

Safer Sandy Community Engagement Summary – Phase 2

Fall 2025

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.

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.

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.



Figure 1. Project engagement phases.

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.

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 Plan¹ 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” section below and Appendix A for a full demographic summary of survey participants). These efforts help ensure that the engagement process is inclusive, representative, and aligned with the intent of Title VI.

¹ Transportation Division, Multnomah County. (2022). *Title VI Program Plan*.

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 corridor², the responses reflect a diverse range of lived experiences and travel behaviors in the area. Full survey results are available in Appendix A.

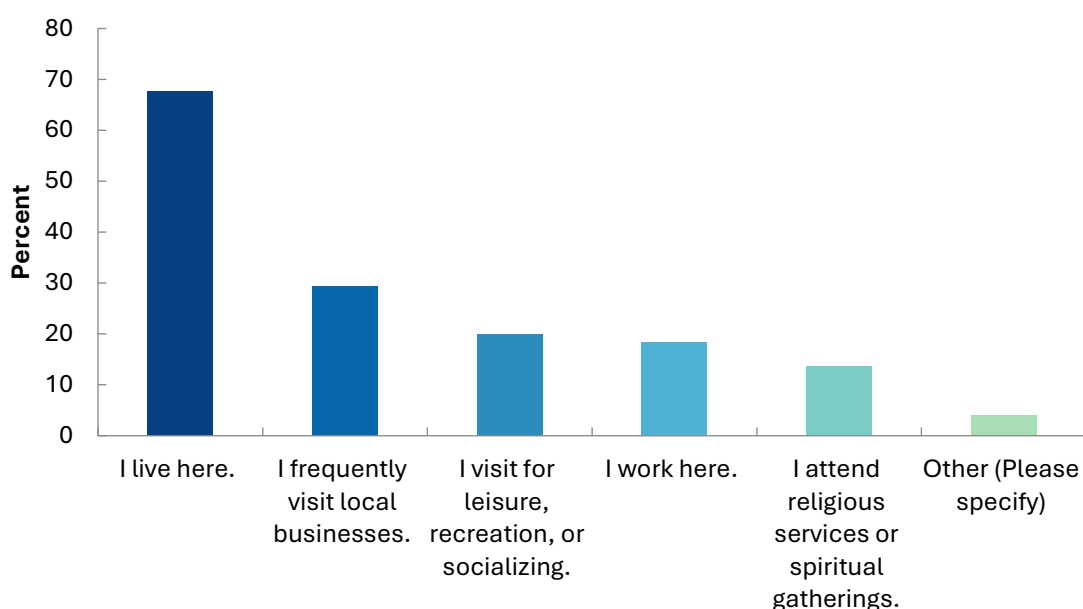


Figure 2. Responses to “What’s your connection to this area?” Note: Participants could select multiple options.

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.

² 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. Full survey results are available in Appendix A.

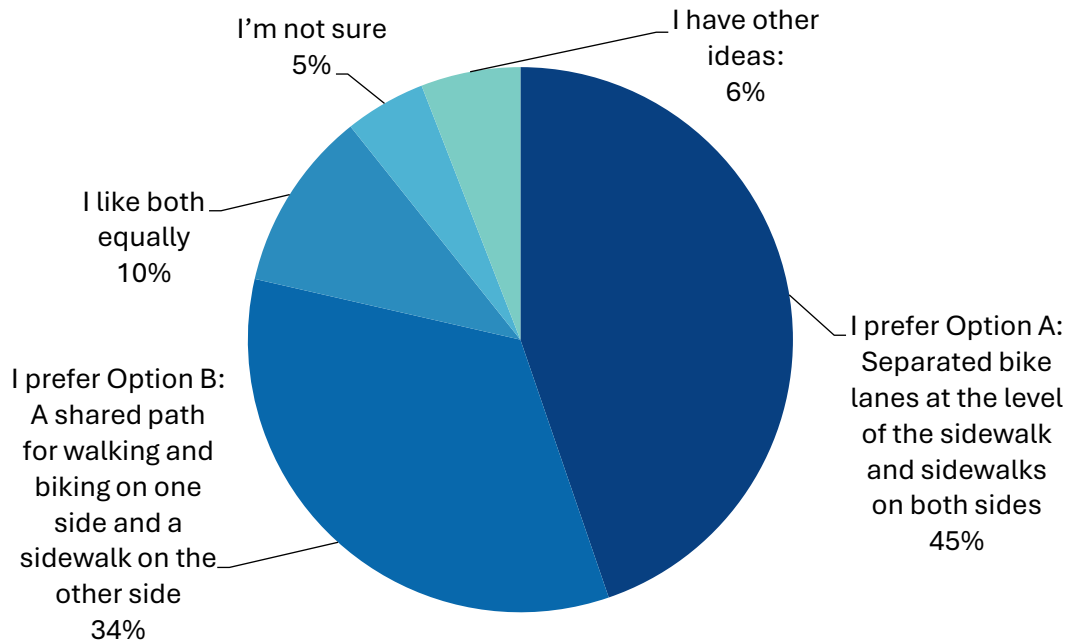


Figure 3. Responses to “How would you like to travel on NE Sandy Blvd in Fairview?”

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.

	<ul style="list-style-type: none"> One person said separated bike and pedestrian lanes are better when you have kids with you. <i>"I prefer not having bikes share the sidewalk with pedestrians."</i>
Option B: A shared path for walking and biking on one side and a sidewalk on the other side	<ul style="list-style-type: none"> 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.
I like both equally	<ul style="list-style-type: none"> Multiple people said they don't care as long as the bikes are separated from cars. <i>"I like both equally; whatever's cheaper"</i>
I have other ideas	<ul style="list-style-type: none"> Many felt that street parking is needed more, and neither would allow for parking. <i>"I agree that we need sidewalks and bike lanes, but do not want to see us lose parking on Sandy Blvd."</i> 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.

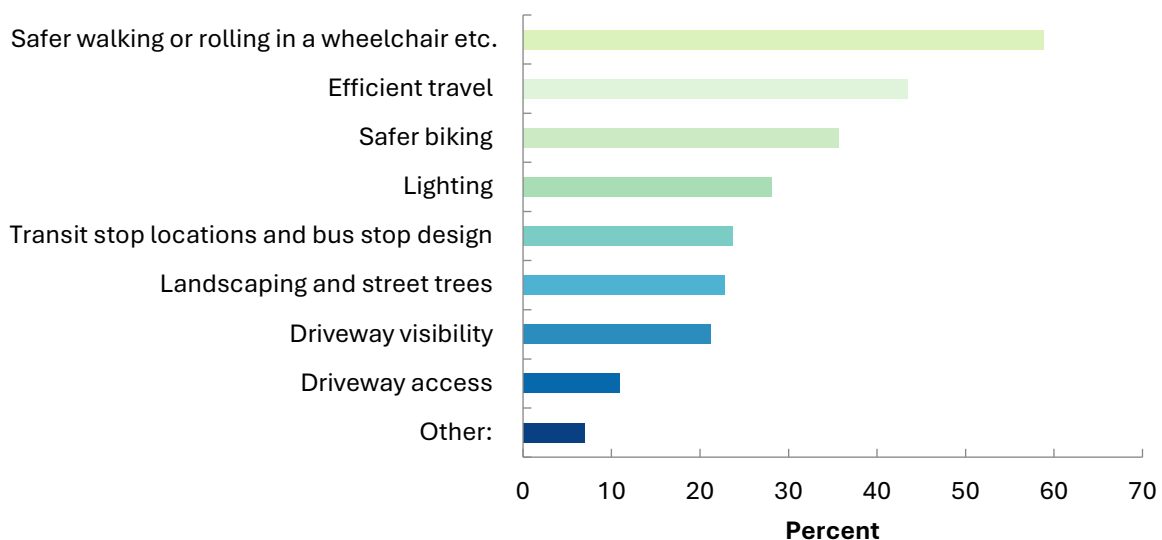


Figure 4. Responses to "What matters most to you about these design options?" Note: Participants could choose up to three priorities.

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:

Segment 1: 201st Ave to Fairview Pkwy	<ul style="list-style-type: none"> • 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>"I live in Rolling Hills. A crosswalk here would be very helpful."</i>
Segment 2: Fairview Pkwy to Blossom Hill Rd	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • One person said only the 223rd cross is needed.

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

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).

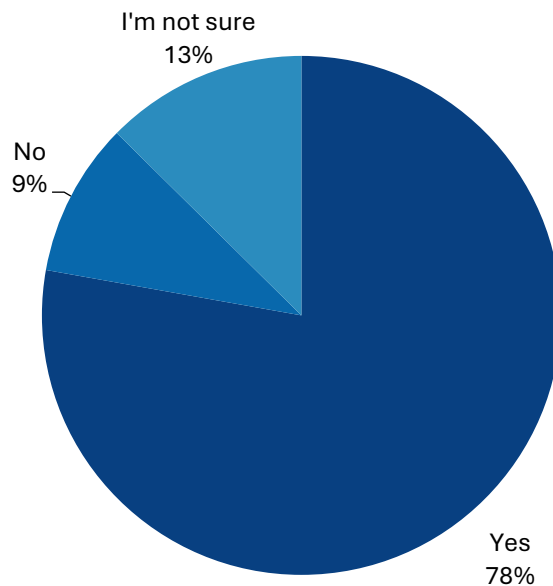


Figure 5. Responses to “Would you support removing the parking lane on the north side of Sandy Blvd between Blossom Hill Rd and 223rd Ave?”

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.



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

- 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.

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.

CEs Engagement

The CEs 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.

Conclusion & Next Steps

Phase 2 engagement built on the meaningful connections established in Phase 1 and feedback for improvements along NE Sandy Blvd. Through a combination of methods, like

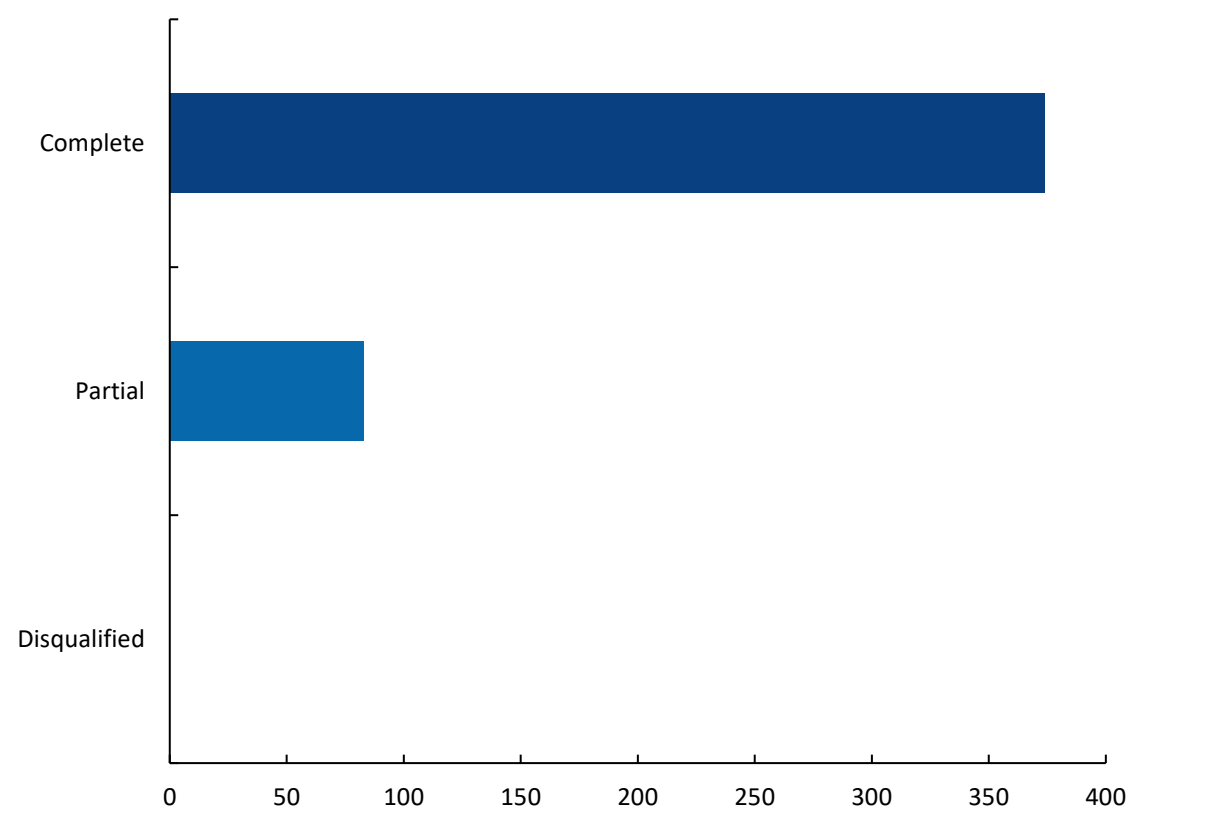
surveys, canvassing, and culturally specific outreach, the project team heard from nearly five hundred community members.

This input is shaping the designs for corridor improvements. Community members voiced clear support for the proposed crosswalk locations, more connected sidewalks, parking removal at Blossom Hill Rd, bus stop improvements, and overall safety for those walking, biking, rolling, and taking transit.

The next phase of engagement will be reviewing the draft plan with community and partners for final feedback in Winter 2026.

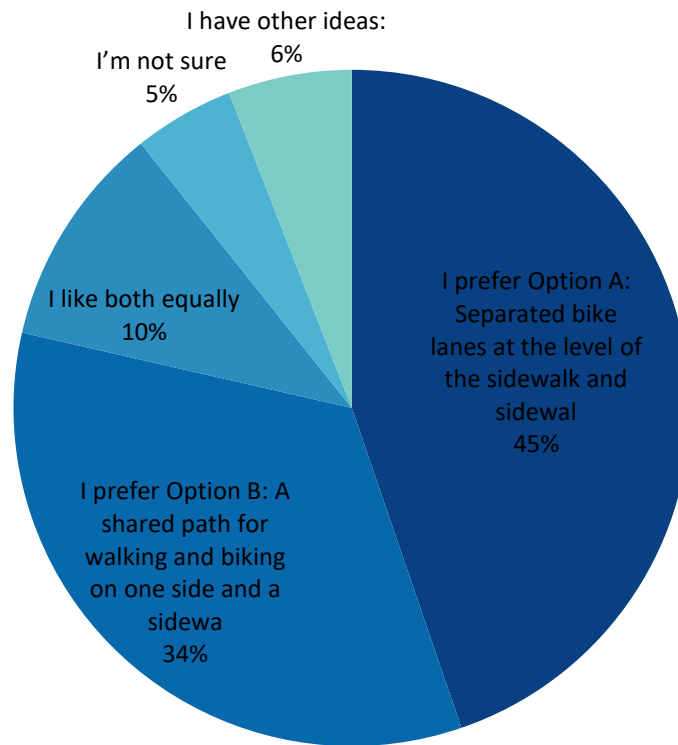
Appendix A: Survey Report

Response Statistics



	Count	Percent
Complete	374	81.8
Partial	83	18.2
Disqualified	0	0
Totals	457	

1.How would you like to travel on NE Sandy Blvd in Fairview?



Value	Percent	Count
I prefer Option A: Separated bike lanes at the level of the sidewalk and sidewalks on both sides	44.7%	204
I prefer Option B: A shared path for walking and biking on one side and a sidewalk on the other side	33.8%	154
I like both equally	10.7%	49
I'm not sure	4.8%	22
I have other ideas:	5.9%	27
	Totals	456

I have other ideas:	Count
Both are equally bad, sidewalk it fix the potholes and leave the lanes alone. Not every road needs to be made for bicycles. Deal with the problems you have before creating more.	1
Did you gather statistics as to how many walker/bikers use this road before deciding to spend big dollars on this project and see if it is warranted?	1
Don't do it, save money	1
How about we FIX THE ROADS with kotex pathetic 6% of the budget she allows for road improvements??!!	1
I agree that we need sidewalks and bike lanes, but do not want to see us lose parking on Sandy Blvd.	1
I hate nth plans. No more reducing traffic lanes.	1
I like both options. I don't see much bike traffic ever on Sandy, but in this area with lots of apartments I do see pedestrians. I'd go with the lower cost option	1
I prefer not having bikes share the sidewalk with pedestrians.	1
It is stupid to out in bike lanes that no one uses and take away streets. You have done nothing but make more congestion. How about not working about bike lanes when they don't pay road taxes and no one uses them. Cars use the street way more than bikes.	1
Keep existing parking	1
Keep parking on Sandy Blvd available	1
Leave it alone more is not always better	1

Most people in East County have a car and we keep building apartments in which Multnomah County seems to think there is a good walking or public transportation option. It is not. We move out here so we are not in condensed housing situation .Traffic seems to be an issue out here in East County with less and less areas for cars to travel. Two car lines in both directions with sidewalks on both sides and one bike lane on either side.	1
NONE OF THIS IS NEEDED. Do NOT impede the flow of traffic. Too many 18 wheelers utilizing Sandy.	1
Option A, but with tree line between pedestrian and bicycles so that bicycles are not over taking pedestrians	1
Quit spending taxpayer dollars on this crap and just maintain what we have already. The only people riding bikes in Sandy are tweekers anyway.	1
Safer road,side walk yes bike lane no	1
Sandy Blvd needs parking near Fairview Terrace and the new apartment complex. Maybe one side walking path with parking and other side the bike lane? Not having any parking on that stretch would be terrible.	1
Since Sandy Blvd traffic includes a large proportion of commercial truck (semis) traffic, I am also concerned about the turning radius for trucks as they turn right from one street to another. On many streets, semis cause traffic flow issues as well as destruction of curbing when there is not ample room to turn. I see this frequently all over Portland.	1
Street Parking	1
Two lanes both ways with a left turn lane. Bike lanes only if there is space!	1
Why is there no option for parking on the street?	1

You can't maintain the vegetative plantings you have already installed throughout the county, don't build more.	1
will the car road become more narrow?	1
Totals	27

2.Tell us more about your choice.

ResponseID	Response
44	Keep bikes and pedestrians as far away from traffic as possible
46	Volume of Pedestrians and Bicyclists don't justify 2 bike lanes.
50	Nobody wants to walk on the bike path. It should be separated from foot traffic.
53	No extra construction I am a bus driver and this road is not used enough by bikes to waste tax dollars on this project. FILL THE POTHOLES - THIS IS WHATS NEEDED
54	I feel one lane for bikes is sufficient. I also wish the city had consistent bike lane choices. It's dangerous that it changes neighborhood to neighborhood. When driving, I don't know what to expect to keep bikers safe.
91	Whichever configuration reduces conflict points from turning vehicles is my preferred option. Option B allows a determination that mitigates conflict based on existing land uses along the route. Whereas Option A distributes it evenly without consideration for reducing conflict points from driveways and intersecting roads.
92	It's easier to follow the path of it is clear which path is for you whether you're walking or riding.
93	Option a feels a lot safer as there are designated walking/biking paths. I don't like that option B puts pedestrians in the same lane as bikes, it feels very unsafe especially when walking with children.
94	Bicycles must follow the rules of the road as if they were a vehicle. They should not be sharing a pathway with pedestrians. Additionally, this separation from the road provides more safety for the bicycle.

105	better fit in space available minimizing the need for costly additional ROW
108	I like both equally; whatever's cheaper
117	Looks safer, for both bikes and walking
122	Looks safer, for both bikes and walking
123	I like option A. It's safer than sharing a biking and walking path.
125	Having a dedicated space for pedestrians and bikers is preferable to me because it creates a greater separation between us and the cars on the road - which makes it a less stressful experience.
126	More cost effective option
127	Looks safer, for both bikes and walking
128	This is something similar of what Seattle has and it's super convenient as long as bicyclists and pedestrians are respecting their corresponding lane
131	Creo que es mejor separados porque a veces traemos niños y puede ser peligro tanto para las bicicletas como para los niños
134	Separate sidewalks and bike paths for individual lanes and travel are better. Less likely collision.
140	I live in Fairview terrace. It is very difficult to safely enter Sandy when cars are parked on the street. Many close calls are made due to poor visibility. Also, I am concerned about making this part of Sandy an inviting area for "camper."
142	With new apartments overall traffic has gone up also foot traffic has increased
148	I feel that sidewalks and bike lanes on both side of the street is a safer option.

149	I think it is hard for bikes and people walking, to share the same space
150	I like the separation from cyclists and pedestrian
163	I feel like people on bikes have a mentality of superiority that creates a protection for uncomfortable interaction should the choice be a shared bike/walking path. Additionally, the shared path creates a larger space that may be appealing to houseless individuals.
166	I prefer double lanes for vehicle traffic for faster travel. But I do prefer options B as it is more cost effective and I think looks better aesthetically.
167	As long as bikes and people have a designated space, either options works
168	have had bikes almost hit me in shared bike/ped areas
171	Since it is a short stretch of the road, it makes sense to have bike lanes on the side of the street the begin or end on.
172	I think option b is more cost effective and works in our more narrow areas, but I disagree that trees are needed. We need plants that are less "water hungry" and are drought resistant, and with proximity to the gorge and fires, something that won't carry flames. Large abstract rocks would be great or some smaller decorative low leaf dwarf trees instead (or a mixture of both). Cameras are a must because late night by 223 and Sandy has speeders, street racers, and gun shots regularly.
174	I like the option B better.
178	Shared walking and rolling not a good idea
179	This would create a solution where families can be on the pathway (parents walking and children riding bikes) vs it being separated.

184	There is very little bike traffic having that area scale down seems more of a priority to allow pedestrians a free passage
186	Keeps bikes off the roadway. Allows drivers to drive without interference of bikes.
188	I like A separating bikes and pedestrians. I like that B may cast less and for better in narrow areas. I like that they both have sidewalks on both sides. I prefer whichever provides the larger barrier between cars and bikes/pedestrians.
189	seems less likely for bikes and pedestrians to "interact"
191	More cost effective and seamless
199	More dedicated space for walking (both sides) with sufficient bike lane and less interaction of bikes with pedestrians
200	I like more option A because it gives more flexibility for both options walking an biking.
202	I've lived in this eighborhood for around 5 years. I see people walking all the time down Sandy. I myself do on occation use Sandy as a walkway. I rarely see bikes. So a mixed use sidewalk is a better idea.
205	Sandy Blvd west of 182nd shows us what NOT to do. Sidewalks on both sides of street is a must. Glad those are contained in both proposals.
207	Im only a car driver in this area. I like having cyclists safely separated from cars.
209	In the long term, 20, 30, 50 years, option A is the best. Especially since electric, motorized bikes are becoming popular, those should not share a path with pedestrians, including mothers with baby carriages and toddlers that I see on Sandy Blvd.
216	Let's have let concrete. I am 42 years old and driven on this section of Sandy Blvd my whole

	<p>life. I can tell you there is very little to no bike or pedestrian traffic on this stretch. Let's be wise with our taxpayer resources and provide safe walking and biking spaces, but we don't need large swaths this area is not a highest pedestrian or bike area. Further, we do not need more light pollution. It is not good for the environment or the birds who migrate over this area.</p>
222	I like the safety of bikers being away from traffic
225	Looks safer. I also prefer the aesthetic and communal aspects option B.
227	I think it's safer to separate the bikes from pedestrians
229	There is one side where pedestrians are safe from bikes.
230	<p>Option A is ugly. Option B might be slightly better. If you make pathways wider, will it be more accessible for homelessness? I hate the changes that have been made in NE Portland on Glisan, 148th and Halsey. It will be ridiculous if Fairview implements anything unsightly like that. It makes absolutely no sense the changes they made over there. Please learn from those streets and don't do anything like that. It is such a waste.</p>
231	Así las bicicletas pueden ir y venir con más comodidad y espacio para peatones
232	I often ride along the busy Two way bike path at the Portland waterfront and it is super stressful having faster bikes or big groups of people pass by me so close in the opposite direction.
234	Bikes should go same direction as traffic
235	I only prefer this so that walking pedestrian safety is better, but I like both of these options a lot because of the better safety for people not in cars.
236	Having bikes on both sides means that there is less of an opportunity to for bike and pedestrian

	crashes
240	I like having the same setup on both sides of the street. Which option is cheaper?
241	Both options provide safety for bicyclists and pedestrians. I appreciate that!
242	Чувствую себя безопаснее как пешеход, когда велосипедисты едут по отдельной дорожке.
244	удобнее и безопаснее
248	I think is it more intuitive for people to travel in the same direction as the vehicles.
250	The idea of having pedestrians and cycling lanes separate from vehicular traffic is a major positive in my books. Also seems to be the safer option for the overall community utilizing the corridor
252	After having travelled in Europe where there are these bike/pedestrian lanes together, I find that it's too easy for a pedestrian to accidentally wander into the bike lane. That's why I prefer a dedicated pedestrian walkway.
254	One side is plenty of room.
262	Options B seems dangerous. It feel like the cyclists might swerve into the walking lane to make room for one another, since they'd both be on the same side. Option A seems safer.
263	Having a bike lane on both sides helps with the risk of bikes having to cross lanes of traffic to turn of get to a street with double bike lane on only one side. Cyclists also have difficulty with pedestrians on the same path.
266	why do we need a deadicated bike path, dont see many bikes on this area of sandy blvd
268	More ideal for cyclists and drivers with a shared walking and biking path. I dont think there should be any impact on walking pedestrians.

270	I ride a bike and it's super beneficial to have bike path run the same direction as the traffic, because it matches what the street level bike paths do.
272	It seems cost effective and I think bicyclists and walkers can share space well.
279	this connects with the current bike route on sandy to 185th
280	I just would love for Sandy to be bikable. So whatever it takes to make this happen, please do it.
282	I have lived in this area for 20 years. Option B is a better and cost-effective approach. Better because this area is truly a driving town, and not much walkability. Over the years, I've seen a handful of bike users. With the growth of apartment complexes in Fairview, 223rd Ave. from under the train bridge up to where The Fork food carts is located has become very congested, lots of potholes, and not safe for pedestrians. This is and has become even more used by big trucks and rigs that come from the various industrial area hubs contributing to potholes that never gets fixed. Because the intersection of 223rd and Sandy if you're coming from Marine Drive is a steep incline, it tends to get slippery and dangerous for vehicles as they turn to the right on Sandy and equally dangerous for pedestrians. It would be nice to have audible crossing sound as I've seen near-misses here especially in winter. The deep potholes on Fairview Parkway especially at the intersection of Sandy Blvd. and the entrance to the 84 West coming from Sandy are really horrible. There is a big pot hole even at the time of this writing and a friend's car tire got slashed due to this deep pothole. She lost her job and has no recourse for getting someone to pay for her tire, the cause of which isn't her fault but poor Fairview and/or Multnomah County maintenance. As they say, it's the "forgotten East County."
285	When sidewalks shift over time or due to tree growth, they become uneven. That would make cycling, particularly on a road bike hazardous.

	Also with option B, I believe cyclists will use the "sidewalk" as to not have to cross the street.
288	Both look great, so I'd opt for the better fitting, more cost effective option.
291	Many people now use e-bikes and e-scooters that seem to travel faster than non-powered versions. This makes it important to keep separate lanes, not shared, from peds with dogs, elderly, and baby strollers.
292	Bikes for safety off roadway
293	Separating pedestrian from other vehicles and bicycles is safer
296	Saving money!!!
299	I feel that Fairview is slightly different unless biker friendly then Portland or other European cities where a shared bike/walking lane is understood I foresee conflict with people walking dogs and bikes, taking up and weaving in and out of the same non-walking/biking lane. I foresee multiple accidents and issues arising from this people swerving out the lane and into traffic Causing accidents. I feel the separated bike and pedestrian walkways are better.
301	Seems like a waste of resources to have bike lanes on both sides
302	both are nice
303	I like that cars and bikes are NOT sharing the road
304	I like the idea of bikes and cars are separate
308	I like the idea as a biker not having to cross road if possible. Shared bike path on one side means less possible road crossing especially if the bike lanes are on the north side where there from what I can tell is less non community traffic

310	I ride thru that area. And I see industrial on both sides and I see that as easily accessible
312	The bike lane option seems a bit less clear at a glance.
318	Both options are good, but I chose option B due to the potential cost effectiveness.
319	It just seems slightly safe to me to have the walking and biking lanes separated
325	To me having both bike lanes will force bike riders coming from further down the road to change sides needlessly
328	Я считаю что вариант А более безопасен как для пешеходов, так и для велосипедов.
329	This seems the most accessible option for me (I have mobility issues). If B is chosen, I hope there are crosswalks every half mile or so.
332	Right now, there aren't too many bikers; keeping them on one side will allow those who walk to have a choice to interact with the bicyclers or not. This is especially important for children.
336	Option A is visually confusing.
337	Get the damn bikes off the road were they cause more problems
338	It's looks safer for bikes
342	No homeless camps allowed, no strip clubs or naked baristas on sandy
343	Less confusing, safer for pedestrians, less chance of homeless camps being established.
351	Me gusta la opcion A por que cada quien tiene la oportunidad de tener su propio espacio y tiene la libertad de cruzar libremente sin dificultades

355	Opt. A is more consistent with the rules of the road for the direction of travel for all vehicles including bicycles.
361	Looks safer, for both bikes and walking
362	I like the ability for bikes to have the separate path from pedestrians.
365	One bike lane sufficient
369	Доступ к подъездной дорожке
370	I would worry about pedestrian safety on Option B.
371	Both options are better than now!
379	Don't think it would be necessary to have the bike lanes on both side.
385	Just like the idea of a separate 2way bike lane, it just feels safer.
388	I prefer to have both sidewalks and bike lanes on each side of the road.
395	I ride my bike a lot, and I feel like this would be a safer option, especially since so many semi trucks drive on that road.
398	Option B keeps traffic, bicycles and pedestrians pointed in same direction each way
400	I like the tree canopy barrier for walkers and riders to keep cars farther away.
401	keeps bikes and pedestrians separate for safety
426	B seems confusing with bikes going both ways mixed with pedestrians, potential for bicycle/pedestrian accident/injuries
429	Our community has limited street parking. Therefore we utilize the north side of Sandy Blvd

	to park since street parking is not available within the neighborhood
430	option B appears to be the safer option, especially with out rainy weather
431	I directly back up to Sandy and want to preserve a buffer space from cars.
442	Need to leave the parking! We have severe parking shortages in the communities in the area and depend on the parking lane along the road.
456	I am for whichever option still allows for parking on the North side of Sandy
459	Mostly because it might be less costly than A.
460	What about parking?
464	Reduces the likelihood people try to park on the side of the road.
466	From 201st to 181st is this design which works well for foot traffic and bikes. I walk this every day and have been passed by bikes and there's plenty of room.
467	There isn't lots of bikers or walkers, I feel like it would make more sense.
471	Creo que la B es mejor oues asi lasnpersonas que quieran caminar no tienen que estar arriesgando si estan en el mismo camino de bicicletas
472	I like simplistic and cost effective. It would also facilitate interactions with cyclists easier and more room to maneuver when cycle/foot traffic is low.
478	Option B seems to fit this section of the road the best
482	Option A seems more effective for pedestrian

	traffic.
493	Turn lanes will back up. No ideal for vehicles turning.
495	Better for car traffic
500	Connecticut my to existing lanes makes it safer.
503	Can we just fix the pot holes? Maybe a NORMAL sidewalk.
511	Ширша дорога з цими додатковими смугами руху просто немислима. Було б дійсно круто.
534	Prefiero mas la opcion A creo que juntar bisicletas con niños no es muy bueno.
535	I'm a bike rider this option feels safer for bikes
536	Es más seguridad si se quiere caminar porque aveces las personas que manejan bicicleta pasan rápido y pueden golpear a las personas que caminan.
545	Мне интересно, как возникают такие проекты. Была ли какая-то проблема? Мы расширяем дорогу? Требуется ли велосипедная дорожка? Нам нужна такая базовая информация
549	Option A ties in better with existing infrastructure at either end. Doesn't force bikes to cross over to get to the correct bike lane.
557	I like having the bikes travelling the same direction as the cars
560	Having the bike facility seperated feels like it will bring down potential conflicts between cyclists and pedestrians
567	Having protected sidewalks and bike lanes on both sides gives folks not in cars more options for travel.

613	I think we should have barriers between cars and pedestrians/bikers, to protect those folks if a car veers off the road. I also think bioswales are extremely important for stormwater runoff
619	Be nice to know expense. I'm thinking B is safe and cheaper
621	I like the separated bike lane tree buffer where possible
624	Keep in mind that certain areas of Sandy blvd already struggle with parking availability. Neither of these options should be a taking away parking. These areas include the street parking in front of Fairview Terrace and the Fairview Apartments.
630	I have concerns about a wide path attracting illegal drivers, dumped cars and homeless tents
632	A shared path will cause a safety issue for children with fast moving bikes.
635	I like the first option, it separates the bikes, pedestrians and cars making it safer for everyone
637	I like that the bicycle lanes are together
641	Me gusta que haya un espacio específico para bicicletas
643	Seems safer to have bikes on both sides. I love adding greenery but not in these cases as these never seem to be taken care of after installation. Plants die; weeds grow and turn into an ugly fire starter or rodent and bug hangout. Waste of time and money.
655	Allows for more natural bike traffic and eliminates conflicts between pedestrians and bikes
657	It groups everyone into a proper sidewalk for walking and biking. Each indicated lane has the proper way on where to walk and bike, so no collision occur.

660

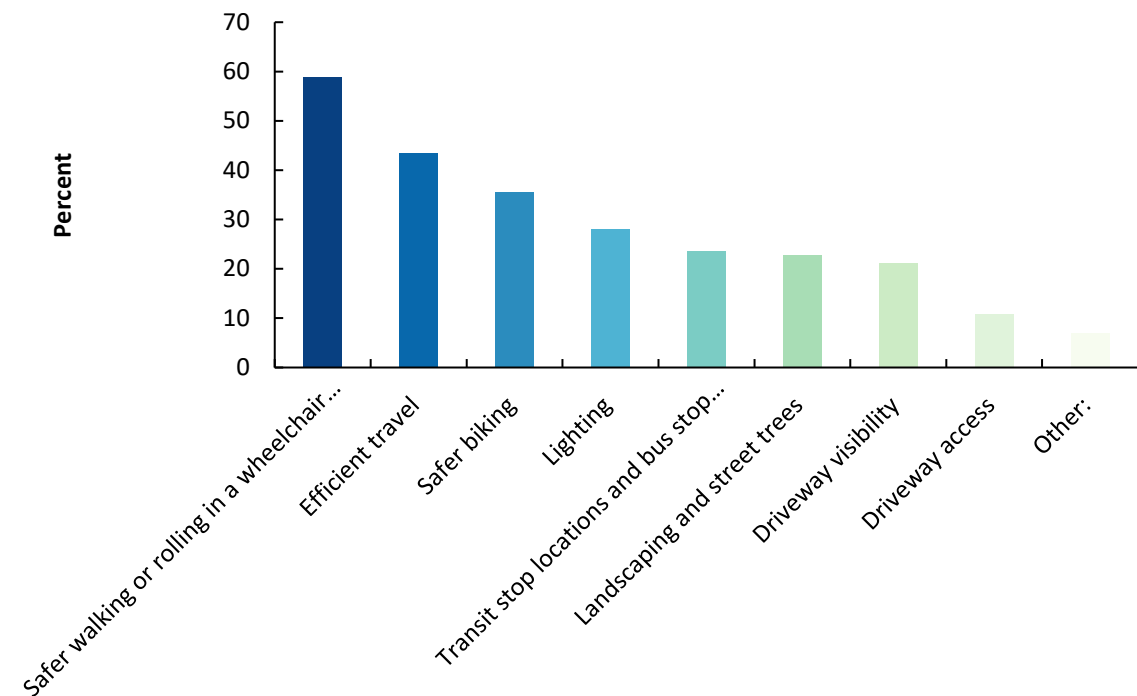
Any bike lane is likely to be used by scooters as well, those would be better separated from the pedestrian traffic.

3.If you have other ideas, what would you change?

ResponseID	Response
86	vehicle use is the priority. This isn't a neighborhood., its a state transportation highway. The demand for bikes, trikes walks and etc. is bogus. You obviously trolled the apartments. There is little demand for non-vehicle upgrade east of 201
221	Light the area, sidewalk, no bike lanes.
224	Something separating bicycles and pedestrians
313	I also do not agree with the vegetation/ catch basin strips in the design. The catch basin vegetation might look good from a design point of view, but 6 months after completion, the unmanaged (with no one assigned or responsible to manage) vegetation gets weed infested and out of control, which then becomes a major eyesore to the new street plan. I also see this all over East County after major street "improvement" projects are completed. The design used on Sandy Blvd from 181st to 201st (with 2 lanes each direction) is a much more effective plan design, in my opinion. It is better for foot traffic, bike traffic and vehicle traffic.
364	I have seen too many bike lanes unused!!!
374	In addition to Sandy Boulevard being safer. we need to have 223rd much safer! You can't even walk under the underpass where the railroad bridge is between blue Lake and Sandy Boulevard. I feel that is a higher priority than Sandy.
390	Keep four lanes re route bikes to safer side streets.
391	Nothing
392	We don't need bike lanes we need better road surfaces to drive on,and police to enforce bike laws

402	Reduce large trucks on the road - minimize disruption to traffic . Far too few bikers and walkers to justify such a capital expenditure.
437	Current parking with specific bike lines on both sides of the road
439	I prefer not having bikes share the sidewalk with pedestrians.
445	Keep street parking
490	My Fairview Terrace Association does not have enough parking for residents. Some residents with multiple cars have to park on Sandy Blvd. I do not want to see street parking taken away.
518	No bike lanes they are useless and take space needed for cars
575	Since you'll do this project no matter if it is justified or not, don't narrow the roadway making it dangerous to drive on and only put sidewalk on one side.

4.What matters most to you about these design options? Choose your top three priorities.

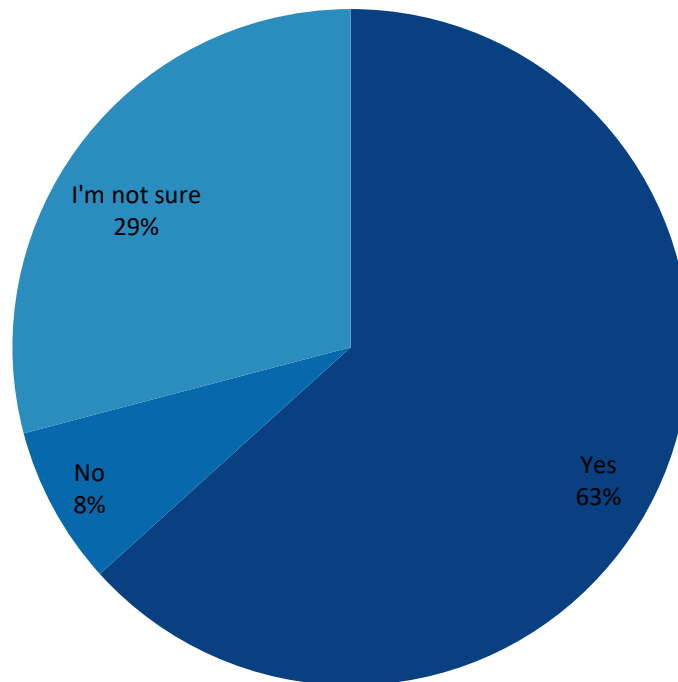


Value	Percent	Count
Safer walking or rolling in a wheelchair or other mobility device	58.8%	253
Safer biking	35.6%	153
Transit stop locations and bus stop design	23.7%	102
Landscaping and street trees	22.8%	98
Efficient travel	43.5%	187
Driveway access	10.9%	47
Driveway visibility	21.2%	91
Lighting	28.1%	121
Other:	7.0%	30

Other:	Count
Parking	2
Street Parking	2
Another way for them to waste taxpayers money	1
Bikers on one side so it's better for slower & safer for some & faster for those groups that need it!	1
Bus stoppage out of the traffic lanes	1
Cost efficiency	1
I'm more concerned about what street parking would look like with these models. Where I live at Fairview terrace it can be very dangerous when turning left out of the community if people are parked on the street. There is not enough visibility to see who is coming towards you because the parked vehicles block views of oncoming traffic.	1
Keep existing parking	1
Keep on street parking	1
Making sure that implementing these designs don't cripple automobile traffic like what has been done on 148th north of Halsey and Glisan from 122 to 181st.	1
None of the above	1
Ridiculous! I never see a biker ! Unless it's a tweaker heading to the bottle drop !	1
Street buffer from my fence.	1
Street parking, lots of people need it to park their cars. Because they live there.	1

Traffic flow.	1
Turn lanes	1
Wrongway bike trafic at intersections could be unsafe	1
always about time on the road	1
center turn lane	1
center turn lane a must have!	1
cost/ROW	1
having sidewalks!	1
increased mobility and safety for all modes	1
Ширша дорога з цими додатковими смугами руху просто немислима. Було б дійсно круто.	1
Totals	30

**5.We propose these new mid-block crosswalks: At Rolling Hills Mobile Terrace and RV Park At the Courtyards at Fairview Between 205th Ave and 206th Pl
Are these the right places for new crosswalks in this part of Sandy Blvd?**



Value	Percent	Count
Yes	63.3%	250
No	7.6%	30
I'm not sure	29.1%	115
	Totals	395

6.If no, what would you change?

ResponseID	Response
53	Nothing it's fine I live right here! Not enough foot traffic - fill POTHOLES
86	There is no destination to cross the street other than to catch the bus. There are few stores or other destinations except for a couple of bars.
94	That's way too many crosswalks, in a short area, on what is a main road for many commuters. This could turn into a major traffic issue like you see further west on Sandy. I agree with adding a crosswalk or two but this is excessive .
126	201st, 205th crosswalks
130	Too many crosswalks
133	Too many crossings
166	Too many crosswalks. Stops the flow of vehicle traffic. Makes it slower going on Sandy than it already is.
178	No new crosswalks
215	Make them overpass bridges for crossing
229	No crosswalk at 205th. It is already confused with traffic patterns.
301	Less cross walks
308	To many for foot traffic. Would be worried it could cause accidents having that many.
313	The second and third (from the left) crosswalks seem unnecessary to me. The new crosswalk by the big Russian Church seems valid as do the 2 improved cross walk designs.
332	Maybe ONLY one new one is needed. PLEASE DO NOT ADD THREE NEW CROSSWALKS -

	THIS WILL DO NOTHING BUT WORSEN TRAFFIC JAMS AND INCREASE THE POSSIBILITY FOR SOMEONE TO GET HIT IN A CROSSWALK DUE TO COMPLACENCY.
355	I suggest a new crosswalk at 205th Ave and one midway between 201st and 205th Ave.
383	One less crosswalk. I would suggest removing the second crosswalk after 201st light.
391	Nothing more is not better out just makes things confusing
394	A crosswalk around Quail Hollow Mobile home park that will allow safe street crossing for senior citizens.
395	It's too many. I would get rid of one or two.
397	Only 2 needed
400	The mid-block crosswalks are too much. They make it dangerous. Better lighting and paint at intersection crosswalks would suffice.
402	Less of them
467	there only needs to be one new one in the middle.
495	Put the crosswalks next to intersections with lights, so traffic can see adequately at night
566	Nix the crosswalk at rolling hills mhp
619	Less cross walks
624	There are already crosswalks within feet of these locations at the stop lights. Adding more crosswalks will add to the traffic issues.
631	Not 5 crosswalks, no speed reduction.

7.Any other thoughts about these proposed changes to this part of Sandy Blvd?

ResponseID	Response
40	Да
53	Leave it alone and fill the potholes !!!
105	center turn lane!
117	No
120	No
122	No
126	Lose the weird curve @ 205th
127	No
130	At least take the second crosswalk in (moving west to east)
131	Si creo que es adecuado
133	too many crossings
148	Are there crosswalks that correspond to the TriMet bus stops?
149	I prefer a sidewalk situation with her, not landscaping that needs maintenance since the landscape strips that are being put in are not maintained. I would prefer sidewalks that are wide and don't have a bunch of trees tearing up and lifting up the sidewalk right next to it.. safe wide sidewalks and low maintenance concrete are best
151	enforce the traffic speeds
158	I'm not really sure why the money will be spent on this project when there are very few people who

	walk/bike on Sandy Blvd in that area
166	Don't slow the vehicle traffic down just to accommodate foot traffic.
174	no
176	Provide crosswalk and left turn lights at the crosswalks
192	there fine
199	Signage and flashing lights near pedestrian walkwayd
200	Cross walk have to have cross lights
205	As a former TriMet employee I saw too many instances of people dashing across Sandy unsafely. Like the proposed improvements!
209	Do people cross regularly at these spots?
215	The focus appears to be walking, biking and public transportation . The goal should be to help the flow of traffic not hinder. So much focus is on dividing the road up yet having bus pullouts, fire hydrant access and better mobility to not impede already congested roads seems like a better and more focused approach to allowing people to get where they need to go. Providing parking for businesses or even additional lanes of travel make more sense in the increasing population for the area. Just review the flow of traffic hours into and out of the area.
218	I live in Rolling Hills. A crosswalk here would be very helpful.
222	I would like to see a way to slow traffic at the corner before heading to the highway, many have been hit by fast drivers at the crosswalk
225	Good idea.

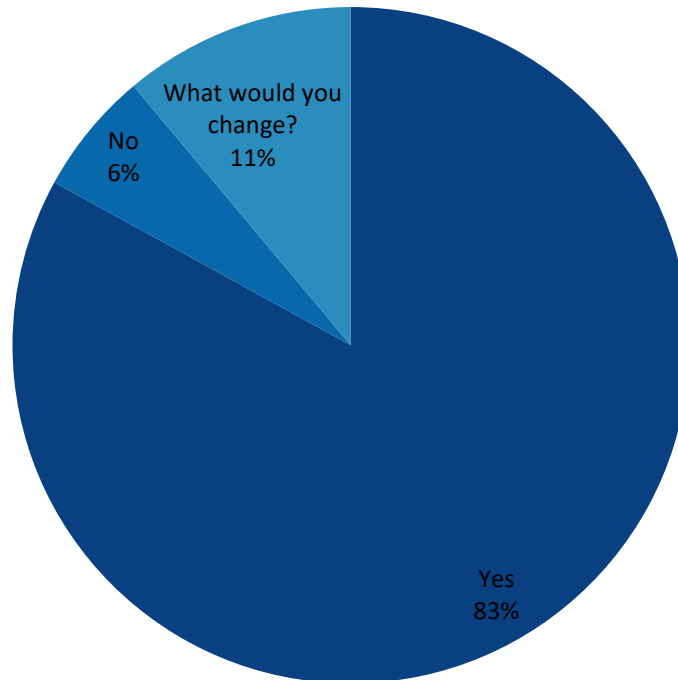
231	Si
232	Make sure they have a flashing light to stop cars if it is just a posted sign cars never stop for me, especially at night.
235	Nope, but I'm happy that pedestrian safety is important and I'm happy we are having these conversations.
236	I'm just happy that we are doing more things for pedestrian safety so I'm loving all of this
242	HeT
244	HeT
248	If one of these cross walks is linked in some way to access to marine drive, that would be helpful for bicyclists.
250	It a resident to the area myself, I would leave this portion more for actual residents in the area's highlighted than my opinion on the matter
254	Three is plenty
259	Keeping bikes away from traffic and pedestrians is super important. I like the option B because it gives pedestrians the option of choosing the sidewalk away from the bicycles. Curbs are also super important for this separation. The Dutch roadways have a stair step effect that is a useful template.
268	That building on the left does not belong to Boeing. It belongs to Organically Grown Company. Other than that, the proposed changes look great!
272	They seem to match up well with the residential side & businesses/activities across Sandy.
282	It would be better if there are crosswalk lights

292	No
297	We need crosswalks but I'm personally not sure the best spacing for them
302	no
308	We only need one in the middle at most.
311	We've had a lot of sidewalk problems due to trees, cracking and elevating sections of sidewalk. This needs to be a more thought out process on what we're putting in these tree . Tremont buses should be completely out of the traveling lane as to not hold up traffic. This is something that is frustrating in the city of Portland.
313	No
329	This is plenty of crosswalks. We do have a group of blind people on our block and it would be nice to have this section of crosswalks have auditory alerts as they are very active folks.
332	One has to answer the question as to why a crosswalk is necessary. We're talking a total of FIVE blocks! You don't need to waste taxpayer money on THREE NEW CROSSWALKS over the span of FIVE BLOCKS!!! That is reckless and an irresponsible use of taxpayer money.
333	Only the most highly trafficked roads need crosswalks don't put in too many.
369	мне нравится
379	Side walks there would be good. There is no sidewalks currently in front of that mobile park.
385	Need sidewalks extended down past the RV park, there are just ditches there and the MHP is full of seniors. Hope you're considering that area too.
391	Always wasting tax payer dollars

395	Add a nice bike lane on 201st to connect to the Gresham/Fairview trail. Don't put concrete barriers in the turn lane at the crosswalks. A lot of big trucks drive that road and need space for turns. Also, when the paint fades, cars hit them and do a lot of damage to their cars.
397	Save money
398	reduce speed to 30 mph
400	Where do you anticipate people walking to? There isn't enough merchants on that section. People just need to get home from the bus. Or to the restaurants at 201st. Crosswalks near bus stops makes sense.
402	Do NOT impede traffic for people going to work !
413	Audible crosswalks for us who are blind like me & my two friends who use guide dogs.
431	Concentrate on slowing cars down.
466	It's concerning to have a cross walk at Rolling Hills, I live there, due to the fact that there are two bars next door. As a former patron of the bars I can attest that one of those bars over serves and plenty of people leave drunk and drive their cars
477	Seems like way to many crosswalks, narrow down to two
502	I don't think we need all these crosswalks.
518	How about getting rid of the homeless camps and drugs and the dead vehicle.s
533	Si
534	Si para tambien evitar los excesos de velocidad porque son zonas que muchas personas exceden el limite
540	Я думаю, что если велосипедные дорожки будут находиться на одной стороне, люди

	<p>быстрее к этому привыкнут. И не будет никакой путаницы. Автомобили. Пешеходы. Велосипеды.</p>
566	<p>Crosswalks seem clustered too close together</p>
575	<p>Are there bus stops where these proposed crossings are ? otherwise, do they lead to businesses ? if not they're not needed.</p>
576	<p>priority to add crosswalk at Rolling Hills Mobile Terrance and RV Park</p>
585	<p>priority to add crosswalk between 205th ave and 206th pl</p>
603	<p>cross narrow crosswalk</p>
613	<p>Please use lighting, rather than just paint, to alert drivers. Drivers often do not stop at marked crosswalks, even if there are pedestrians waiting. ADA cutouts are also extremely important</p>
615	<p>Toda la calle de la Walmart</p>
623	<p>Si por que mi hijo tiene que cruzar la calle para esperar el autobis escolar . Y si hay màs cruces peatonaes estará mas seguro wue los estudiantes y publico en general cruzen seguros .</p>
631	<p>No speed reduction</p>
635	<p>No, everything looks great</p>
641	<p>Si</p>
648	<p>Si</p>

8.We propose these new crosswalks: The entrance to Quail Hollow Mobile Home Community The intersection of Blossom Hill Road Are these the right places for crosswalks in this part of Sandy Blvd?



Value	Percent	Count
Yes	83.0%	308
No	5.9%	22
What would you change?	11.1%	41
	Totals	371

What would you change?	Count
Not at the Entrance to Quail Hollow. It will cause bus stops and people crossing hold up traffic trying to drive out of or into the park	4

Add sidewalks. This particular plan doesn't make it clear if we are adding sidewalks AND crosswalks or just the crosswalks.	1
Again, where are people walking to? Bus stops and crosswalks should align. Unless there is some business development in the works.	1
Are there bus stops that coordinate with these proposed crossings ? other, where do these crossings lead to, businesses ? if nothing they're wasteful.	1
At Abor Crest	1
Better lighting and something to help with turning left on Sandy blvd when leaving Fairview Terrace	1
Blossom Hill is completely unnecessary and should be removed from the list.	1
Do people even walk there do they need to cross the road? Also people qont even walk to a crosswalk even if it is 20 feet away.	1
Have crosswalk lights on either Quail Hollow or by the Blosson Hill Road -- whichever seems to have a blind spot and lower visibility	1
I agree with crosswalks being implemented at stop lights but the additional crosswalks will only add to the traffic congestion, especially during rush hour traffic.	1
I don't believe the new crosswalks are necessary. I don't see people walking there.	1
I don't know.	1
I don't think we need all these crosswalks,	1
I feel like an additional crosswalk at Portland Fairview RV Park would be good.	1
I would add lights and auditory component to	1

signals	
NA	1
Not where road splits	1
Nothing	1
Only 2 needed here also	1
Only two on west side the one on the right side i do not see a reason for it. Especially near a y intersection. I can see several ways that this can cause an accident.	1
Probably should plan on adding one more crosswalk in this section	1
The east crosswalk won't get used; might be a waste of resources. An eastbound left turn lane into the gated community at blossom hill would be a good idea. Several rear end collisions and near-misses here, and a single vehicle trying to make a left into the community can stack up traffic all the way back to the intersection at Fairview parkway.	1
The middle one should not be built	1
There need to be SIDEWALKS before crosswalks are needed.	1
Yes to the Quail Hollow crossing if it can be verified that residents from QH need access to buses going west on Sandy. No on the Blossom Hill crosswalk due to very little need for it from my regular observations.	1
enforce the speed laws	1
move the crosswalk at Blossom Hill to not be at the gate entrance	1
the cross walks at blossom hill rd and quail hollow are questionable. Quail hollow is a 55 and older community, They drive, not walk. Blossom	1

is a very small community and industrial, no need for one there.	
Totals	31

9.If no, what would you change?

ResponseID	Response
53	FILL potholes and leave our roads alone! As a bus driver this type of improvement - is NOT an improvement it causes safety concerns for public transit
94	Again, too many additional crosswalks on a main road. Pick one or two further apart.
139	I've never seen anyone try to cross Sandy at the Quail Hollow. Not sure you need a crosswalk there.
172	Just need crosswalks on Fairview parkway and blossom hill road. Too many crosswalks this close together would impede the flow of traffic during daytime hours.
178	No new crosswalks
188	More crosswalks. Looks insufficient for the number of pedestrian crossing I see in this area.
215	To improve traffic flow and pedestrian safety along Sandy Blvd, implement bus pullouts to reduce lane obstruction, and direct foot traffic via elevated pedestrian overpasses. These enhancements support ADA compliance, minimize vehicle-pedestrian conflicts, and align with urban design principles that prioritize visibility, accessibility, and uninterrupted transit operations.
301	No crosswalks
332	Two NEW crosswalks are NOT necessary for this stretch of Sandy. I would say no additional or one at the most. Personally, I NEVER see anyone attempting to cross Sandy. What is wrong with walking a couple blocks to Fairview Parkway to cross Sandy. If you REALLY want to make it safe, put in an overhead crossing for pedestrians with an accessible ramp.

391	Nothing
395	It feels like too many.
402	Less of them
464	There does not need to be a crosswalk from blossom hill to the truck place.
467	Don't need one by blossom hill.
503	The one at blossom hill road seems dangerous, people come around that corner fast.

10.Any other thoughts about these proposed changes to this part of Sandy Blvd?

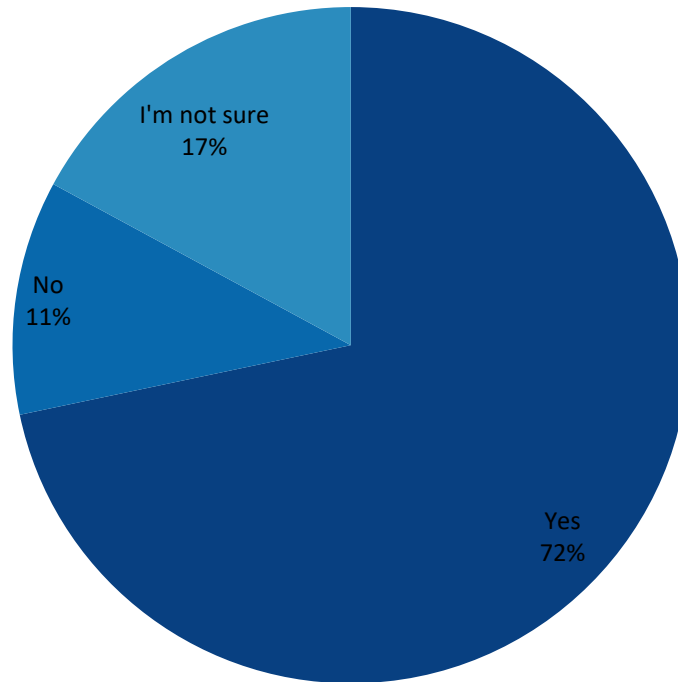
ResponseID	Response
40	Да
86	see above
105	center turn lane
117	Pedestrian walkway should be east of entrance as well as the bus stop.
120	The residents that live at quail Hollow already put up with random people walking through the park hanging out at the bus stop stealing our things stealing out of the recycle bins we don't need any more traffic please move it east of the entrance
122	Pedestrian walkway should be east of entrance as well as the bus stop.
127	Pedestrian walkway should be east of entrance as well as the bus stop.
131	No, pero estos cruces son importantes porque ahí es un lugar de mucho acceso por las trailas
148	Do these crosswalks connect to the TriMet bus stops?
149	Again, I think it's very important to not instal trees that will damage the sidewalk and landscape strips that need maintenance, they just turn into weed and garbage filled eyesores! The ones we have in Fairview are poorly maintained. Unless there is a permanent long term budget and staff that is going to service the landscape features on a weekly schedule they will only look good when they are first installed. Also trees to close to sidewalks are not good for pedestrians and wheelchairs since they destroy the sidewalks!!! Please do not spend money on a project that is going to cost a lot to maintain and repair.

158	I don't know that spending money on this project is the best use of funds as there are very few people who walk in that area
166	Still keep inundated how much you are slowing down vehicle traffic for foot traffic.
172	2 crosswalks is enough.
174	no
189	fairview parkway is in disrepair; there are many cars, trucks, and pedestrians at this intersection.
200	It have to have cross lights
205	Great to see proposed sidewalks/bikeways in this section.
209	Sidewalks need to be installed ALL the way down Sandy — from Walmart to Jackson. That's where people, and mothers with baby carriages, walk.
214	Making a sidewalk all the way to Walmart from 223rd
225	Goid idea.
229	I am not as familiar with this section, so not sure.
235	Same as previously stated just happy that we're doing things for pedestrians
236	Same as previous answer
244	нет
254	When will it start
291	Move the eastbound Trimet stop to the widened area across from Blossom Hill.
329	Looks pretty good, nice job on this project!

332	Speed limits have already been reduced from 45 to 35; DO NOT reduce speeds further
343	More consistent vegetation would reduce speed changes resulting from the compression/release effect. People tend to speed way up when the vegetation opens up, then slam on their brakes to avoid rear ending a vehicle waiting to turn left.
357	Lighting
360	Badly needed in this area, people have to either walk in the road or a ditch.
361	Please move bus stop west of Quail Hollow entrance
391	Leave it alone
395	No concrete barriers in center lane at crosswalk. Blinking lights for the crosswalk would be helpful. Don't light up the street too much because it is close to Fairview and Blue Lakes which have a lot of migratory birds. Bright light is really bad for their migration skills.
397	Save money
398	reduce speed to 30 mph
399	We need a stop light at Blossom Hill Rd and Sandy Blvd. It's dangerous coming onto Sandy Blvd from Blossom Hill Rd. Cars go way too fast on Sandy Blvd
402	Do NOT impede traffic for people going to work
463	Improve the bus stop at Blossom Hill. There is no where to safely wait and the stop is always strewn with trash.
466	Traffic is heavy and there's a lot of speeding, plus the crosswalks aren't too far from the freeway off ramps

471	No
501	no street parking from 223rd to Blossom Hill
502	I think only one sidewalk on the north side of Sandy Blvd would be sufficient.
518	Sounds like a lot of wasted money when you could spend it better on improving traffic flow and more car lanes.
533	Si
534	Más señalamientos talvez
545	Не могу решить, потому что я здесь не перехожу. Но люди, которые здесь переходят, - это их выбор.
589	I drive rarely
600	more crosswalk/crossings
604	more lighting and smaller speed limit
605	no
613	ditto for my previous comment
635	Great choice, better for families who will cross
641	No

**11.We propose these new crosswalks: Intersection of Blossom Hill Road
Intersection of Arbor Crest Drive Are these the right places for crosswalks in
this part of Sandy Blvd?**



Value	Percent	Count
Yes	71.7%	268
No	11.2%	42
I'm not sure	17.1%	64
	Totals	374

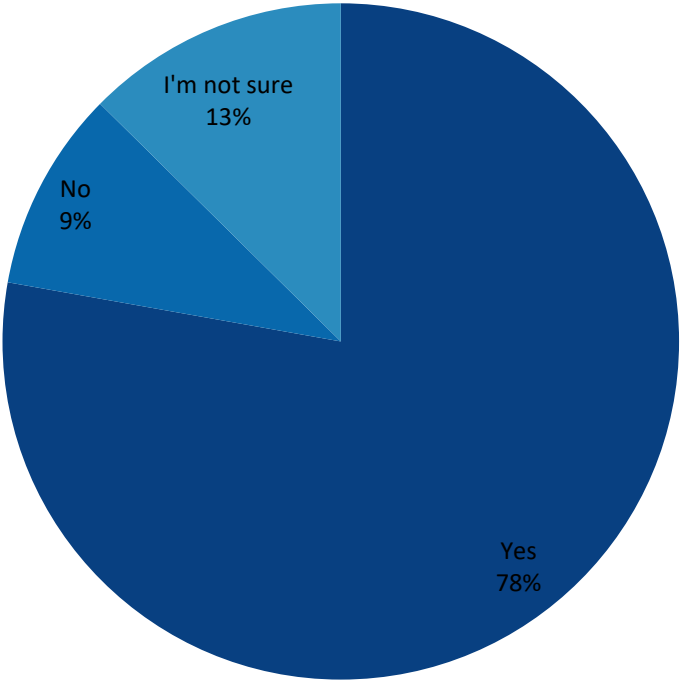
12.If no, what would you change?

ResponseID	Response
42	There's a 3rd crosswalk location shown on map but not listed with an intersection name. Is it Fairview/223rd?
53	Leave it the way it is and fill the potholes
94	This is so unnecessary. You need to add sidewalks. Pedestrians can easily use the crosswalk at 223rd and Fairview parkway but they need a space on the side of the road to safely walk
149	Additional one, they are too far apart
158	There is nothing on the south side of Sandy Blvd that people need to cross the street for.
166	No new crosswalk at Arbor Crest Drive, too close to other proposed new one, slowing down vehicle traffic.
172	Just need the blossom hill (from previous segment) and 223 crosswalks. That's all. Why add too many crosswalks? That's not cost effective.
178	No new crosswalks
188	More crosswalks. Looks insufficient for the number of people I see crossing in this zone.
202	There is nothing and I repeat nothing on the south side of Sandy for people to need to cross the stree. Again not useful for crosswalks to go nowhere.
209	We don't need "crosswalks" for Fairview Terrace along Sandy. We need SIDEWALKS that extend to 201st (Jacksons) and to Walmart. We need the east-bound Trimet bus stop to be moved to the wider, safer location where the ancient freeway ramp to I-84 was.

215	To improve traffic flow and pedestrian safety along Sandy Blvd, implement bus pullouts to reduce lane obstruction, and direct foot traffic via elevated pedestrian overpasses. These enhancements support ADA compliance, minimize vehicle-pedestrian conflicts, and align with urban design principles that prioritize visibility, accessibility, and uninterrupted transit operations.
216	All three of these are absolutely unnecessary. I would encourage you to come and sit on 2/23 and city Boulevard for a full week and witness how many people do not exist in when using any of these spaces. Again I use this on a daily. I have used my entire life. Nobody I mean, nobody is ever there. There's no one present even be using this. I pleaded with you to be respectful of our resources. This is nothing that we do not need.
301	No crosswalks
308	Remove the one to the west. Same reason as segment 2
313	No. I would eliminate the 2 proposed new crosswalks. Rarely do I see people trying to cross the street there (if ever) and the buses pick up and drop off riders on only the north side, so they seem unnecessary.
332	Neither of these two NEW proposed crossings are necessary or needed AT ALL! There is absolutely no reason to have taxpayer monies spent on unneeded new crosswalks. Spend the money fixing potholes, especially on Fairview Pkwy near the on/off ramp to I-84, which is a mess!
333	Only 223rd is needed
343	The 2 crosswalks to the west won't get used much - there's nothing really on the south side of the street that pedestrians need to get to. Consider reducing these 2 to 1.

355	I suggest relocating the proposed crosswalk at Arbor Crest Dr. to a location midway between Blossom Hill Rd. and 223rd Ave.
391	Nothing
397	Only one needed here
400	I would have fewer crosswalks.
433	none at Blossom Hill rd
464	Does not need a crosswalk from blossom hill to the truck place.
467	Don't need one by blossom hill
477	I don't think we need one at Blossom Hill Road as long as Fairview Terrace has one crosswalk which would be at that main gate. I think that is plenty.
502	the crosswalks are not necessary except at 223rd.
503	Why so many crosswalks? Just the one more for this stretch is fine.
537	Blossom Hill Rd should not be wear the road splits. I would readjust the crosswalk just a little further East for Quail Hollow & Fairview Rv Park
624	There is already a crosswalk at Fairview Parkways and 223rd, which is not far from either of these proposed crosswalks
643	Maybe one in between but there isn't really much reason for people to be crossing along this stretch

13.The proposed changes to Segment 3 call for removing the parking lane on the north side of Sandy Blvd between Blossom Hill Rd and 223rd Ave. This change is proposed to improve visibility, and to add a center left turn lane and biking and walking facilities on both sides of Sandy Blvd. Would you support this change?



Value	Percent	Count
Yes	77.8%	260
No	9.6%	32
I'm not sure	12.6%	42
	Totals	334

14.If no, what would you change?

ResponseID	Response
53	Nothing - please leave it alone. It's a waste of money, not enough foot traffic to warrant this type of change!
86	Why
94	This would create a major parking issue for the meadowlark and Fairview terrace communities who already have limited parking within their neighborhoods. As more development occurs, street parking is becoming more utilized and necessary.
105	do NOT remove the existing parking lane, widen the street on the south side!
108	The new apartment complex needs street parking for residence and visitors.
158	I wouldn't put the crosswalks in
166	If ypu remove parking where are all the people who park there going to park? Parking is hard enough to find and to eliminate some would just escalate the problem.
198	You need to leave the parking on the street because of all the apartments that utilize that space move the bike lines to the other side of the street
215	To improve traffic flow and pedestrian safety along Sandy Blvd, implement bus pullouts to reduce lane obstruction, and direct foot traffic via elevated pedestrian overpasses. These enhancements support ADA compliance, minimize vehicle-pedestrian conflicts, and align with urban design principles that prioritize visibility, accessibility, and uninterrupted transit operations.
216	All three of these are absolutely unnecessary. I would encourage you to come and sit on 2/23

	and city Boulevard for a full week and witness how many people do not exist in when using any of these spaces. Again I use this on a daily. I have used my entire life. Nobody I mean, nobody is ever there. There's no one present even be using this. I pleaded with you to be respectful of our resources. This is nothing that we do not need.
308	Remove a cross walk
332	Do not remove the parking lane. I'm noticing a lot more vehicles being parked there over time. Adding a center left turn lane may help improve traffic flow, which I support, but you also MUST widen Sandy Blvd and NOT eliminate the parking lane on the North side of Sandy.
379	I think the parking there is needed on the side of the road. People use it quite often.
390	No changes. Too far out to make infrastructure for bikes. How about a bike path that is completely separate from the road?
391	Nothing leave it alone
397	Leave it as is
402	Not needed
419	do NOT remove the existing parking lane, widen the street on the south side!
429	With street parking very limited, there needs to be an alternative place for parking. Perhaps limiting sidewalk to south side of Sandy Blvd.
437	Retain parking
441	The parking is needed
442	Nooooo!!! There is far too little parking for the communities in this stretch as is. Removing the parking here would cause severe issues in these communities. Skip the bike lanes and leave the

	parking be!
445	Keep street parking
456	We need to keep the parking on Sandy.
460	If I'm understanding this correctly it would eliminate parking on Sandy Blvd as overflow for those of us living in Fairview Terrace.
463	Have biking and walking on one side of Sandy, not both. Parking is needed for Fairview Terrace and for the new apartments on the corner of 223rd.
502	Do not get rid of parking on north side of Sandy. Extra parking is necessary
503	People need to be able to park their cars. It's used, even more so now with the new apartments. We don't need a center lane, we need parking, people live on this stretch of the road.
624	Do not remove parking. This neighborhood already faces parking challenges. With the newest apartment community, street parking is regularly utilized. If you're going to widen the road and create more space for pedestrians and cyclists, expand in the undeveloped land on the south side of Sandy Blvd

15.Do you have other thoughts about these proposed changes to this part of Sandy Blvd?

ResponseID	Response
40	Her
44	I fully support removing the parking lane- It currently limits visibility. A center turn lane is integral to improving driver safety due to the flow of traffic.
93	I absolutely support this change! Thank you so much! It makes it much safer to come and go from Fairview terrace.
94	Do not take away parking from the neighborhoods along sandy.
105	not clear what the proposed cross walk at Arbor Crest Dr would cross to? there is nothing on the South side...??? Stop diverting stormwater onto Fairview Terrace HOA property
117	No
120	No
122	No
127	No
131	No
142	Since there is nothing across from Larkspur I'm not sure a crosswalk is needed there
149	Keep the project easy to manage and maintain! Please do not waste time and money on projects that are not easy to manage and will need lots to maintenance and repairs
151	enforce the speed limits
158	I don't think this is the right use of funds. I

	<p>actually live in that area and rarely see people walking/biking in that area. There's nothing on the south side of Sandy Blvd that would necessitate someone walking across the street, with the exception of a bus stop.</p>
165	<p>Additional mid block crossing</p>
166	<p>I realize people want to bike and walk but there are those of us who want a nice and uninterrupted ride in our vehicles.</p>
172	<p>I hate the idea of walking and biking on both sides when it only needs to be on ONE side, especially with this many crosswalks. It doesn't make sense otherwise and is a waste of money and space.</p>
192	<p>not at this time</p>
199	<p>For segment 3, I have concerns about crosswalk being too near the entry space for large trucks and trucking entrance to south of Sandy</p>
205	<p>Glad consideration for possible improvements for bus stops. Don't see much/any possibility for improvement(s) further east due to land availability.</p>
209	<p>Great idea! No one parks there. A turn lane is needed.</p>
216	<p>All three of these are absolutely unnecessary. I would encourage you to come and sit on 2/23 and city Boulevard for a full week and witness how many people do not exist in when using any of these spaces. Again I use this on a daily. I have used my entire life. Nobody I mean, nobody is ever there. There's no one present even be using this. I pleaded with you to be respectful of our resources. This is nothing that we do not need.</p>
230	<p>I think the area between Blossom Hill and 223rd is fine on the north side as it is.</p>

235	See previous answers
236	Nope. I'm just happy that we are trying to make pedestrian safety better. Getting people out of cars is a great thing and I'm happy that we're doing it!
244	нет
251	Too many crosswalks in total
254	It's a lot of money 💰 the follow of traffic could get backed up. Then it blocks the neighbors who live their.
274	There's a new apartment complex that just opened, I'm not sure taking away parking is the right thing to do.
279	if you have on street parking please palce it as a protection for bike ped, not just paint
282	As mentinoed in my previous comment, 223rd and Sandy is dangerous. It's uphill coming from Marine Drive, these is where I see most of the pedestrians, there are a lot of trucks and bigs rigs that use the area coming from the industrial sites and they contribute to potholes. When you are at a stop at the intersection turning left, say, to go to the freeway entrances on Fairview Parkway, pedestrians tend to be less visible, the vehicle is a sharp turn on an incline increasing risks to pedestrians, there is no crosswalk or audible cross signals, and the inclide and sharp turn increases in danger during Fall and Winter when it is darker and the roads get icy.
291	Remove berry brambles and abandoned boat from the south side/east bound Sandy.
297	I strongly agree with adding the turn lane and getting rid of the parking section. It is hazardous getting in and out of neighborhoods in this area due to visual obstructions
304	Please do something about 223rd under the railroad bridge, my son is disabled and can't

	safely converse the area to get to the bus on Sandy
329	I do not
332	DO NOT MAKE A MESS OUT OF THE STREET LIKE YOU DID ON NE 148th North of Halsey and NE Glisan in front of Glendoveer - they are absolute NIGHTMARES and a BIG waste of taxpayer money!
343	This is a good idea, especially with the new apartments. Also there have been campers in this parking spaces.
391	Leave it alone always wasting tax dollars
395	223rd southbound needs a right turn lane onto Sandy. 223rd also needs a safe bike lane onto Sandy if you are making Sandy a bike project. It will connect it to the Eagle Trail at Chinook Landing and to the Marine Dr trail. If there's a nice bike lane on Sandy, definitely more people will be biking on 223rd to get to it and it is absolutely not safe there. That intersection is often blocked by trucks trying to get up the hill in the winter if there's even minimal snow or ice, so a right turn lane would give other drivers a way to get around the stalled vehicles.
397	Save money
398	reduce speed to 30 mph
399	Just a stop light coming on to Sandy Blvd
400	All these pedestrians will need more garbage cans, maintained by bus stops.
419	not clear what the proposed cross walk at Arbor Crest Dr would cross to? there is nothing on the South side...???
437	There is not enough parking in the development which requires the need for additional parking outside the development

451	No parking
456	I would propse lowering the speed limit, adding a round-about or even speed bumps instead of removing the parking.
463	The bus stop at Blossom Hill is dangerous to access and there is no where to safely wait for the bus. It needs drastic improvements.
465	Loosing the parking on Sandy off Blossom Hill maybe problematic since there is minimal available visitor parking inside Fairview Terrace
467	It is a significant visibility issue.
471	Que los corredores sean continuos, es muy dificilnpara personas que tienen dificultades para caminar cuando los tramos se cortan.
472	The center left turn will be a very welcome improvement.
494	Better lighting
502	We ned the extra parking along Sandy Blvd!!!!
503	Please don't take the parking, people need it, and visibility isn't bad.
513	Why no parking on street shown
518	Again not sure why we cater to bike riders when there are way more car owners and bikes don't pay gas aka road taxes.
533	Perfecto
534	No muy seguro
537	Avoid using LED street lights. They are not bright enough
575	Same questions as previously stated in segments

	1 & 2
601	no
604	everything is fine
605	more pedestrian crosswalk
621	Along with Crosswalk there, add flashing yellow or traditional stop light at Arbor Crest Drive
627	more road signs
635	Visibility is an important thing which is something i agree with
637	Concern for street parking since the build of all the apartments on the corner of 223 rd and sandy
641	No

16.Do you have other thoughts about these proposed changes to this part of Sandy Blvd?

ResponseID	Response
40	Her
42	No
86	It's a bypass highway meant for traffic. It is not a cozy little neighborhood and never will be.nar
91	That's a large distance between marked crossings. It is inevitable that someone will cross midway and anything to reduce traffic speeds here will save a life in the future.
93	All of Sandy needs sidewalks. I often see people trying to walk down to Walmart and it is very unsafe. I think a bike lane would also be helpful.
94	There is already a crosswalk in front of Walmart. You're proposing a crosswalk 20 ft from where one already exists.
105	improve shoulders
120	No
122	No
127	No
131	Bueno creo que este tramo si es necesario porque he visto una que no hay banqueta de la 223 hacia Walmart y he visto que si hay muchas personas caminando por ahí
134	No
148	Again, crosswalks need to correspond to TriMet bus stops.
149	Please keep up with the garage and weeds

158	No
165	A mid block crossing
166	No
172	No this is fine.
174	no
178	OK
179	no
184	I didn't see any plans for covered transit stations. I don't even ride the bus, but I believe that there would be more ridership if they had a sheltered place to stand and wait for the bus it's very windy in East County combined with the wind. It isn't very tolerable to stand in it without shelter.
189	i'd definitely use that crossing on 223rd if I could safely get past the train track north of sandy (on 223rd)
198	Need to add sidewalks at least on one side of that road or that stretch of road
199	Signage and flashing lights at intersection near Amazon
200	Can we put one more in the middle made three
205	Really going to be a challenge due the narrow expanse of road. Better lighting is a must for this section.
209	I think before crosswalks, Sandy Boulevard needs SIDEWALKS!
215	To improve traffic flow and pedestrian safety along Sandy Blvd, implement bus pullouts to reduce lane obstruction, and direct foot traffic via elevated pedestrian overpasses. These enhancements support ADA compliance,

	minimize vehicle-pedestrian conflicts, and align with urban design principles that prioritize visibility, accessibility, and uninterrupted transit operations.
216	Again, I have used this my entire life. I drive this all the time. I'm a very astute perspective person. I look out for people all the time there is nobody using these areas. This is not necessary and not a wise.
225	Good idea.
235	Just keep doing this in other places! I'm riding my bike to work and this would bring more people to be able to do the same.
236	Nope
240	I just worry about the cost of the project and the length of time the project will disrupt traffic when it's being done.
242	HeT
244	HeT
250	I see this as potential safety hazards for cyclists and pedestrians alike, especially around the Amazon hub area. With these two interceptions I would input the suggestion for improved traffic lights for those two crossings. Consider also installing traffic lights at the intersection leading to Amazon as this has the worst speeder's and bad visibility for outbound vehicles getting onto Sandy Blvd either direction.
251	I support the improved crosswalks
254	When will it start
272	no
279	we need a bike lane connection to marine drive on 223rd set up the intersection to support this

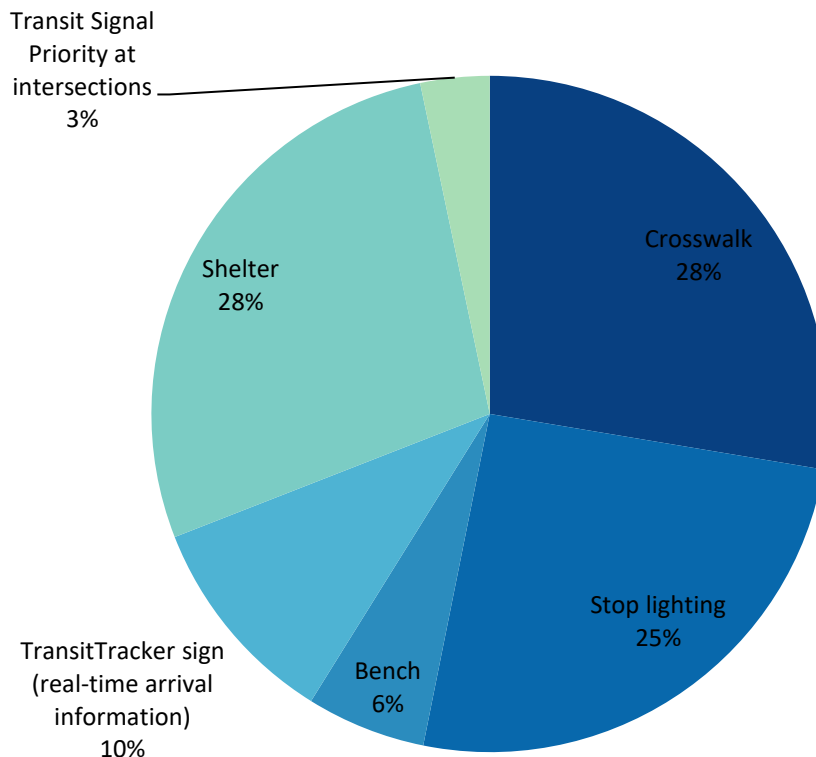
282	Use high vis crosswalk lines and possibly crosswalk lights with audio
285	As long as there is some form of sidewalk/bikeway in this segment, it will be a welcome improvement. It has been unsafe for years.
295	One to two more crosswalks are needed. Seven blocks between crossroads is too much.
301	No crosswalks
302	no
308	This looks good
310	No
318	looks good to me
329	I am tremendously excited about the prospect of having a sidewalk to cross to and from bus stop across the street from Walmart! Thank you!!!!
332	I don't know the details of the "proposed changes" - making them safer for pedestrians and cyclists is great, but don't impede the traffic flow in this area.
342	Cleaner safer no more storage units
343	This area needs special attention. Lots of people congregate at the bus stops in the center of this section for some reason.
356	Improved culvert for Fairview Creek
369	NET
379	This area really needs side walks but it is already tight for cars, so not sure how it will work here
385	No

391	Leave it alone I've seen changes in other streets and it's just a waste of money and makes things confusing
395	Widen it enough to be safe. Don't add much extra lighting because it's in a bird migratory area. A bike repair stand along the bike lane where it's not too crowded with crosswalks.
397	These are okay
398	redue speed to 30 mph
399	No
400	I would add one more crosswalk to this section.
402	Do NOT impede traffic for people going to work to make income to pay taxes !
419	improve shoulders
434	no
446	No
465	No
466	I hope there will be stop lights at these crosswalks
467	It will create lots of traffic to add too many crosswalks, especially in areas that don't need them. it's important to increase visibility and mobility, will also considering it is a road that many use to get to work quickly.
471	Pues lo mas importante de tener cuces peatonales es invitar a los peatones a que los hisemos para nuestra seguridad
479	Her
502	only crosswalk at 230th is necessary.

506	no
513	No
518	Yes it is a waste of money that should be spent on improving the roads and not wasting money on bike lanes that the majority of the people who pay taxes don't want.
533	Si
534	Solamente mas señalamientos para que no excedan la velocidad
543	Я рідко бачу когось, хто ходить по цій вулиці. Чесно кажучи. Тільки машини і машини. Тому, щоб зробити її безпечною і в хорошому стані
560	Hope there can be flashing beacons
575	Same thoughts as stated in segments 1 & 2
601	no
605	more pedestrian crosswalk
615	Si apoyo el cambio nadamas que no duren tanto para hacer el trabajo porque muchas familias se verían afectadas si duran mucho trabajo para ir a trabajar
619	Looks good
621	Sidewalk between 223rd and 230th, either side (or both) as many workers walk on the side of the road
623	Estoy segura que van tomar la mejor descición . Gracias
624	This is a high traffic area due to the local businesses. I agree with this addition.
631	Seriously, 14. Proposed crosswalks in areas that there's very low pedestrian activity??? Tell me

	you want to lower the speed limit to 30 without saying that you actually want to do that... That's what I'm reading 100%.
632	At minimum this segment needs larger shoulders on both sides. This segment is very dangerous for walking and biking.
634	HeT
635	No it looks good
637	There needs to be a sidewalk completed on the corner of 223rd and sandy. This sidewalk is for 223rd to make it safe for walking etc its at the corner where the boat parts place is
638	HeT
639	HeT
640	HeT
641	No

17.What bus stop amenities are most important to you?



Value	Percent	Count
Crosswalk	27.6%	92
Stop lighting	25.5%	85
Bench	5.7%	19
TransitTracker sign (real-time arrival information)	10.2%	34
Shelter	27.6%	92
Transit Signal Priority at intersections	3.3%	11
	Totals	333

18. Which bus stop pairs need the most improvements? Please rank your responses from most important to least important.

Item	Overall Rank	Score	Total Respondents
NE Sandy & 223rd	1	855	186
21100 Block NE Sandy (by Quail Hollow)	2	755	175
NE Sandy & 201st	3	669	171
NE Sandy & Blossom Hill / Arborcrest Dr	4	571	163
NE Sandy & 205th	5	531	164
22800 Block NE Sandy (west of 230th Ave)	6	444	161

19.Do you have other thoughts about the proposed designs or improvements on Sandy Blvd in Fairview?

ResponseID	Response
40	Her
42	Only allowed to choose 1 bus stop amenity above, cannot select multiple options.
44	More streetlights, more traffic lights,
50	All of these bus stops are kinda bad
53	Leave it alone it's fine
86	Get the damn busses off the travelway at stops to stop impeding traffic flow .
93	Please add sidewalks all along Sandy. We do not have a walkable community and the lack of sidewalks is often what keeps me from engaging further with my community. Many people do not have a car and must walk. We have shops and restaurants near by but it is unsafe to try and walk to them without sidewalks.
105	road must be widened for center turn lane withOUT removing existing parking!
122	Move bus stop east of Quail Hollow entrance. The bus holds up traffic to this entrance, both ways. Garbage is left at the entrance, residents have had items stolen. Move the bus stop and cross walk east the entrance.
127	Move bus stop east of Quail Hollow entrance. The bus holds up traffic to this entrance, both ways. Garbage is left at the entrance, residents have had items stolen. Move the bus stop and cross walk east the entrance.
131	No, creo que los cambios que ya están en proceso van a mejorar mucho para la seguridad de los peatones como de los ciclistas

134	Center turn lanes for Fairview Terrace, and other living places are the most critical.
148	It is hard for me to rank the bus tops that need the most repairs, without seeing a photo of the bus stop. I can't visualize the stops in my mind, because I'm not a regular bus rider on that route.
166	I don't know about the bus stops as I do6use the bus.
172	Don't waste money, keep it simple and stop the speeders, only one side needs a bike and walking lane, and use large rocks and drought resistant medium sized dwarf trees for decoration. Future will have less water not more! Put a crosswalk and stoplight at 223 and Townsend way WITH SPEEDING CAMERA it is very dangerous here at night and people speed by all the time. 223 between sandy Blvd and marine drive needs sidewalks under train tressle and cameras at stoplights and crosswalks for safety. Too many street racers and speeders getting away on marine drive at night, stop them please!
179	I'm not sure about the bus stops since I don't use these.
185	Having covered transit stations with a place to sit is very important. The wind can become quite severe in East County combined with the rain. It isn't acceptable to stand in outside, awaiting a bus.
202	none of the stops on this stretch are wheelchair friendly. I'm in a wheelchair and get off a stop before I need because the exit is much safer
205	East wind is a real issue in winter which is why I would put shelters at the top of the list.
209	Sandy Blvd needs SIDEWALKS all the way from 201st (Jacksons) to Walmart. And Sandy needs bike lanes. Furthermore, Sandy Blvd needs highway patrols to catch the out-of-control speeders in the night and early morning. There's a motorbike every weekday morning around 530

	am, a speedster enroute to work.
215	To improve traffic flow and pedestrian safety along Sandy Blvd, implement bus pullouts to reduce lane obstruction, and direct foot traffic via elevated pedestrian overpasses. These enhancements support ADA compliance, minimize vehicle-pedestrian conflicts, and align with urban design principles that prioritize visibility, accessibility, and uninterrupted transit operations.
216	I would build shelters in those areas because that is where I see most people waiting for buses due to the east wind people need protection from the elements. We do not need electronic services. Everybody has a phone and can see everything in real time that is not a wise use of resources just build a simple shelter with some benches.
230	Dip outs where busses can pull into at each stop would be nice so traffic can continue to flow while they are stopped.
235	N/A
236	Nope
244	net
250	Definitely keep the design and planning focused on accessibility for all. Prioritize pedestrian, cyclists, and transit usability.
251	All bus stops need to be out of traffic lanes
274	I don't care about buses. Pull-off areas to stay out of other motorist's way, and keep traffic moving, is ideal.
291	There's existing room to improve this stop, east- and west-bound. I don't know about the other stops. I have never used them.
304	223rd at railway bridge is not acceptable for disabled people

308	All bus stops should have pull outs to allow traffic safe way around the busses.
329	22800 block needs additional seating. There are a lot of mobility impaired and elderly people using these stops.
332	I do not use the bus, MAX or any other mass transit in the City of Portland or Multnomah County - I do NOT feel safe using this mode of transportation. I only see a shelter for those waiting in the rain would make practical sense.
374	No more transit along Sandy or East County. My comments for each section are the same.
395	Now the busses have space to pull off the road at the stops, if you add bike lanes, try to have a pullout spot for the busses to stop without completely blocking traffic. If you eliminate parking on the road, enforce it. Don't plant creeping vine plants along bike lanes, and actually clear the bike lanes of debris periodically. Don't add bright LED lights that blind drivers and cause an extreme glare on rainy days/wet surfaces. Also, limited lighting as to not interfere with bird migration in the area. Shade trees are nice along walkways. Construction should be at night because 223rd is the only North/South road that runs through the entirety of Fairview and it gets really busy. It is often blocked by some kind of construction and severely impairs traffic. Sandy is the main route to highway entrances and is used by a lot of trucks that we don't want diverted through smaller streets. Please, construction at night.
397	Bare minimum only
398	I do not use these bus stops
400	Bus stops near apartment complexes should be highest ranked. Trimet must have some data about most used stops.
402	Leave it alone and stop wasting taxpayer dollars

419	road must be widened for center turn lane withOUT removing existing parking!
446	No
463	Trees would be beautiful
467	Shelters often are vandalized and attract homeless. They could use additional lighting
471	Tener mas iluminación
476	за умови, що вони прибираються. Але, судячи з усього, якщо вони завалені сміттям і не мають даху, то прибираються вони не будуть. Люди залишають сміття на зупинці.
518	I am okay with the bus stops improvement because busses are used. The bike lanes just take space away from cars and wastes money.
532	Mejorar las carreteras
533	No
540	Мой приоритет – чтобы было безопасно и красиво. Никакого мусора. Никаких тележек. Никаких сумок на автобусной остановке. Да, вам нужна скамейка, но тогда она привлекает мусор. И нет мусорных баков.
543	I do not know
579	bus stop amenities also most important are stop lighting and bench
584	bus stop amenities also important to me is shelter
585	bus stop amenities also most important is having a bench
586	bus stop amenities also most important is stop lighting

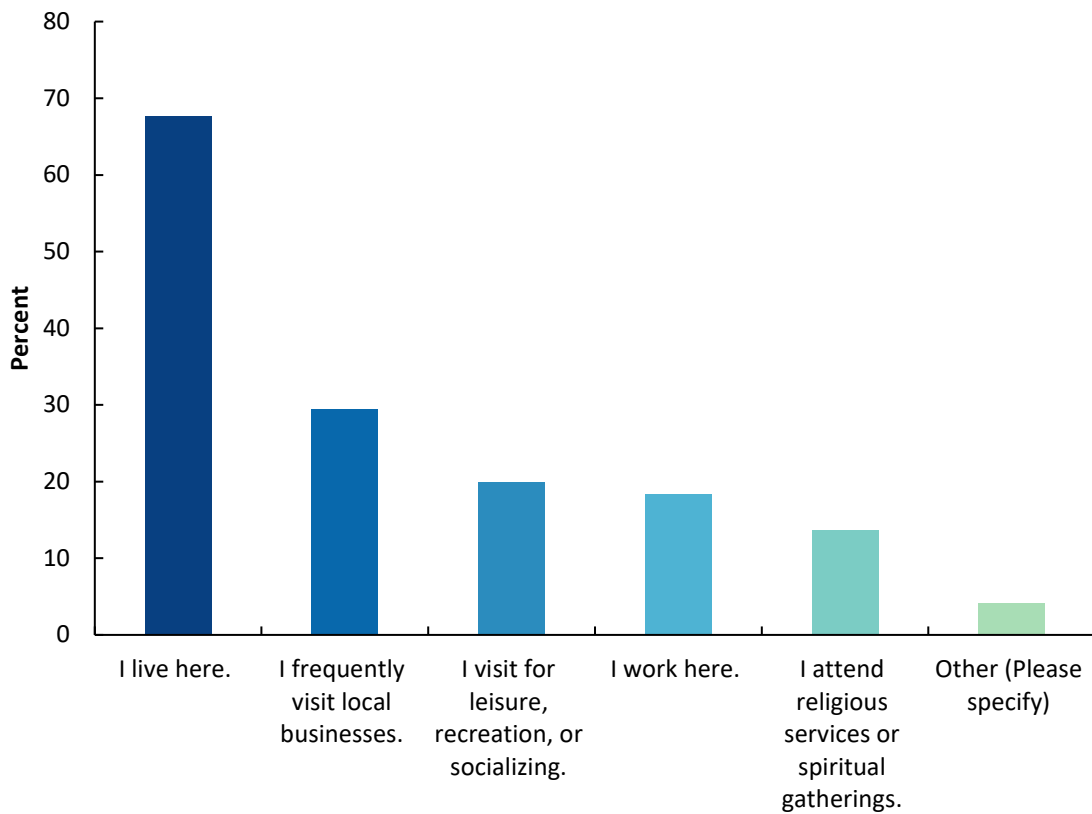
588	bus stop amenities also most important is crosswalk
591	bus stop amenities also most important is having bench and transit tracker sign
592	bus stop amenities also most important is bench, transit tracker, and transit signal priority at intersection
593	bus stop amenities also most important are bench and transit tracker sign
594	bus stop amenities also most important is crosswalk and bench
595	bus stop amenities also most important is shelter
596	bus stop amenities also most important is transit signal priority at intersections
597	bus stop amenities also most important are stop lighting, bench, transit tracker sign
598	bus stop amenities also most important are stop lighting and bench
600	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, and transit signal priority at intersection
601	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
602	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
603	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
604	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit

	signal priority at intersections, more crosswalks
605	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections, more crosswalk, and less speed limit
606	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter
607	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
609	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter,
610	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter
611	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
612	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
614	bus stop amenities also most important are crosswalk, stop lighting, transit tracker sign, shelter
616	bus stop amenities also important to me is shelter, crosswalk, bench, transit tracker signs
617	bus stop amenities also important to me is stop lighting, bench, transit tracker sign, shelter
618	bus stop amenities also most important are stop lighting, bench, shelter
619	I only know about my stop, so I can't comment on the others
620	bus stop amenities also important to me is shelter

	and transit signal priority at intersection
621	Any pothole or road deterioration be fixed. Possible replacement. Cross walks be lighted with the Flashing lights like 82nd
622	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
624	Build into the undeveloped land. I appreciate the effort to improve transportation of all kinds along this road while keeping in mind the needs of all. Local residents still need street parking, a center lane for turning left would allow for increased efficiency with traffic flow, and sidewalks would improve the safety of pedestrians.
625	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
626	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
627	bus stop amenities also most important is stop lighting, bench, transit tracker sign, shelter, transit signal priority at intersections
628	bus stop amenities also most important is stop lighting, bench, transit tracker sign, and more pedestrian crossing/crosswalk
634	Her
635	Bus trackers that tell u when the bus is coming is such an important feature. My mom doesnt know how to navigate through Google maps to check the time of arrival so this feature would help older parents
637	Corner of 223 and sandy where the boat parts place is at. Needs to be addressed and safe for sidewalks along 223rd

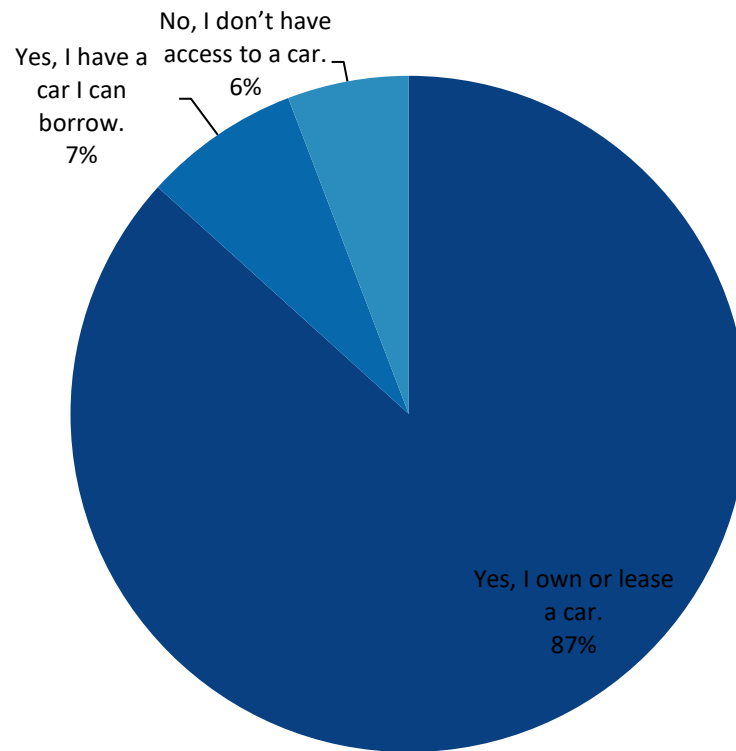
641	No
648	Todas
649	todas las comodidades
650	todas las comodidades

20.What's your connection to this area? Select all that apply.



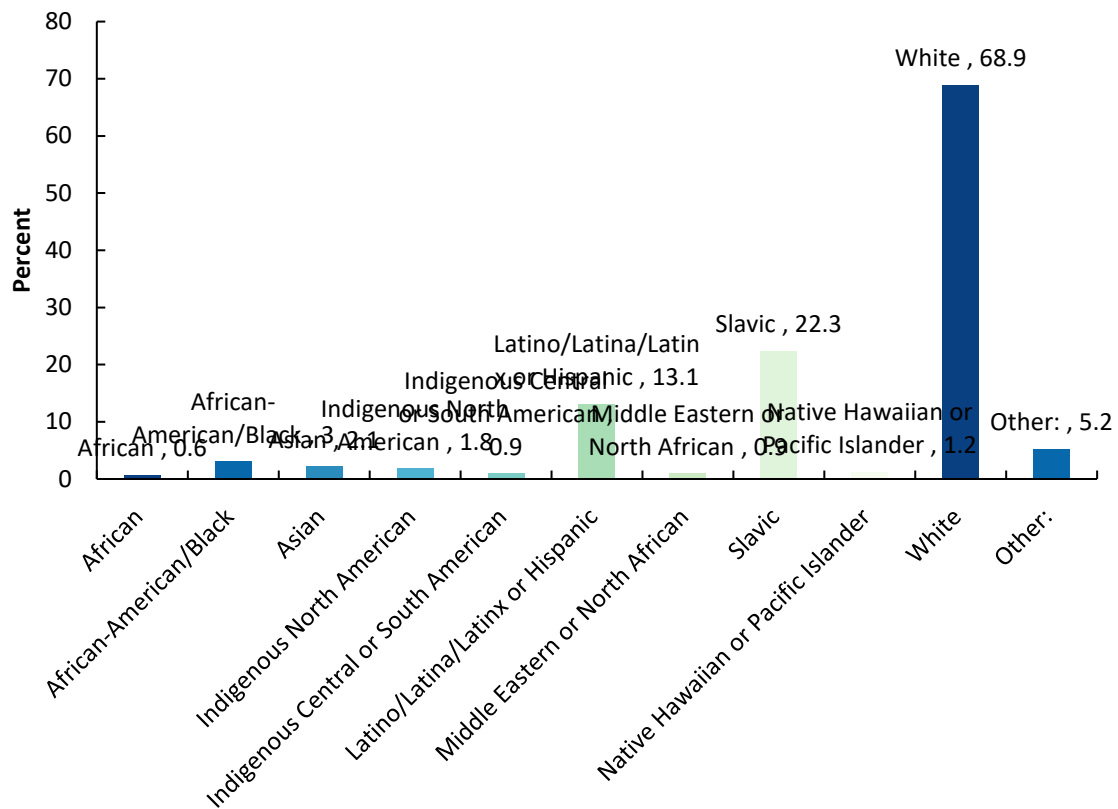
Value	Percent	Count
I live here.	67.6%	248
I work here.	18.3%	67
I visit for leisure, recreation, or socializing.	19.9%	73
I attend religious services or spiritual gatherings.	13.6%	50
I frequently visit local businesses.	29.4%	108
Other (Please specify)	4.1%	15

21.Do you have access to a car?



Value	Percent	Count
Yes, I own or lease a car.	86.7%	300
Yes, I have a car I can borrow.	7.5%	26
No, I don't have access to a car.	5.8%	20
	Totals	346

22.What race/ethnicity best describes you? Select all that apply.

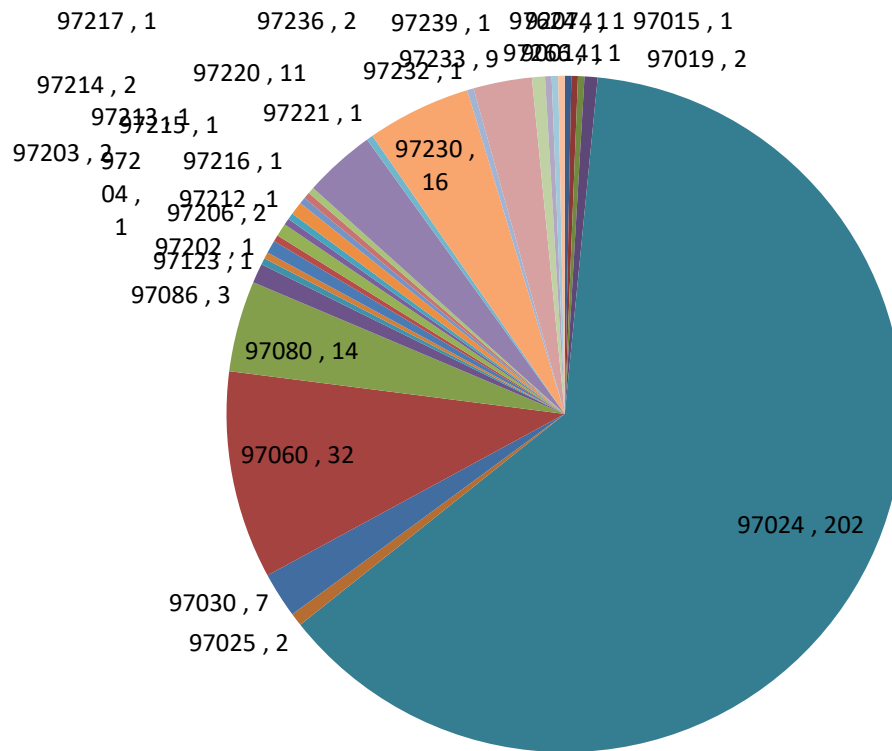


Value	Percent	Count
African	0.6%	2
African-American/Black	3.0%	10
Asian	2.1%	7
Indigenous North American	1.8%	6
Indigenous Central or South American	0.9%	3
Latino/Latina/Latinx or Hispanic	13.1%	43
Middle Eastern or North African	0.9%	3
Slavic	22.3%	73
Native Hawaiian or Pacific Islander	1.2%	4

White	68.9%	226
Other:	5.2%	17

Other:	Count
.	1
97220	1
NA	1
Norwegian	1
Quit profiling and asking profiling questions.	1
Scandinavian	1
Why does this matter?	1
Why is this important!?!	1
no answer	1
Totals	9

23.What is your home zip code?

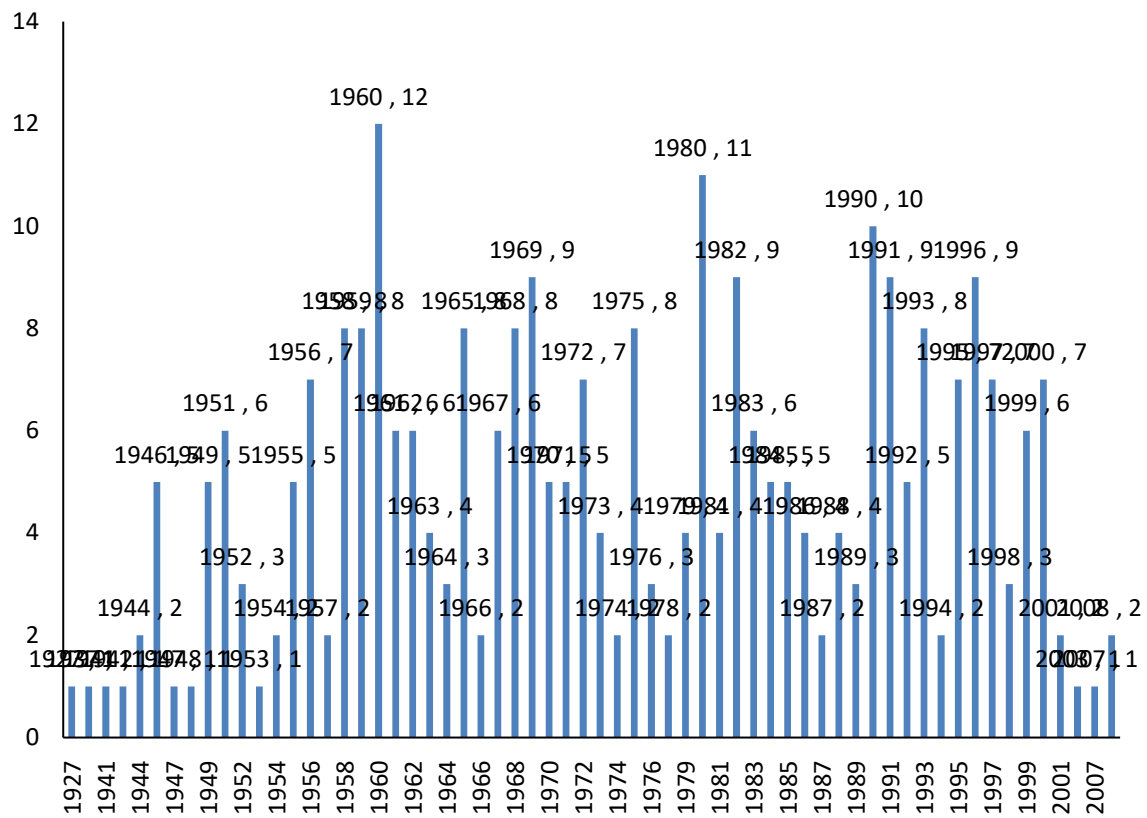


23.What is your home zip code?

Count	Response
1	90014
1	92074
1	97015
2	97019
202	97024
2	97025
7	97030
32	97060
14	97080
3	97086
1	97123
1	97202
2	97203
1	97204
2	97206
1	97212
1	97213
2	97214
1	97215
1	97216

1	97217
11	97220
1	97221
16	97230
1	97232

24. In what year were you born?

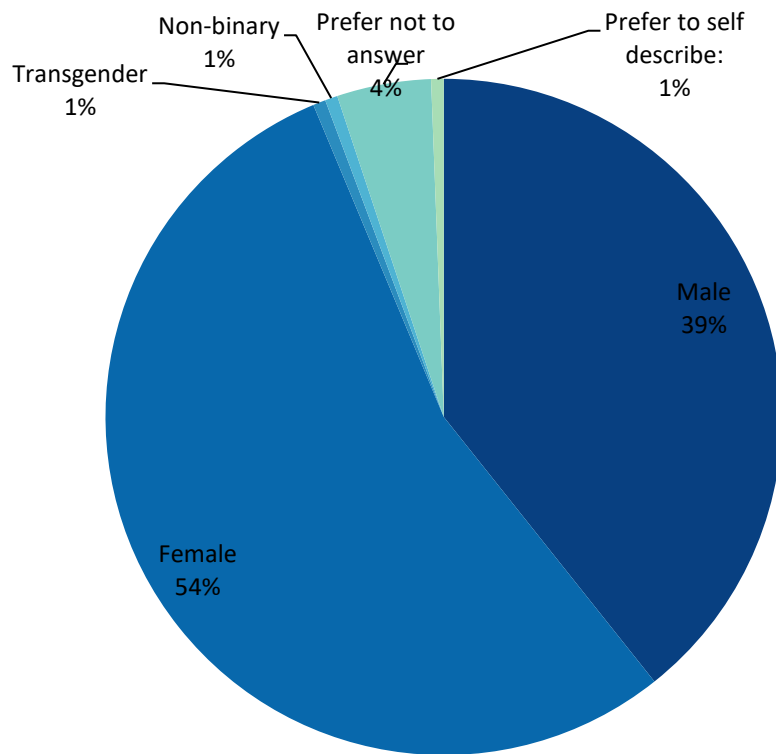


24. In what year were you born?

Count	Response
1	1927
1	1937
1	1941
1	1942
2	1944
5	1946
1	1947
1	1948
5	1949
6	1951
3	1952
1	1953
2	1954
5	1955
7	1956
2	1957
8	1958
8	1959
12	1960
6	1961

6	1962
4	1963
3	1964
8	1965
2	1966

25.What gender do you identify as?

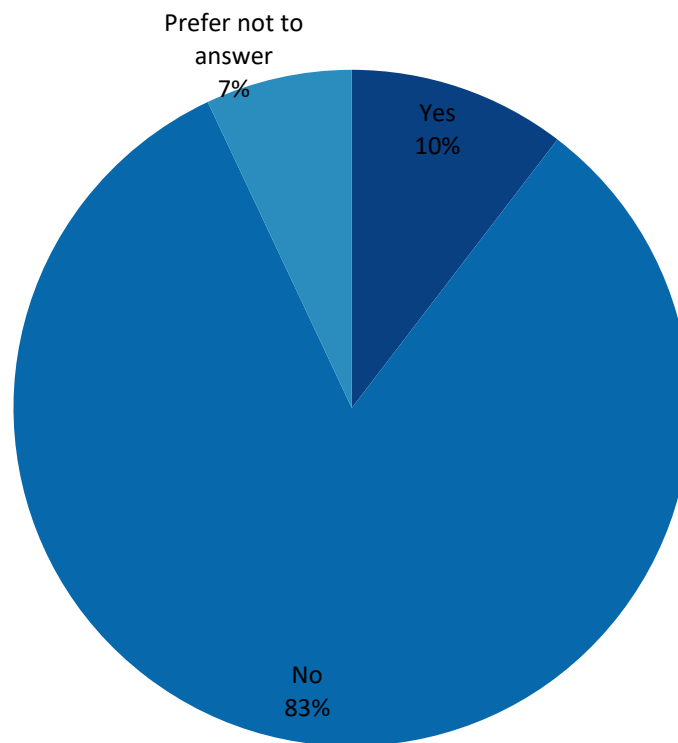


Value	Percent	Count
Male	39.3%	130
Female	54.4%	180
Transgender	0.6%	2
Non-binary	0.6%	2
Prefer not to answer	4.5%	15
Prefer to self describe:	0.6%	2
	Totals	331

Prefer to self describe:	Count
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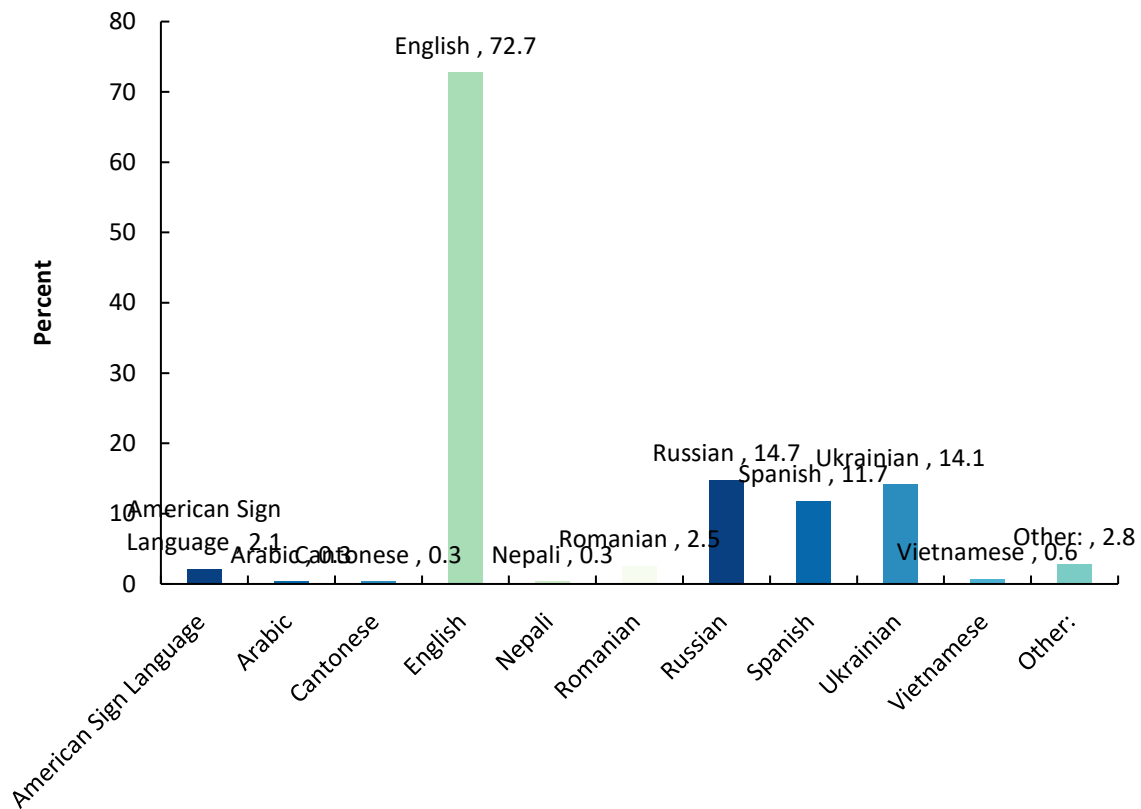
Transgender woman	1
Totals	1

26.Do you have a disability?



Value	Percent	Count
Yes	10.4%	34
No	82.6%	270
Prefer not to answer	7.0%	23
	Totals	327

27.What language(s) do you speak or sign at home? Select all that apply.



Value	Percent	Count
American Sign Language	2.1%	7
Arabic	0.3%	1
Cantonese	0.3%	1
English	72.7%	237
Nepali	0.3%	1
Romanian	2.5%	8
Russian	14.7%	48
Spanish	11.7%	38
Ukrainian	14.1%	46

Vietnamese	0.6%	2
Other:	2.8%	9

Other:	Count
French	2
.	1
German	1
Japanese	1
Portuguese	1
Tagalog	1
Totals	7