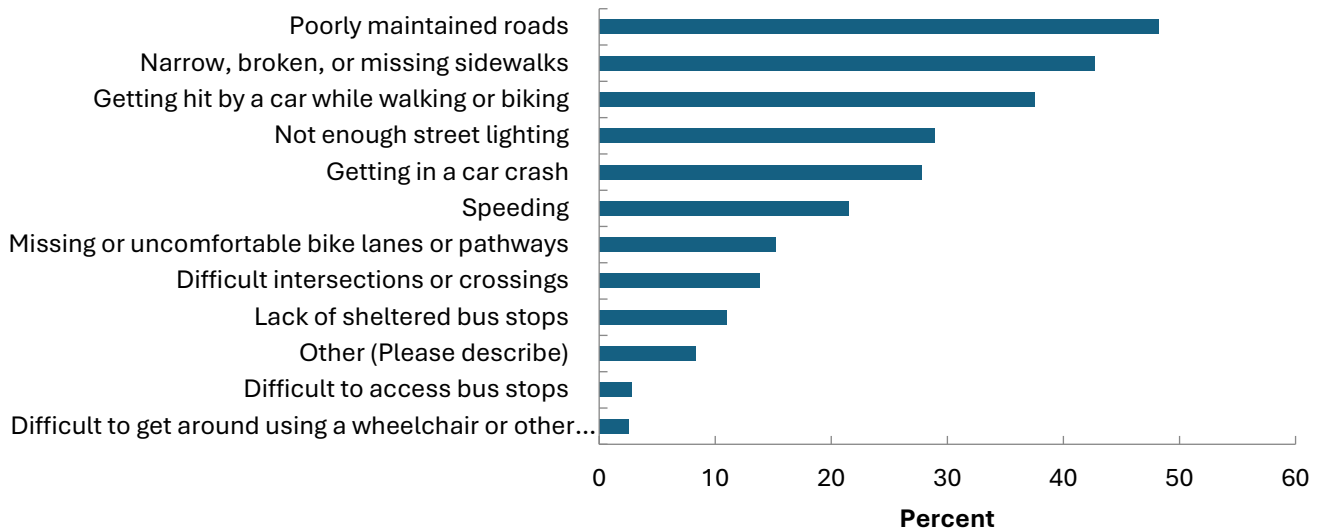


Figure 3. Responses to “We are studying different safety improvement options. Out of this list, what are your top three safety concerns? Please choose up to three.”

A key question asked where participants felt unsafe walking, rolling, taking public transit, or driving on NE Sandy Blvd. Participants identified these locations by clicking a map (illustrated in Figure 4) and adding comments about their experience (Table 1). Figure 4 illustrates the concentration of areas participants noted as unsafe and Table 1 summarizes comments by location. For example, some participants selected the area between NE 223rd & NE 230th Ave due to inconsistent or no sidewalks.

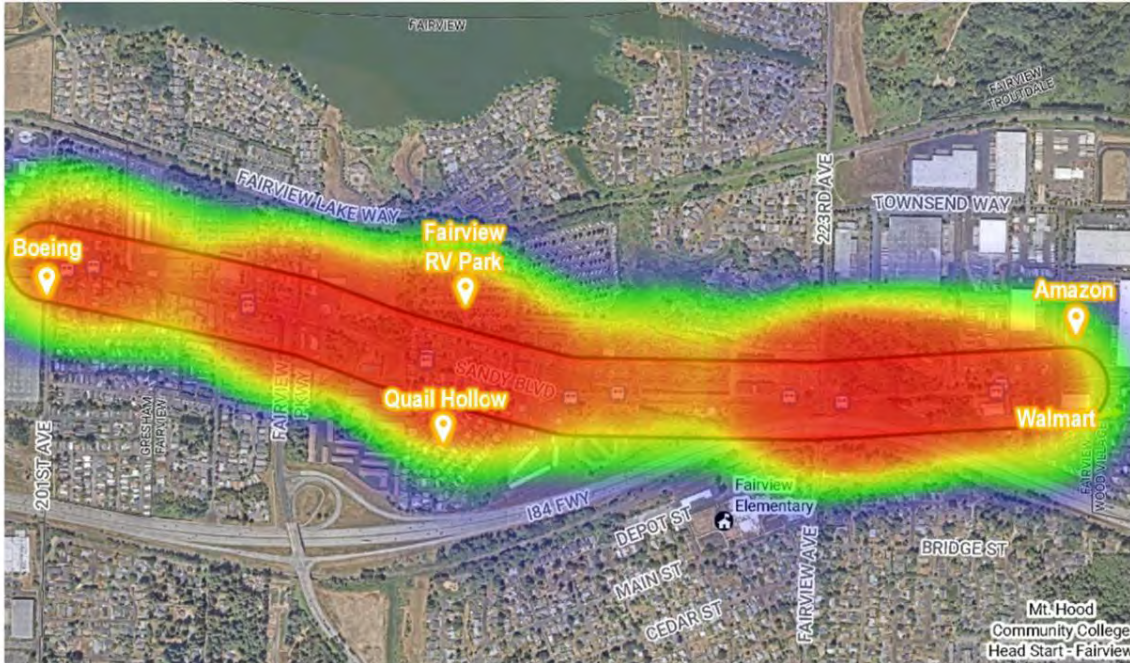


Figure 4. Visualization of survey results for "Where do you feel unsafe walking, rolling, taking public transit, or driving on Sandy?"

Cross Street	Priorities
Area between NE 201 st Ave & NE 205 th Ave	<ul style="list-style-type: none"> • Lack of sidewalks- feel unsafe and muddy conditions in the rain. • Existing crosswalks are not safe because cars do not stop for them. • <i>"Feel very unsafe because it's very hard to see the oncoming traffic. Also, I have personally witnessed a young girl within the last year get brutally run over with her dog while using the crosswalk."</i> • Existing crosswalks are too far from the TriMet bus stops and school bus stops serving neighborhoods on both sides of NE Sandy Blvd where there is frequent need to cross. • <i>"I am a 73-year-old woman; I do not feel safe riding the bus along this route; the bus stops are terrible and there are no crosswalks with lights."</i> • Potholes are a concern. • Speeding through the industrial area.
Fairview Parkway	<ul style="list-style-type: none"> • Speeding. • Unsafe bike lanes. • High traffic volume due to I-84 access. • Difficulty turning on/off NE Sandy Blvd. • <i>"Fairview parkway and Sandy is dangerous for motorists and pedestrians. Many collisions here."</i>
Quail Hollow/ Fairview RV Park Entrance 21100 & 21401 NE Sandy Blvd	<ul style="list-style-type: none"> • Lack of sidewalks. • Hard to turn on or off NE Sandy Blvd due to traffic, speed, and visibility around bend. • Lack of safe crossings where residents are frequently crossing the street for bus stops and between neighborhoods on both sides of NE Sandy Blvd.

<p>Fairview Terrace Entrance</p> <p>NE Arbor Crest Dr</p> <p>Meadowlark Entrance</p> <p>22199 NE Sandy Blvd</p> <p>NE 223rd Ave</p> <p>Area between NE 223rd Ave & NE 230th Ave</p>	<ul style="list-style-type: none"> ● Limited visibility and speeding make turning on/off NE Sandy Blvd difficult. ● Parked cars block sightlines. <ul style="list-style-type: none"> ● Limited visibility and speeding make turning on/off NE Sandy Blvd difficult. ● Parked cars block sightlines. ● <i>“A middle lane will help with getting out of neighborhoods.”</i> ● Inconsistent sidewalks. ● High traffic, high speed, and heavy freight. ● Narrow shoulder with limited space for walking and biking. ● <i>“No sidewalks going west up the hill to 223rd means I have to walk on the side of the road, with very little ground before it gives way to a cliff into a creek and blackberries.”</i> ● Dark at night, making it difficult to see people walking & biking. ● Frequent traffic to Walmart from residents to the west, but sidewalks and bike lanes do not connect through here. ● <i>“I drive my kid to Fairview elementary every day and see people walking on that road and it is dangerous without a sidewalk. I have to wait for oncoming traffic to pass in order to make space for the pedestrian walking so close to the road.”</i>
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Table 1. Responses to “Where do you feel unsafe walking, rolling, taking public transit, or driving on NE Sandy Blvd?”

Engagement Activities



Image 1. Staff presenting at Quail Hollow Mobile Home Park.

Community Interviews

To help foster strong relationships in the community and to meet community members where they are, the project team conducted informal one-on-one interviews with local leaders and culturally specific organizations serving these communities. Project staff interviewed representatives from the following groups:

- **April 23** – Interview with Reynolds School District

- **May 6** – Interview with Smith Memorial Church
- **May 21** – Interview with Oregon Trucking Association
- **May 21** – Interview with Fairview Terrace HOA

Specific feedback from each organization representative and the community they serve is summarized in Table 2 below:

Organization	Feedback
Reynolds School District	<ul style="list-style-type: none"> ● Shared the locations of school bus stops along the corridor; two of the four are within the funded construction section. ● The bus stop closest to the school (21800 NE Sandy Blvd at Fairview Terrace) would be walkable, but the heavy freight traffic and lack of consistent sidewalks make it feel unsafe. ● The district avoids having kids cross NE Sandy Blvd when getting on and off the bus because traffic does not always stop for school buses. ● Preference to have the bus stop in traffic with sidewalks to ensure cars cannot pass on the right- which has happened multiple times.
Smith Memorial Presbyterian	<ul style="list-style-type: none"> ● Concern for weekly food pantry guests and volunteers, some who regularly walk, bike, and roll to the event; including one neighbor who pushes their baby stroller in front of their wheelchair. ● Request adding a sidewalk on the east side of 223rd so that NE Sandy Blvd is fully connected to Bridge Street.
Oregon Trucking Association	<ul style="list-style-type: none"> ● It is important to retain lane widths (10-12 feet) for freight. ● Preference for bike and pedestrian routes to be different or at least physically separated from freight routes; avoid bikes next to freight whenever possible. ● Push buttons for pedestrian crossings can be difficult for trucks to stop suddenly. Predictable pedestrian crossings at traffic lights that are synchronized together are better for freight. ● Lighting along the corridor is helpful for drivers to see people walking, biking, or rolling.
Fairview Terrace HOA	<ul style="list-style-type: none"> ● It is difficult to pull out onto NE Sandy Blvd or turn into the neighborhood because of the speed of NE Sandy Blvd and the lack of visibility from parked cars. ● Request to extend the red curb and no parking area to improve the sightlines. ● Inconsistent sidewalks make it difficult to comfortably pass people walking, biking, or rolling.

Table 2. Summary of interview feedback from each organizational representative.

Community Conversations

To understand safety concerns and road issues the project hosted targeted sessions for various groups, attended community events, and conducted canvassing along the project corridor. Through connections made in community interviews and existing relationships, the project team participated in community events and meetings:

- **May 7 & 15** – Corridor Canvassing.
- **May 18** – Mobile outreach at The Fork Food Cart Pod.
- **May 31** – Community Conversation at Smith Memorial Food Pantry.

- **June 5** – Community Conversation with Lideres Naturales.
- **June 6** – Community Conversation with Quail Hollow Community & Fairview RV Park.



Image 2 – 4. Project lawn sign along Sandy Blvd; event at the Fork Food Cart Pod; notes from participants on where they feel unsafe along Sandy Blvd.

The Fork

Food Cart Pod

Project staff tabled at The Fork food cart pod in Fairview during their Sunday Farmers’ Market. Staff included English and Spanish speakers who spoke to about twenty attendees about their experience traveling on NE Sandy Blvd and collected survey responses.

Priorities included:

- Reduced speeds.
- Maintaining travel space for vehicles (concerned about potential narrowing of travel lanes).

Smith Memorial Presbyterian Church’s Food Pantry

Project staff attended the weekly East County Food Pantry held at Smith Memorial Presbyterian Church on NE 223rd Ave. Staff introduced the project to more than 75 community members in attendance in English and Spanish, had conversations with attendees - some of whom walked, biked, or rolled to the event, and collected survey responses.

Priorities included:

- Safety for walking, biking, and rolling in the area including NE 223rd, NE Sandy Blvd, and NE Halsey St.
- Safety and accessibility for children walking to Fairview elementary school.
- Sidewalk needed on the east side of 223rd, heading south from the church.

Quail Hollow & Fairview RV Park Residents

Project staff joined the weekly coffee hour hosted by Quail Hollow Mobile Home Park at the Quail Hollow clubhouse, with residents from the Fairview RV Park joining as well. Staff introduced the project, answered questions, and conducted a discussion to gather feedback from thirty-two participants.

Priorities included:

- A safer crossing at the entrance of Quail Hollow was the top concern.
- Speed reduction- especially given the blind curve between Fairview Parkway and Quail Hollow.
- Easier turning in and out of the Quail Hollow entrance- requests for a traffic light.

- Timing of construction- residents hope for safety improvements as soon as possible given the amount of elderly, children, bus riders, and others crossing at this location.
- Interest in low budget and quick ways to improve safety like crosswalk flags seen in other areas.
- Past drainage problems in ditch on south side of NE Sandy Blvd.
- Request for sidewalks on the south side of NE Sandy Blvd from Quail Hollow to Jackson's Food store.
- Request to move the bus stop in front of Quail Hollow, as buses block the driveway when stopping.

Lideres Naturales (Natural Leaders) Meeting

The project team attended a meeting for the Wood Village and Fairview community organization *Lideres Naturales*. The Community Engagement Liaisons Program team conducted the meeting in Spanish and thirteen community members participated, sharing feedback about the corridor via post-it notes on the map, filling out surveys, and general discussion.

Overall, the group is interested in safer conditions for people traveling. Priorities included:

- Sidewalk connections along the entire corridor would make everyone feel safer.
- Interest in more street lighting & pedestrian crossings.
- Concern about higher traffic due to reduced travel lanes.
- Interest in adding trees and keeping existing trees.

Safer Sandy Community Engagement Summary – Phase 2

Fall 2025

Overview

During Phase 2 of this project- September 22, 2025 to October 24, 2025, the project team gathered community input through an online survey, canvassing, and community conversations at local events with the support of the Community Engagement Liaisons (CELs). This summary highlights the engagement activities and key findings from this phase.

In Phase 2, the project team reached back out to community organizations, faith groups, neighborhood groups, and local leaders through connections made in Phase 1. The CELs played a key role in reaching stakeholders from Spanish, Russian, and Ukrainian speaking communities.

The survey and community conversations were the primary tools for collecting feedback on the proposed improvements like placement and type of bike facilities and the location of crosswalks. The project team promoted the project and survey through a broad mix of outreach tactics, including social media, flyers, mailed postcards, word of mouth, and community conversations.

Top Priorities We Heard

- **Separated bike lanes and sidewalks on both sides of the street are slightly more preferred** than a shared walking and 2-way biking path on one side with a sidewalk on the other side.
- **Proposed crosswalk locations are generally supported** throughout the corridor, although some could be consolidated particularly between 201st and Fairview Pkwy.
- **Parking removal is supported** on the north side of NE Sandy Blvd between Blossom Hill Rd and 223rd Ave to improve visibility and add a center turning lane.
- **Bus stop improvements are needed**, such as shelters, crosswalks, and lighting – particularly at NE Sandy & 223rd, 21100 Block NE Sandy (by Quail Hollow), and NE Sandy & 201st ranked in that order.

Measures of Success

Phase 2 engagement continued to make progress toward our project engagement goals to gather community feedback on corridor needs, provide clear and accessible communication, prioritize equitable access to engagement opportunities, and build trust through transparent and continuous engagement. Nearly 500 participants provided input during this phase, which exceeded the total responses of 406 in Phase 1.

The project team shared materials in English, Spanish, Russian, and Ukrainian. Of the 457 survey participants, 112 (25%) completed the survey in Spanish, Russian or Ukrainian. This exceeded the 18% of in-language responses in Phase 1. Additionally, 151 participants (38%, n=398) reported speaking a language other than English at home, closely aligning with Census data showing 32% of corridor residents do the same. This indicates strong multilingual participation and meaningful reach into diverse communities.

The team spoke directly with community leaders and stakeholders to meet people where they are and promote the survey.

Outreach efforts also had strong successes:

- 3,587 project postcards were delivered to households and businesses within a half mile of the project area.
- Social media posts generated over 6,000 impressions and almost 200 clicks overall.

- More than 340 people visited the project website after its launch.
- 10 community members signed up for project updates during this phase.
- In-language survey responses increased by almost 10% compared to Phase 1.

Note: The online survey experienced a technical issue the first few days of launching that caused some responses from past submittals to show. We fixed this issue and found no repetitive answers in the survey data. We apologize to members of the community who may have experienced this issue.

Survey

Who we heard from

The team received 457 total survey responses, offering insight into how people feel about the proposed improvements along NE Sandy Blvd. While this represents a small portion of the estimated 14,781 people living within six square miles of the corridor⁶, the responses reflect a diverse range of lived experiences and travel behaviors in the area.

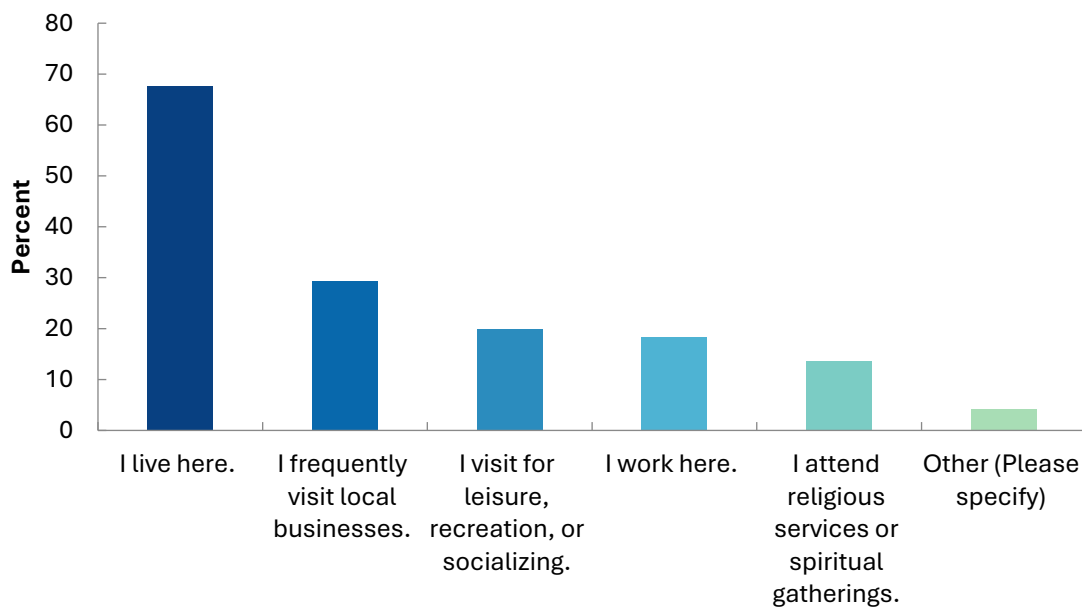


Figure 2. Responses to “What’s your connection to this area?” Note: Participants could select multiple options.

Most responses (248, 54%) came from residents near the project area (Figure 1). Among the 328 participants who shared their race/ethnicity, 168 individuals (51%) identified as a race/ethnicity other than white, compared to 32% of residents in the project area who identify as People of Color. Note that participants could choose multiple answers.

One hundred and twelve respondents (25%) completed the survey in Spanish, Russian or Ukrainian. Additionally, 151 participants (38%, n=398) reported speaking a language other than English at home, closely aligning with Census data showing 32% of corridor residents do the same.

Of the 219 participants who responded to disability status, 21 people (10%) reported a disability, close to the 15% reported in Census data.

⁶ Oregon Department of Transportation. (2024). *Screening Tool for Equity Analysis of Projects (STEAP)*.

What we heard

Participant survey responses offered insight into how people feel about the proposed improvements along NE Sandy Blvd. and what their priorities are.

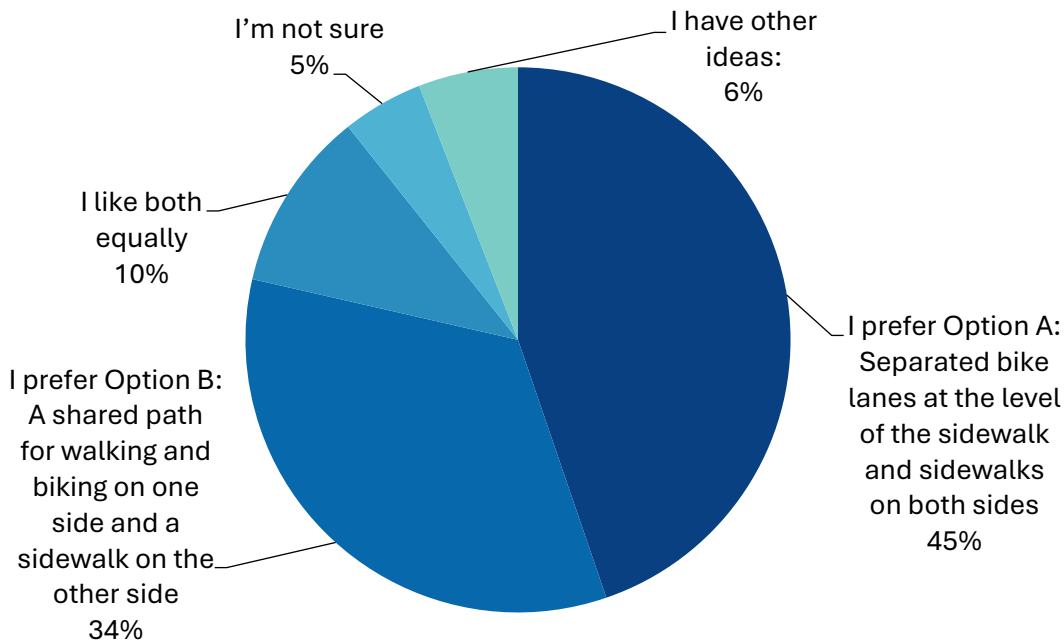


Figure 3. Responses to "How would you like to travel on NE Sandy Blvd in Fairview?"

A key question asked whether people prefer separated bike lanes at the level of the sidewalk and sidewalks on both sides (Option A) or a shared path for walking and biking on one side and a sidewalk on the other side (Option B). Option A was slightly more preferred with 204 respondents (45%) choosing that over Option B, which had 154 respondents (34%). Seventy-one people (16%) liked both equally or weren't sure. Twenty-seven people gave other suggestions; many cited the need for street parking and many don't see the need for bike lanes at all along NE Sandy Blvd.

The survey asked respondents to tell us why they chose that option. Below is a summary of common reasons respondents gave for their preferred option.

Option A: Separated bike lanes at the level of the sidewalk and sidewalks on both sides

- Some said two-way bike lanes or sharing with pedestrians can be stressful.
- A couple people said this option gives more flexibility for where you need to walk or bike.
- One person said separated bike and pedestrian lanes are better when you have kids with you.
- "I prefer not having bikes share the sidewalk with pedestrians."

- Option B: A shared path for walking and biking on one side and a sidewalk on the other side
 - I like both equally
 - I have other ideas
- Many said Option B looks or feels safer.
 - Some felt that the combined bike lane would save money.
 - One person believed that combined bike lanes could mean fewer bikes needing to cross the street.
 - Multiple people said they don't care as long as the bikes are separated from cars.
 - "I like both equally; whatever's cheaper"
 - Many felt that street parking is needed more, and neither would allow for parking.
 - "I agree that we need sidewalks and bike lanes, but do not want to see us lose parking on Sandy Blvd."
 - Many people said they don't see the need of bike lanes at all on this street; sidewalks should be the only addition.

Table 1. Summary of responses to "Tell us more about your choice"

When only looking at responses from people who said they live here, Option A and Option B were exactly split with 101 people (41%) choosing each option. People who only travel to the area were more in favor of Option A with 88 people (45%) and only 57 people (29%) preferred option B.

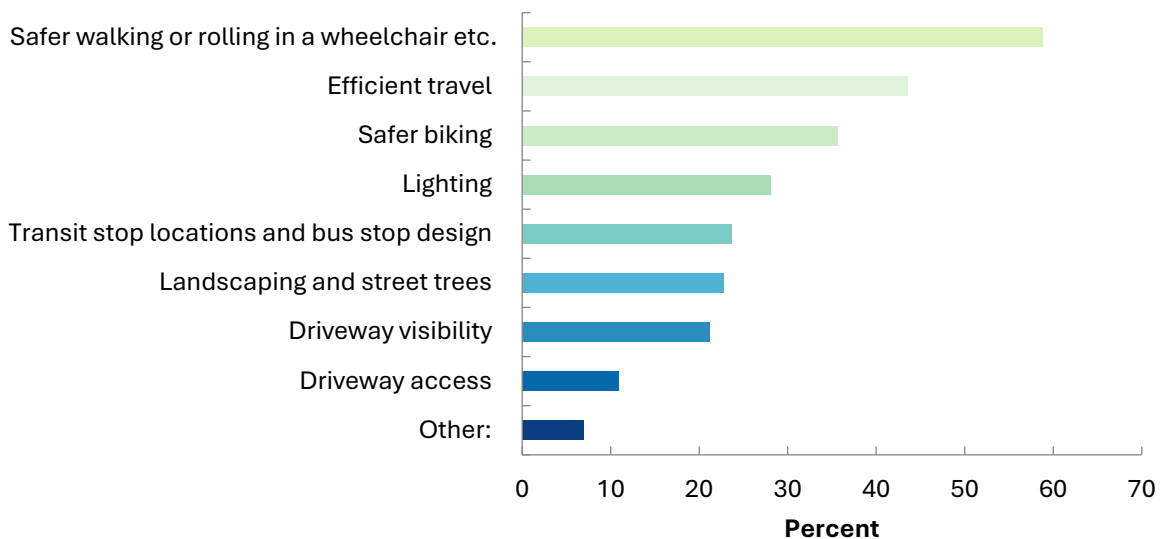


Figure 4. Responses to "What matters most to you about these design options?" Note: Participants could choose up to three priorities.

The top concerns of all survey respondents were safety while walking or rolling, efficient travel, and safer biking (Figure 4). This was consistent for people who said they live here and people who only travel here.

The survey asked about new mid-block crosswalks along NE Sandy Blvd. All segments of Sandy had a majority (60-80%) of agreement that the proposed mid-block crossings were in the correct locations although Segment 1 had the least amount of support with only 63% agreement and 29% who were not sure. A write-in option was available for those who did *not* agree with the proposed locations. Some common sentiments are summarized below:

Table 2. Summary of responses for "What would you change?"

Segment 1: 201st Ave
to Fairview Pkwy

- Many said this is too many crosswalks in a short distance; only 1 or 2 are needed.
- One person suggested putting the crosswalks next to intersections with lights so cars can see pedestrians at night.
- *"I live in Rolling Hills. A crosswalk here would be very helpful."*

Segment 2: Fairview
Pkwy to Blossom Hill
Rd

- Some said this is too many crosswalks in a short distance.
- A few people said bus stops and crosswalks should align since there are no other destinations to go to.
- A couple people said the crosswalk at Blossom Hill Rd. is completely unnecessary and should be removed.

Segment 3: Blossom
Hill Rd to 223rd Ave

- A couple people said there needs to be sidewalks before there are crosswalks.
- A few people said there is nothing on the south side of Sandy for people to need to cross before 223rd.
- One person suggested that the east-bound TriMet bus stop should be moved to the wider, safer location where the old freeway ramp to I-84 was.

Segment 4: 223rd Ave
to 230th Ave

- One person said only the 223rd cross is needed.

The survey also asked if respondents would support removing the parking lane on the north side of Sandy Blvd between Blossom Hill Rd and 223rd Ave to improve visibility, and to add a center left turn lane and biking and walking facilities on both sides of Sandy Blvd (Figure 5).

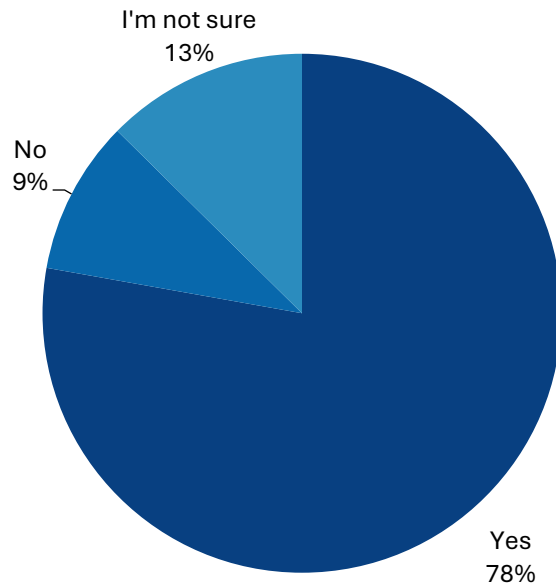


Figure 5. Responses to “Would you support removing the parking lane on the north side of Sandy Blvd between Blossom Hill Rd and 223rd Ave?”

The majority of respondents (260, 78%) support this parking removal. Thirty-two people (9%) said they do not agree and 29 people wrote in reasons why. Multiple people noted a lack of parking for apartment buildings nearby, specifically the Meadowlark, extra parking for Fairview Terrace, or future apartment developments. Some requested to widen the road to the south so that a center turn lane could still be included without losing parking.

People who said they live along the project corridor were more likely to disagree (29, 15%) with the parking removal, although the majority of people who said they lived here still agreed with 144 people (72%) saying yes to parking removal.

Throughout the survey there were opportunities to share additional thoughts about the proposed designs or improvements on Sandy Blvd in Fairview in general. Some of the common responses are listed below. You can read all survey responses in Appendix A.

- Many people wrote in that vehicle use should be the priority on this street.
- Many people said there are too few people riding bicycles here to justify the expense.
- Some said they are glad that better pedestrian safety is being addressed. *“I’m just happy that we are doing more things for pedestrian safety so I’m loving all of this.”*
- A couple people requested more bicycle connections like to Marine Drive and to the Gresham/Fairview trail.
- One person worried that vegetation strips won’t be maintained enough for plants to grow/look nice.
- One person noted that concrete barriers at mid-block crosswalks make it hard for big trucks to make turns.

Engagement Activities

Community Conversations

Through connections made in Phase 1, the project team participated in the following community events and meetings for Phase 2:

- **October 15** – Community Conversation at Smith Memorial Community Dinner
- **October 17** – Community Conversation with Quail Hollow Community & Fairview RV Park
- **October 18** – Community Conversation at Smith Memorial East County Food Pantry

Smith Memorial Presbyterian Church

Project staff tabled at Smith in Fairview during their monthly community dinner and weekly food pantry. Staff included English and Spanish speakers who spoke to about 50 attendees between each event.

Comments included:

- Multiple people asked if there is a cost difference between Option A & B.
- Most agreed that bike lanes separated from traffic is best.
- Some shared discomfort with removing traffic lanes for bikes.
- One individual asked if this is related to the Fairview RV Park rent increase from the City of Fairview.
- Some felt that there are too many proposed crosswalks too close together and they should be consolidated.
- One individual said they don't like LED street lighting because they don't actually help illuminate the area around where the light casts.
- Some people are unsure if enough people would use the bike lanes in this area.



*Image SEQ Image * ARABIC 1. Staff tabling at Smith Memorial Presbyterian Church's Community Dinner.*

Quail Hollow & Fairview RV Park Residents

Project staff joined a weekly coffee hour hosted by Quail Hollow Mobile Home Park at the Quail Hollow clubhouse, with residents from the Fairview RV Park joining as well. Staff reintroduced the project, answered questions, and conducted a discussion to gather feedback from twenty participants.

Comments included:

- Most had a preference for bicycle and pedestrian space to be separated.
- Majority of attendees love the crosswalk and flashing beacon between Quail Hollow and Fairview RV Park.
- Some requested a center turn lane to make it easier to enter and exit Quail Hollow.
- One individual asked whether trucks could still use the road with these improvements.
- Some people had questions about the construction timeline.

CELs Engagement

The CELs used various methods to talk to people from the Spanish, Russian, and Ukrainian speaking communities about their preferences for improvements and to advertise the survey. Each liaison reached out to people through canvassing along the road and local businesses, talked to personal contacts in the area, and posted in social media groups active in their communities. Collectively, liaisons spoke to about 100 people about the project, and received over 100,000 impressions through online posts.



Image 2-3. A Slavic speaking gathering in a park and project flyers distributed at Slavic businesses in the area.

Russian & Ukrainian communities comments included:

- Many in the Russian and Ukrainian community don't see the need for improvements if the community is not asking for changes. Many do not use the street to walk or bike and don't feel that is a need.
- Others were appreciative of the City/County investing into this community.
- Some were excited for complete, connected sidewalks along NE Sandy Blvd.

Spanish community comments included:

- Most are in support of improving safety along Sandy Blvd, especially for pedestrians, transit riders, and cyclists.
- Some said that many parts of the street are poorly lit at night, and without sidewalks, walking feels unsafe.
- One person feels that the traffic is too fast and buffers between pedestrians and vehicles would be a good idea.
- Many people said that several bus stops on this corridor need improvement.

Safer Sandy Community Engagement Summary – Phase 3

Winter 2026

Overview

During Phase 3 of this project- January 19, 2026 to February 9, 2026, the project team gathered community input on proposed changes through an online survey, community conversations at local events, and the support of the Community Engagement Liaisons (CELs). This summary highlights the engagement activities and key findings from this phase.

In Phase 3, the project team reached out to community organizations, faith groups, neighborhood groups, and local leaders who have been involved through Phase 1 & Phase 2. The CELs played a key role in reaching stakeholders from Spanish, Russian, and Ukrainian speaking communities.

The survey and community conversations were the primary tools for gauging community agreement with the proposed improvements and ranking priorities to align with available funding. The project team promoted the project and survey through a broad mix of outreach tactics, including social media, mailed postcards, word of mouth, and community events.

Top Priorities We Heard

- **Residents generally agree with the proposed improvements** especially consistent sidewalks, better lighting, center turn lanes, and safer crosswalks.
- **Quail Hollow & 223rd was preferred** as the next segment to construct as funding becomes available.
- **Bus stop improvements are needed**, such as shelters, crosswalks, and lighting.

Measures of Success

Phase 3 engagement continued to make progress toward our project engagement goals to gather community feedback on corridor needs, provide clear and accessible communication, prioritize equitable access to engagement opportunities, and build trust through transparent and continuous engagement. Over 350 participants provided input during this phase, compared to 406 total responses in Phase 1 and 457 in Phase 2.

The project team shared materials in English, Spanish, Russian, and Ukrainian. Of the 356 total survey participants, 24 (7%) completed the survey in Spanish, Russian or Ukrainian. This was lower than past phases, however 55 participants (31%, n=180) reported speaking a language other than English at home, closely aligning with Census data showing 32% of corridor residents do the same.

The team spoke directly with community leaders and stakeholders to meet people where they are and promote the survey.

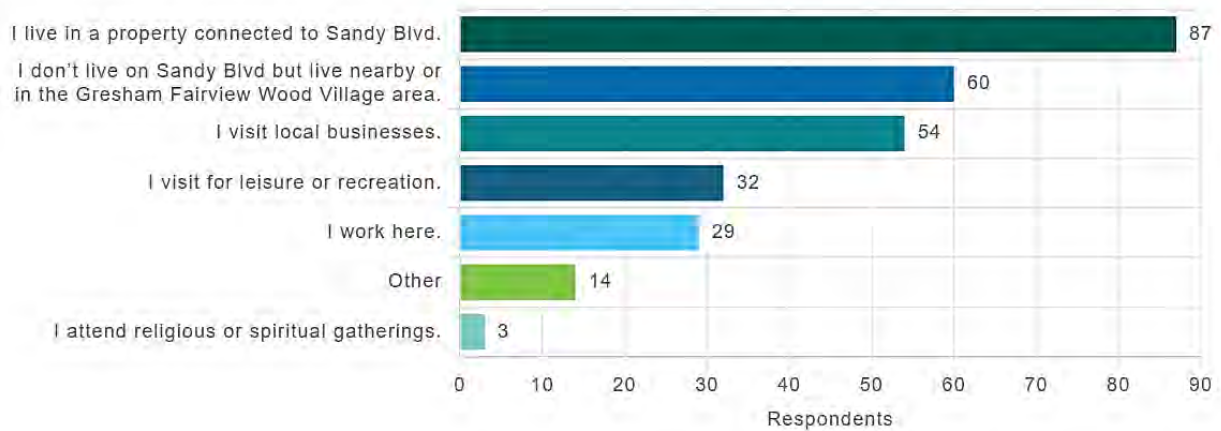
Outreach efforts also had strong successes:

- 2,136 project postcards were delivered to households and businesses within a half mile of the project area.
- Social media posts generated over 11,766 impressions and almost 140 clicks overall.
- More than 160 people visited the project website after its launch.
- 7 community members signed up for project updates during this phase, for a total of 508 sign ups throughout the whole project.

Survey

Who we heard from

The team received 365 total survey responses, offering insight into how people feel about the proposed improvements along NE Sandy Blvd. While this represents a small portion of the estimated 14,781 people living within six square miles of the corridor⁷, the responses reflect a diverse range of lived experiences and travel behaviors in the



area.

Figure 2. Responses to “What’s your connection to this area?” Note: Participants could select multiple options.

Most responses (147, 77%) came from residents who either live directly on Sandy Blvd. or nearby the project area (Figure 1). Among the 178 participants who shared their race/ethnicity, 73 individuals (41%) identified as a race/ethnicity other than white, compared to 32% of residents in the project area who identify as People of Color. Note that participants could choose multiple answers.

Twenty-four respondents (7%) completed the survey in Spanish, Russian or Ukrainian. Additionally, 55 participants (31%, n=180) reported speaking a language other than English at home, closely aligning with Census data showing 32% of corridor residents do the same.

Of the 177 participants who responded to disability status, 30 people (17%) reported a disability, close to the 15% reported in Census data.

What we heard

Participant survey responses offered insight into how people feel about the proposed improvements along NE Sandy Blvd and what their priorities are.

⁷ Oregon Department of Transportation. (2024). *Screening Tool for Equity Analysis of Projects (STEAP)*.

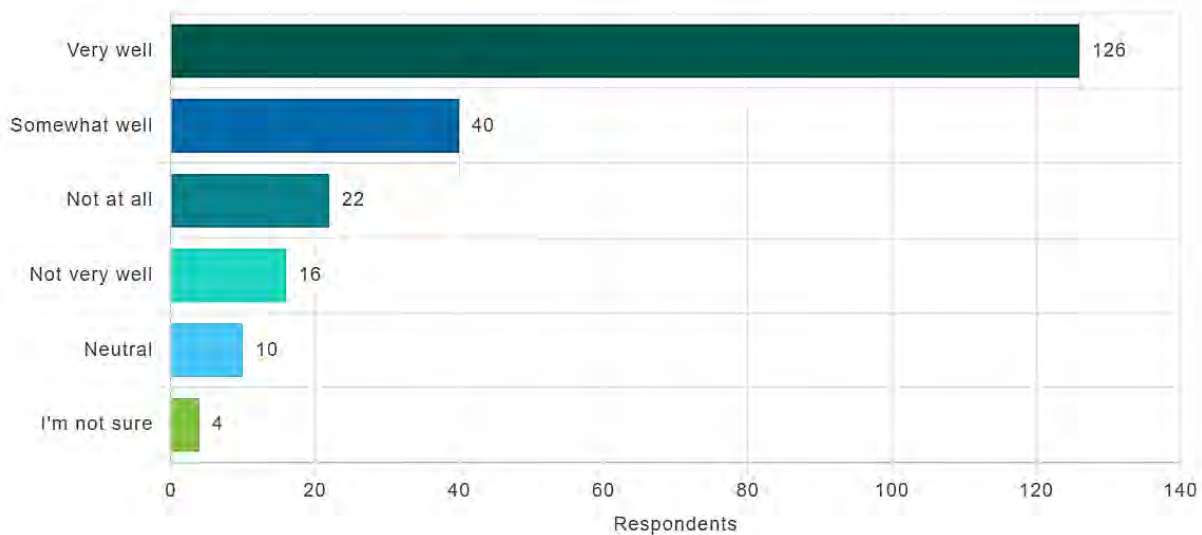


Figure 3.

Responses to “Do you support the proposed improvements?”

The survey asked whether people support the proposed improvements or not. The majority said they supported the proposed improvements very well or somewhat well (166, 76%). When only looking at responses from people who said they live in a property connected to Sandy Blvd, the majority was still approving with 62 people answering very well or somewhat well (82%) and 12 answering not at all or not very well (16%).

The survey asked respondents to tell us why they chose that option. Below is a summary of common reasons respondents gave for their preferred option.

“Very well” or “Somewhat well”	<ul style="list-style-type: none"> • Many people agreed that there is a need for safer options to walk, bike, and take transit. • Many people liked the center turn lane to keep traffic moving efficiently. • A few people shared concerns for the cost. • A couple people asked if Sandy Blvd was wide enough for these improvements. • <i>“I work in this area and see the imperfections of the pedestrian system. I’m constantly driving, and people run across the road to get to the bus stop.”⁸</i>
“Not very well” or “Not at all”	<ul style="list-style-type: none"> • Many people don’t feel bike lanes are needed here. • Some people are worried the road will be confusing for drivers. • Some feel adding bike lanes will make more car traffic. • Some people had cost concerns.

⁸ This response was translated from Russian.

Table 1. Summary of responses to "Tell us why"

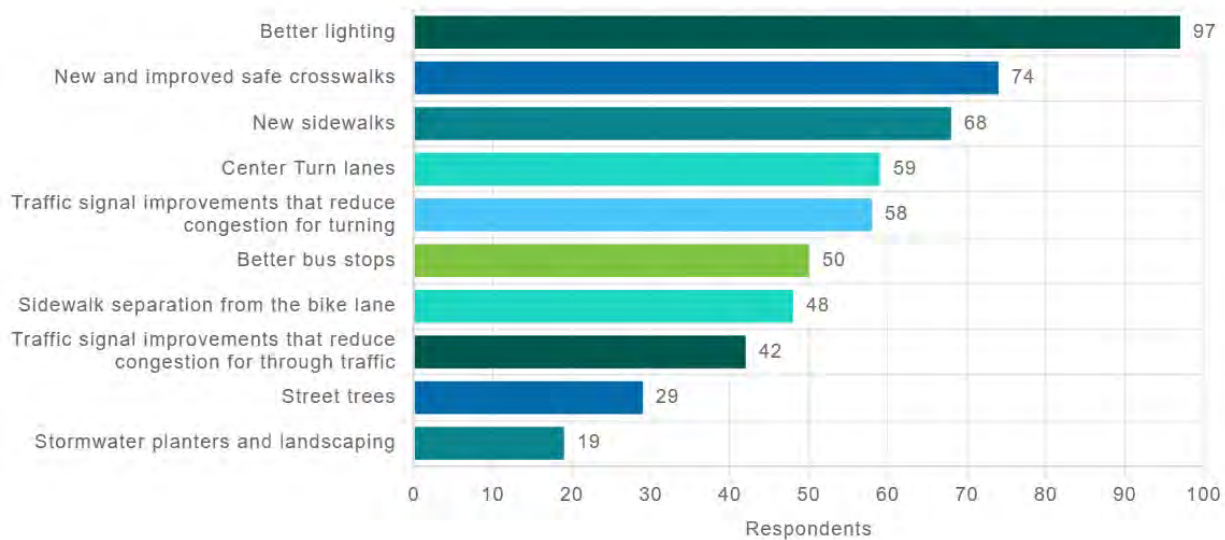


Figure 4. Which of the following features are the most important to you? Note: Participants could choose up to three priorities.

A key question asked survey respondents to rank their priorities so the project team can refine based on available space, cost, or feasibility. (Figure 4). The top answer was better lighting (97, 50%), new and improved safe crosswalks (74, 38%), and new sidewalks (68, 35%). People who said they live in a property connected to Sandy Blvd ranked their top priorities as better lighting (31, 52%), new sidewalks (28, 47%), and center turn lanes (26, 43%). An other option was provided where a few people added additional comments: a few people said parking and street trees are priorities.

The survey also asked participants to rank their priority segment of Sandy Blvd. so the project team can be informed on prioritized improvements as funding becomes available. The top response was between Quail Hollow & 223rd (81, 46%).

The survey included opportunities to share additional thoughts about the proposed designs or improvements on Sandy Blvd in Fairview in general. Some of the common responses are listed below.

- Many people said there are too few people riding bicycles here to justify the expense, the small number of riders could use the sidewalks, or bike lanes should be on a side street instead.
- Multiple people are appreciative of bike improvements.
- Most agree that consistent sidewalks are needed here.
- Multiple requests for pedestrian improvements at other locations like Sandy Blvd. between NE 148th Ave. and NE 185th Ave., Sandy Blvd. between 181st Ave and 201st Ave., Fairview Ave from Sandy Blvd to Halsey St.
- A few people hoped there will not be concrete center medians that remove the ability to turn (similar to sections of outer Division St.).
- A few people who are blind requested audible cross signals in the area.

- Multiple requests for bus stop improvements like shelters, seats, bus tracker displays, and more bus frequency.

Engagement Activities

Community Conversations

The project team participated in the following community events and meetings for Phase 3:

- **December 4** – Fairview Terrace HOA meeting
- **January 24** – Community Conversation at Smith Memorial East County Food Pantry
- **February 6** – Community Conversation with Quail Hollow Community & Fairview RV Park

Fairview Terrace HOA

Project staff presented at an HOA board meeting for the Fairview Terrace neighborhood. There were 17 board members and residents in attendance.

Comments included:

- Many residents requested a center turn lane, or even a traffic light, because it is hard to turn left into the neighborhood or left out of the neighborhood with the amount of oncoming traffic.
- Residents feel they don't have enough parking and don't want street parking removed. However many agree that parking should be removed immediately right around the neighborhood entrance for visibility when turning.
- Some asked about the possibility of widening Sandy Blvd. given recent growth.

Smith Memorial Presbyterian Church



Project staff tabled at Smith in Fairview during their weekly East County food pantry. Staff included English and Spanish speakers with 200 attendees, the project staff was approached by 15 attendees.

Comments included:

- Participants were excited about the separation of bike lanes and sidewalks, they liked the option that was chosen
- Participants hope that improvements to NE 223rd Ave and NE Sandy Blvd will be prioritized as the next phase

Quail Hollow & Fairview RV Park Residents

Project staff joined a weekly coffee hour hosted by Quail Hollow Mobile Home Park at the Quail Hollow clubhouse, with residents from the Fairview RV Park

joining as well. Staff provided updates on the project, answered questions, and conducted a discussion to gather feedback from 22 participants.

Comments included:

- Requests for better lighting at the TriMet bus stop near the Quail Hollow entrance.
- Requests for a bus shelter (this does not currently meet TriMet’s ridership threshold for a shelter).

CEs Engagement

The CEs used various methods to talk to people from the Spanish, Russian, and Ukrainian speaking communities about preferences for improvements and to advertise the survey. Each liaison reached to people through contacts in the area, businesses and organizations, and posted social media groups active in their communities.



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Russian & Ukrainian communities comments included:

- Some in the Russian and Ukrainian community expressed concern about adding bike lanes on this street.
- Some shared they live in the area and were excited for complete, connected sidewalks along NE Sandy Blvd.

Spanish community comments included:

- Some community members expressed support for beautifying the area and improving safety.
- Others shared concerns that the limited bike traffic in the area makes improvements unnecessary and felt the project may cause problems.