



Hallinan Street Questionnaire Results – September 2022

A total of 89 responses were received.

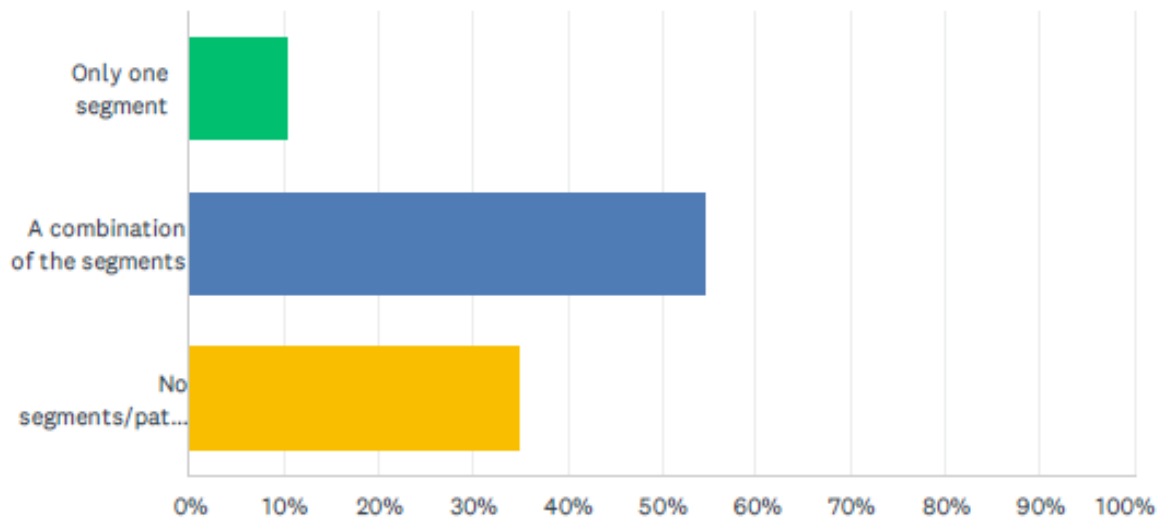
Q1 Please provide your name and property address.

Answered: 89 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name:	100.00%	89
Property Address:	100.00%	89

Q2 After reviewing the pathway alternative concepts showing three different segments, what is your preference?

Answered: 86 Skipped: 3



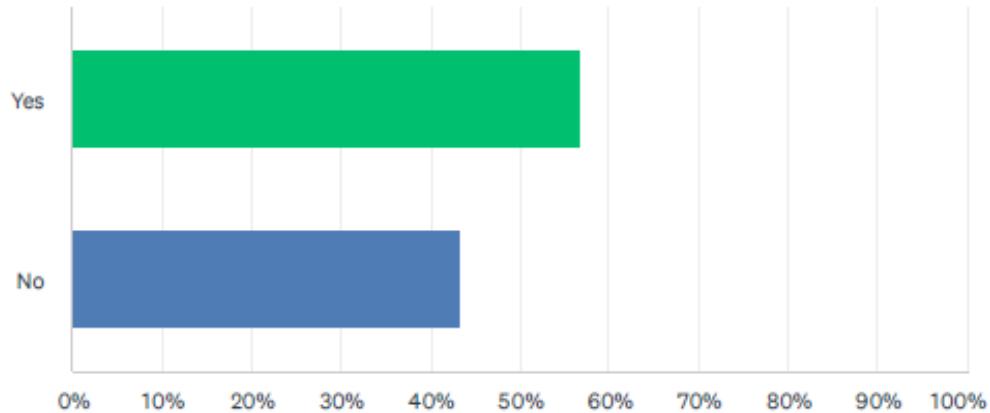
ANSWER CHOICES	RESPONSES	
Only one segment	10.47%	9
A combination of the segments	54.65%	47
No segments/pathway improvements	34.88%	30
TOTAL		86



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Q3 Segment 1 proposes a 5 ft. wide asphalt pathway/concrete sidewalk combination on Cherry Lane between Hawthorne Drive and on Hallinan Street to Meadows Drive. Do you support this segment?

Answered: 88 Skipped: 1



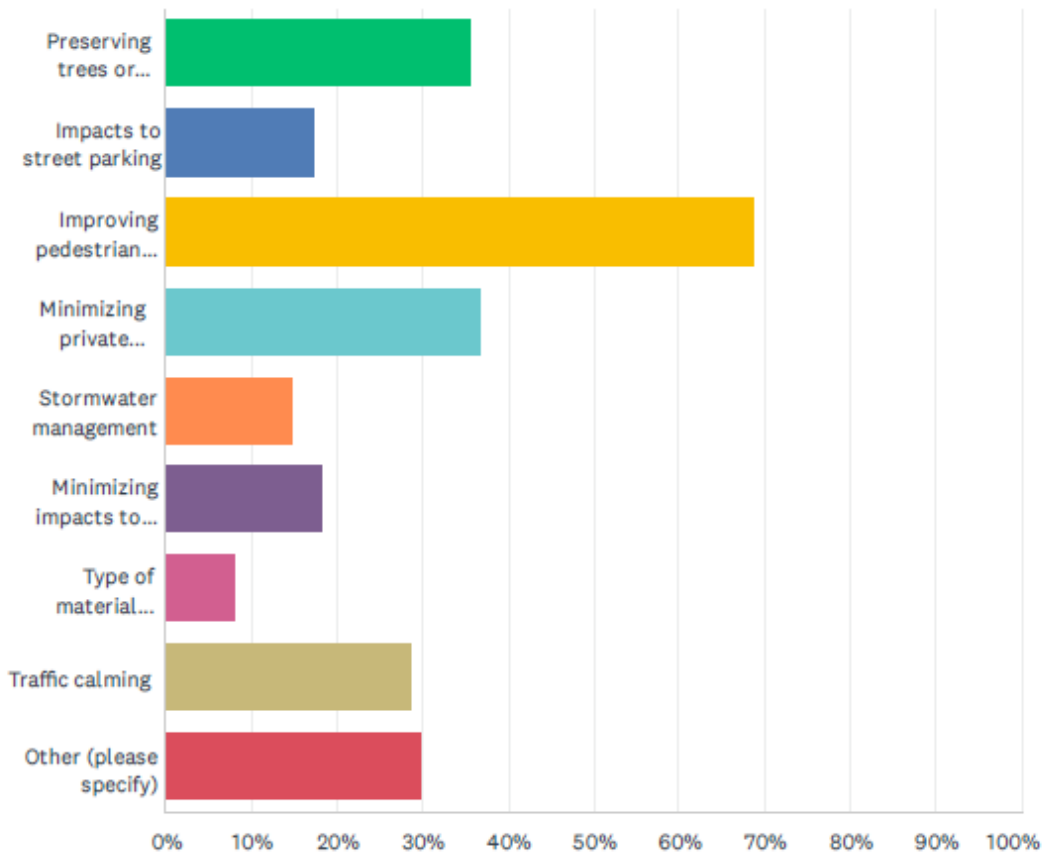
ANSWER CHOICES	RESPONSES
Yes	56.82% 50
No	43.18% 38
TOTAL	88



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Q4 For Segment 1, what is your preference based on? (Please select the top three)

Answered: 87 Skipped: 2



ANSWER CHOICES	RESPONSES
Preserving trees or minimizing impacts to trees	35.63% 31
Impacts to street parking	17.24% 15
Improving pedestrian safety	68.97% 60
Minimizing private property impacts/driveways	36.78% 32
Stormwater management	14.94% 13
Minimizing impacts to landscaping in the right-of-way	18.39% 16
Type of material (concrete or asphalt)	8.05% 7
Traffic calming	28.74% 25
Other (please specify)	29.89% 26
Total Respondents: 87	



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Other (please specify)	
1	Maintaining safety and flow for car traffic.
2	That sediment has many points with limited visibility as there are turns, hills, large shade trees and glare from the setting sun. I think it is a good idea to have a proper sidewalk and even pedestrian light, to reinforce the neighborhood and school zone tone.
3	Crosswalks
4	There has been a serious and chronic problem at the school, this is based on discussions with the fire dept as I was part of the building of the secure vestibules. The long narrow "throat" limits access to emergency vehicles and the parking of too many cars is in direct conflict. This is based on my role as an employee of LOSD as part of the bond team. Need to improve access to both the school bus and children walking to school the pedestrian and cars with
5	Traffic when picking up students
6	Of the three segments, safety in this area is most important. I also think parking should not be allowed on the pathway side of the street in this segment.
7	path is completely unnecessary
8	No parking should be allowed along this stretch. Very difficult to see around all the cars parked in curve.
9	I'd prefer the path but would like it to have a minimal impact to the landscaping/yards of the homes on this street
10	Waste of money for no good reason
11	Prefer if the pathway is separated from the street by a curb--my main concern is making the pathway as safe as possible for young children. I also care about pathway accessibility for strollers/wheelchairs.
12	the intersection of Meadows Drive, Hallinan, and Cherry will only acerbate the confusion and space of that area with additional side walks and rights of way
13	creating a safe pathway for students and other walkers; this is a continuation for walkers from Meadows Drive, who come through Freepons Park. The north side of this stretch should also have parking. The south side should not, particularly since it will be narrower. This stretch is a bottle neck with drivers coming around the curve too fast. As a result I believe there should be a stop sign coming up Cherry Lane in conjunction with the the stop signs on Upper Cherry and Glenmorrie Drive. This would slow people down before they make the curve and are heading down Hallinan.g
14	The road is very wide and there is very little pedestrian demand or traffic. Speed bumps which worked on Laurel street, signage is what is needed. The questioner is explicitly biased as there is only one general question about other street calming techniques after we had been assured you would look into holistic solutions. The response that you left a place for comments does not change the bias in this questioner.
15	Unnecessary
16	It's simply not needed or wanted by the residents
17	This would narrow an already very narrow curve. Sightlines would not be improved which would still impact pedestrians. People drive through this area very fast. Narrowing the road will just make this problem worse. During school hours, having buses pass each other will be difficult
18	This is not where improvements for safety need to be made. Waste of money.
19	Project itself will be a major disruption
20	I adding a pathway will make the street more dangerous for pedestrians and cars. I don't believe there are any recorded accidents on Hallinan. So despite the perception of danger, as many neighbors noted, "in 32 years they haven't seen any accidents"

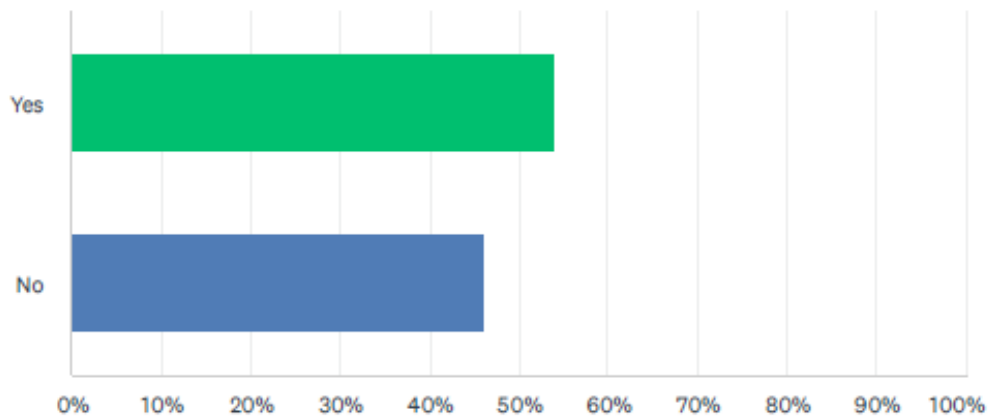


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21	I walk these streets weekly, they are wide and very safe as is. The only improvement needed is stop the speeding on them, change to 15 m/h and speed bumps. I will actively oppose anything that removes or damages those beautiful Cherry trees!
22	Unnecessary, bypass path via ES existing
23	As someone who walks and has walked this area since the 60s there is not enough traffic or foot traffic to warrant making such extreme changes to this neighborhood.
24	Not needed - cost of project, multiple impact to residents
25	Ped. traffic will not use new Walkway. Impact to mail , Trash. There aren't any children that walk that way on Hallinan.
26	I prefer speed bump and signage (3 way stop sign and 20 mph always). Only reason I oppose pathway here is that where Cherry goes up while curve becomes Hallinan, this section of street is already too narrow so any pathway that further narrows this part creates a real danger for school buses, cars etc.

Q5 Segment 2 proposes a 5 ft. wide raised concrete sidewalk with a curb on the east side of Hallinan Street between Meadows Drive and Hemlock Street. Do you support this segment?

Answered: 89 Skipped: 0



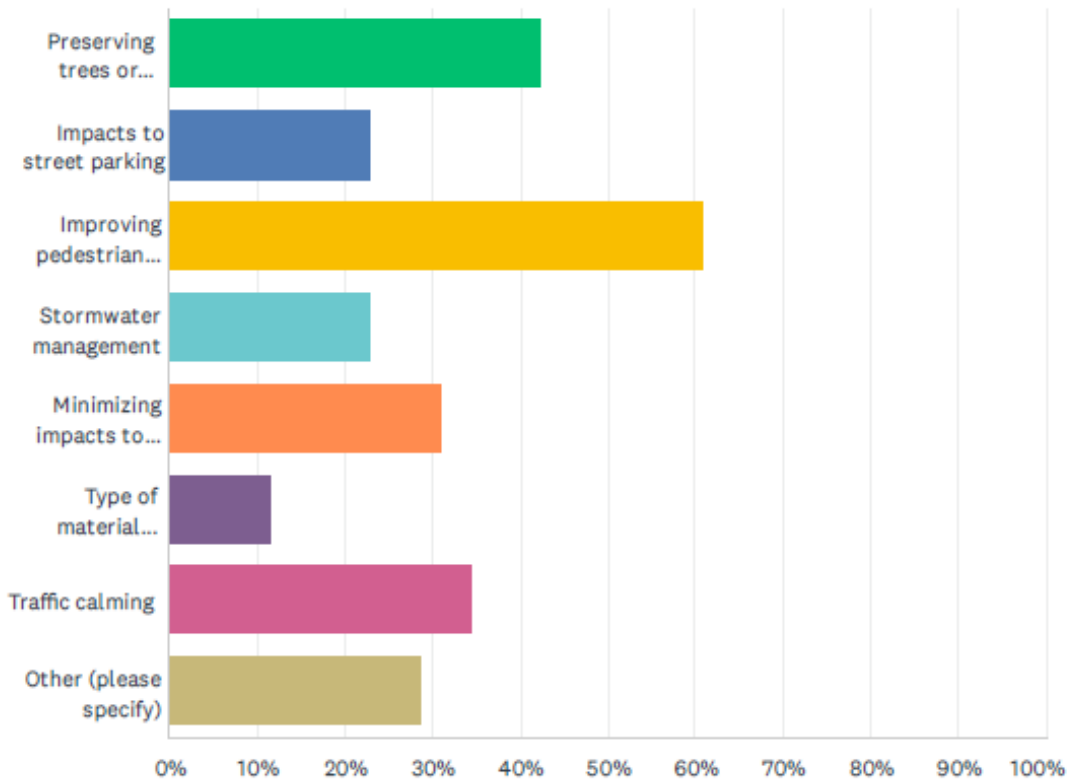
ANSWER CHOICES	RESPONSES
Yes	53.93% 48
No	46.07% 41
TOTAL	89



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Q6 For Segment 2, what is your preference based on? (Please select the top three)

Answered: 87 Skipped: 2



ANSWER CHOICES	RESPONSES	
Preserving trees or minimizing impacts to trees	42.53%	37
Impacts to street parking	22.99%	20
Improving pedestrian safety	60.92%	53
Stormwater management	22.99%	20
Minimizing impacts to landscaping in the right-of-way	31.03%	27
Type of material (concrete or asphalt)	11.49%	10
Traffic calming	34.48%	30
Other (please specify)	28.74%	25
Total Respondents: 87		



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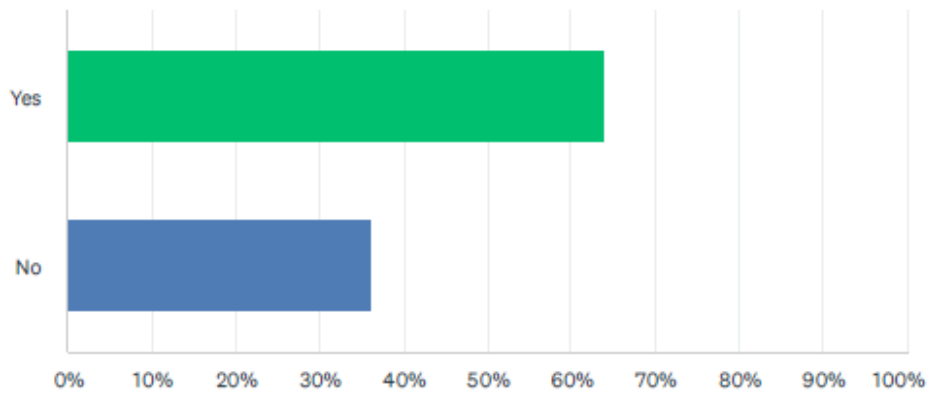
Other (please specify)	
1	Current great visibility & very low pedestrian traffic-no need for sidewalk
2	Maintaining safety and flow for car traffic
3	Hallinan Street is a good (and safe) walking street as it is. Elimination of more than 50% of existing parking is unreasonable. We have lived on Hallinan St for 32 years and find it to be an excellent walking neighborhood as it is. The street is very wide and provides the best balance of all uses (walking, biking, driving, parking, etc.) as it is.
4	Allows a safe pathway around the school rather than going through the playground area during school hours and when the field is used for sports.
5	continuity of the pathway
6	Crosswalks
7	See comments in question 10
8	Safety is one thing during normal circumstances - you have to plan to improve the numbers over time - people will adjust to having pedestrians in the neighborhood. Don't be bullied
9	Traffic caused by parents picking up students
10	path is completely unnecessary, no need to ruin people's property
11	Stupid idea
12	A sidewalk on the east side of Hallinan will receive minimal use...most walkers come from Freepons Park up Hemlock, a very wide, less traveled street because Hemlock is not a through street..the neighborhood is next door to an improvised cul-de-sac
13	Unnecessary
14	A quiet street already and school has access via Hemlock St
15	It's not wanted or needed. By the residents
16	This proposal would have only a tiny effect on pedestrian safety because so few kids walk along this part of Hallinan St.
17	Prefer less roadwork in the neighborhood
18	Won't help safety at the most dangerous part on top of Cherry at the turn to go down Hallinan
19	I adding a pathway will make the street more dangerous for pedestrians and cars. I don't believe there are any recorded accidents on Hallinan. So despite the perception of danger, as many neighbors noted, "in 32 years they haven't seen any accidents"
20	This street is really wide. I think that the pathway in question doesn't cut into property or landscaping and just makes the street narrower and adds a sidewalk. Great!
21	Unnecessary, bypass path via ES existing
22	arrant making such extreme changes to this neighborhood.
23	negatively impacting current residents in a negative way, NOT NEEDED!
24	We need a speed bump at the top of Hallinan, not a pathway for adults. No children traffic that would require a pathway down Hallinan.
25	Not only does this make upper Hallinan narrower than lower Hallinan, taking in account mailboxes, waste pickups plus parking, pathway creates unintended danger. Instead, add speed bump(s) and signage for 20 mph at all times.



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Q7 Segment 3 proposes improvements to the Hallinan Street and Hemlock Street intersection, including continuing the pathway to the school entrance and adding in curb bump-outs to improve pedestrian safety/visibility and provide traffic calming. Do you support this segment?

Answered: 89 Skipped: 0



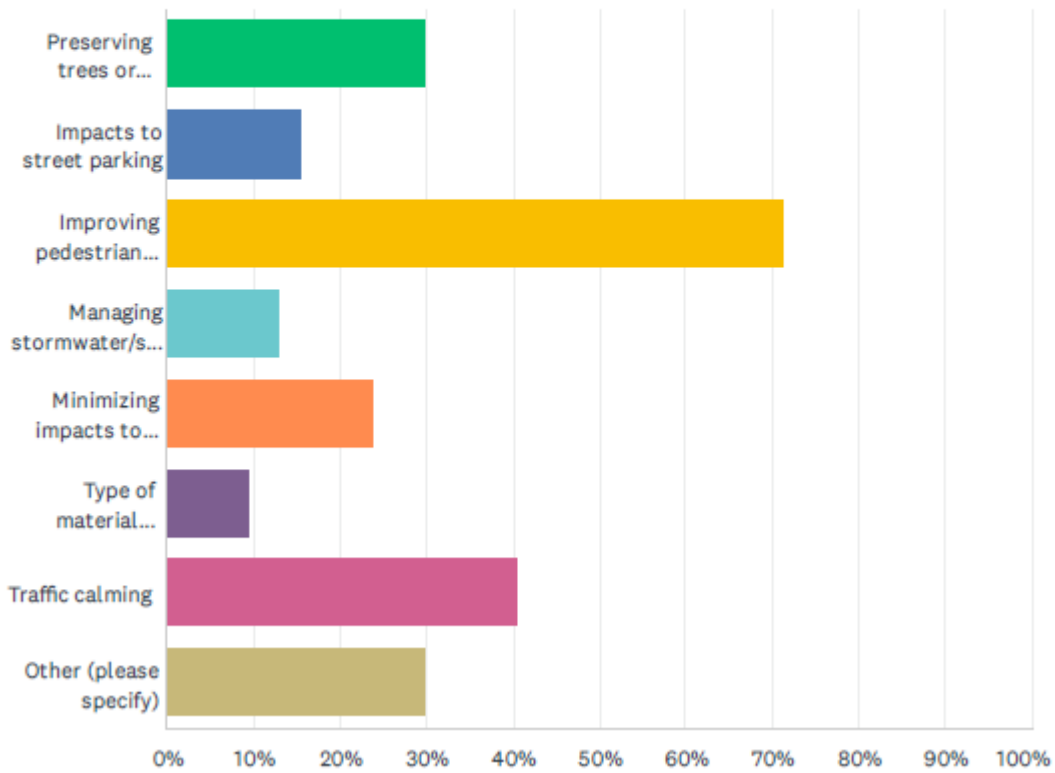
ANSWER CHOICES	RESPONSES	
Yes	64.04%	57
No	35.96%	32
TOTAL		89



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Q8 For Segment 3, what is your preference based on? (Please select the top three)

Answered: 84 Skipped: 5



ANSWER CHOICES	RESPONSES	
Preserving trees or minimizing impacts to trees	29.76%	25
Impacts to street parking	15.48%	13
Improving pedestrian safety	71.43%	60
Managing stormwater/street runoff	13.10%	11
Minimizing impacts to landscaping in the right-of-way	23.81%	20
Type of material (concrete or asphalt)	9.52%	8
Traffic calming	40.48%	34
Other (please specify)	29.76%	25
Total Respondents: 84		



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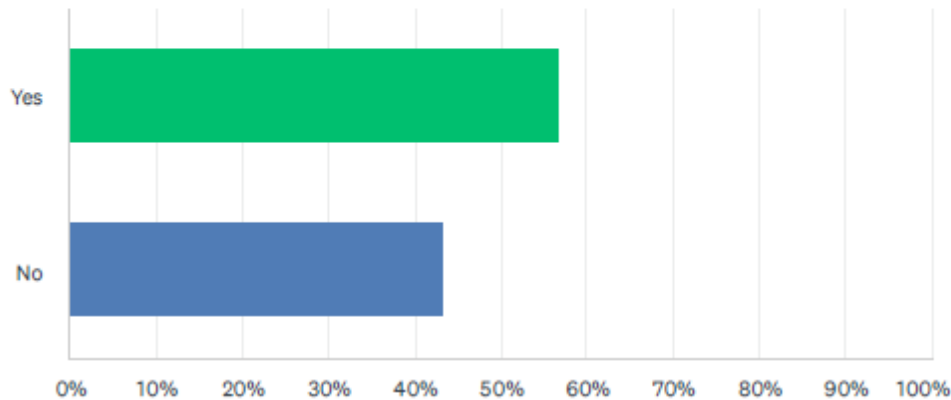
Other (please specify)	
1	Suggest adding crosswalk flaggers and no street parking near intersection during school dismissal hours
2	Maintaining safety and flow for car traffic
3	I am pretty neutral on on segment 3. No improvement seems necessary to improve safety. Why spend the cost if it isn't needed?
4	Improving cyclist/skateboard/runner safety. I have lived by many a bump-out improvement and have grown to consider them a safety hazard, much like the small roundabouts that have been removed in Portland decades after they were installed. Increasing the visibility of a pedestrian by constricting the flow of a street is a dubious proposition when considering the perspective of multiple “vehicles” traveling the same direction at different speeds. You get swerving, acceleration, distraction, to name a few issues. Why not a crosswalk with optional surface lights (like a train landing or subway) to aide in pedestrian visibility without restricting flow.
5	Bump outs are not necessary in my opinion
6	Crosswalks
7	See comments in question 10
8	Parents idling waiting for school to let out
9	has little impact on people's property and serves a purpose
10	The bump outs don't seem necessary on the west side of Hallinan St. The bump outs near the turnaround at the school would make it difficult for traffic and school drop offs. I agree with connecting the sidewalk to the school, but not increasing the footprint of the sidewalk into the street.
11	Seems like you are trying to spend money on something not broken!
12	curb bump outs will result in added congestion, safety would be compromised
13	bump
14	Unnecessary
15	Not needed
16	It's not wanted or needed
17	As parents of 2 kids who very recently attended Hallinan, we know this intersection is where the vast majority of students who are not being bussed or dropped off at the school's main entrance may actually cross a street to access the school. This includes those who walk/ride bikes, as well as many whose parents park on Hallinan or Hemlock and walk their kids to the school. Of the 3 proposals, this is the only one that actually focuses on a high use entrance/exit for pedestrians.
18	Nightmare like the laurel and Cornell intersection
19	Option 1 and 2 impact parking for residents as well as parents of school children. Trash pickup will be impacted as trucks cannot get up onto the sidewalk. Trees and landscaping will be impacted especially from storm water.
20	Again, I adding a pathway will make the street more dangerous for pedestrians and cars. I don't believe there are any recorded accidents on Hallinan. So despite the perception of danger, as many neighbors noted, “in 32 years they haven't seen any accidents”
21	No changes are needed, it's fine the way it is, simply address the speeding issue by reducing speed limit to 15 m/h and add speed bumps. Enforce the traffic laws.
22	Unnecessary, bypass path via ES existing .
23	As a some one who walks and has walked in this neighborhood since the 60s there is not reason to making such extreme changes to this neighborhood.
24	cost of project I do not see a need for
25	Almost all pedestrian and bike traffic comes across this intersection on way to/from Hallinan playfields plus pathways which connect Hallinan Woods to Laurel and school playfields to Chapin.



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Q9 Would you like the City to explore further use of traffic calming options along Hallinan Street?

Answered: 83 Skipped: 6



ANSWER CHOICES	RESPONSES
Yes	56.63% 47
No	43.37% 36
Total Respondents: 83	

Q10	Is there anything else you would like to share with us about the proposed pathway on Hallinan Street?
1	The street has very low/no pedestrian traffic and great visibility up Hallinan hill, so I would not add/change anything. The intersection at Hemlock and Hallinan is hazardous during afternoon dismissal but could be remedied if parents were required to park on lower Hallinan street (not Hemlock), where there are already existing sidewalks and if the school added crosswalk flagger volunteers
2	I don't think it is necessary.
3	As a resident who walks and drives these streets regularly, it's my observation that there is simply not room for a 5-foot path, parked cars, and cars under way. Ditto for curb bump-outs. Parking along these streets is very important—not just for residents, but also for caregivers during school drop-off and pick-up times. Eliminating any parking would not be helpful to these drivers or to their walkers and would in fact make things more dangerous for all persons moving through the area. This is true for both Segment 1, Segment 2, and Segment 3. During non school drop-off and pick-up times the same issues regarding lack of space hold true. Cutting into existing landscaping would be a major loss to these streets. Leaving things as they are would maintain parking spaces, maintain room for car traffic, maintain space for school pickup/drop-off cars and pedestrians, and maintain space for neighborhood walkers like me all the while maintaining valued community landscaping. I support one part of Segment 3: continuing the pathway to the school entrance. As is, the footpath turns from sidewalk into tree-root bumpy dirt. If this portion of Segment 3 were implemented it would be important to preserve the trees currently in place! On a related note, I was very happy to see messaging in Hello LO about the direction walkers and bikers should travel in relation to car traffic. This messaging would be good to



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	repeat and for children to learn about in schools! I always walk against traffic and am amazed at how many folks don't.
4	I am glad the city is thinking about pedestrian safety. We need more sidewalk and more curb cuts in existing sidewalks.
5	Hallinan street is a wide and safe street to walk on. There is no reason to improve it, spend a lot of money on something that don't need it. It would make it worse not better. We really can't have parking cut! Hallinan school has a lot of games and other functions and people park on Hallinan street all the time for that. We are good with sharing but if parking cut on half, that would not leave any parking for us, our kids, Hallinan school parents, guests or repair man truck. Please, please come to our street and see how beautiful it is and spend money on something else that really needs fixing.
6	The biggest risk to pedestrians in our neighborhood is going down Cherry lane to 43 to the bus stop. People drive fast up Cherry and there is a blind corner. Please consider finishing the sidewalk all the way to the base of Cherry. Another area of concern is the lack of a pedestrian walkway or clear lines marking one on Upper Cherry. There are two blind turns on Upper Cherry.
7	Elimination of more than half of the parking on Hallinan St (in place for more than 60 years) is not reasonable. The proposed alternative only provides parking on the East side of Hallinan St. and eliminates all parking on the West side of Hallinan St. The East side of Hallinan Street has all the mail boxes for both sides of the street. This means the only available parking would be impaired parking that is not allowed during mail delivery times 6 days a week. One thing that caused me to purchase our house on Hallinan Street was the good on-street parking for family member and guests. For security reasons it feels much safer to be able to park on the street in front of your own home rather than across the street and down the roadway. Auto theft is much more prevalent in Lake Oswego and West Linn in the last few years. There are many adverse unintended consequences of adding a sidewalk on Hallinan St. In our view, the pathway on Hallinan Street does not enhance safety (as the current configuration is not unsafe), but rather creates other problems by cutting parking needed and enjoyed by residents. On Street parking is also often currently used for school event parking and playing field parking. Permanently dedicating a portion of Hallinan Street to a sidewalk is not a good balancing of all uses including parking. It does not make sense to ruin the parking for existing residents in favor of a sidewalk that is not needed as the existing roadway is plenty wide to accommodate all uses including walking. As you can see by walking or driving Hallinan Street there are many, many yard signs (by homeowners on both sides of the street) in opposition to adding a sidewalk on Hallinan Street,
8	There are probably areas of Lake Oswego that could us some or all of these plans. Hallinan isn't one of them. It's a wide street with minimal traffic for all but 2-3 hours a day. There is direct access to the school from all four sides. My property isn't impacted by the proposal and as such is fairly objective. The plan is a waste of time and money and would unnecessarily impact the homeowners along Hallinan.
9	It would be great to see the Hallinan neighborhood have greater pedestrian connectivity. A pathway along cherry lane to Pacific Hwy so that pedestrians and cyclist and people of all ages could follow Gelnmorrie Lane to George Rogers Park and downtown seem like low-hanging fruit in the quest for neighborhood connectivity and community engagement. A singular pathway in Freepons Park also begs the question why...
10	It's about time LO got serious about pedestrian safety. Building these pathways is the minimum we can do to ensure safety for kids.
11	Thank you for making the pedestrian area around Hallinan Elementary safer. And we're so hoping the pedestrian areas around River Grove Elementary will be next!
12	XXXX 1225 Hallinan St
13	The cars waiting on cherry lane east and west of hawthorn to drop off and pick up students .. Cause a VERY dangerous situation. Cars are forced to pass constantly on the wrong sides of the road. Pedestrian safety is impacted
14	we support more pathways in LO for pedestrian safety. Especially McVey which is currently very dangerous.



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15	I have walked up and down this street with a stroller or holding my child's hand, many times. It generally feels safe, but an off-street path would be a huge improvement. Also, it seems as if many people who do not live in the neighborhood use this route a shortcut to 43 from McVey (I may be wrong, but that is the impression I have). I would like to think that traffic calming measures would dissuade this behavior
16	Would like to improve sidewalks along all walking routes to Hallinan Elementary. Having children attend the school for 9 years, we walked almost daily and there are places where the traffic/visibility makes it difficult - the curve between Upper Cherry to Meadows in particular has poor visibility esp when cars are parked. During drop-off/pick-up the cars extend up and down Cherry making it difficult to walk safely in that area. Would love to see these improvements continue along Chapin Way to the Marylhurst development cut through (on Glenmorrie).
17	XXXX Hemlock St
18	The problem that needs to be addressed first, and most forcefully, is instituting some strong traffic calming measures at the area where Glenmorrie, Upper Cherry and Hallinan come together. When we first moved into this area over 6 years ago we very quickly learned to be extra, extra alert in this area. The danger is from cars speeding around the blind corner, cars running the stop sign at Upper Cherry routinely, inattentive drivers, and severely impacted visibility during school drop off times as the cars line up all the way back to Glenmorrie. How about a flashing yellow sign during these peak drop off times, rather than the current ineffectual one? With a concerted campaign of police presence and reinforcement please! The current school zone speed limit sign is basically ignored by drivers throughout the day during the school year. How about some speed bumps? Drivers are not regulating their speed (perhaps due to a lack of police presence?) so anything that will force drivers to slow down seems like a more cost effective, and certainly less disruptive, course of action to prioritize initially.
19	Make a transition plan - like a : "walking school bus" to make it fun to walk to school. Help families make the change. Offer improved access to buses as an alternative to cars and everyone driving to school.
20	The students walk through the dead end at the back of the school. The problems in front of the school are caused by the parents blocking intersections and making the roadway unsafe
21	Thank you for investing in safer sidewalks in this neighborhood!
22	It looks like a good project. I like adding a safer walkway for pedestrians while preserving landscaping / trees of neighbors.
23	I walk on this portion of Hallinan almost every day. My son has also used the bus stop at Meadows and Hallinan. I strongly support the proposed pathway. I commend the designers for listening to the homeowners on Hallinan and minimizing impacts to peoples' yards and trees.
24	We have a lot of pedestrians - both adults and children. The most unsafe area (for drivers and pedestrians) is going around the curve from cherry to Meadows - above Hawthorne. There is a need in some days (school events) for street parking on Meadows but this could easily be dispersed throughout the neighborhood.
25	I appreciate the diligence of the project team to reach out to citizens and explain the process being used.
26	Where hallinan meets hemlock. Consider running a sidewalk from freepons park to hallinan elementary. This is the road many many kids walk down each day for school.
27	I am completely baffled by this pathway proposal. We have lived here for 22 years and all 4 of our children attended Hallinan. WHO are you thinking will use or need this pathway? My husband and I walk that exact route many mornings and families and children use Hemlock to get to school. There are so few houses on your proposed route, how many small children live in them? I'm guess close to zero. Every single spring we look forward to the cherry trees blooming at the home at 1725 Cherry Lane, how can you possibly justify cutting down those gorgeous trees?!!!!!!



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28	The curve between Cherry and meadows needs significant changes due to high speeds and unsafe conditions that arise from street parking and the inability to see around the bend. My family has almost been run over multiple times in the 6 years we have lived here. Lighting in the streets could also be useful during the winter season. Additional speed bumps could be useful as well to help with the pace of traffic through Hallinan.
29	For segment 3, I'd like to see sidewalks to the school without the bump outs. I think the bump outs will make traffic and school drop offs more chaotic with the narrow street. I also don't think segment 2 is necessary. The street is wide enough for safe walking and comfortable street parking. Segment 1 would be great for pedestrian safety as cars drive fast around the curves at the top of the hill will less visibility. If there is a way to make that work with minimal impact to residents, that would be ideal.
30	My family feels that a sidewalk is a good idea due to the pedestrian traffic that uses Hallinan throughout the day - not just at school start and end times.
31	I like all of the options but prefer Option 1 since less/no street crossing is required for children. Pedestrian safety improvements will be very helpful here.
32	I would love to see a sidewalk on the corner around Cherry, I walk past almost daily and often worry for safety on that blind corner
33	Just a waste of taxpayer money. More police instead!
34	I am very supportive of a pathway anywhere in the right of way that offers protection for pedestrians--I have three young children and I know from experience that it is difficult to help children stay safe from vehicles on these stretches of road. Navigating to the school with a stroller is also currently a challenge, as the sidewalk dead-ends at trees on both sides of Hemlock. I am also supportive of a pathway along the short segment where the street extends past the right-of-way. That segment is located on a blind curve that is particularly dangerous for pedestrians. A sidewalk for pedestrians is an appropriate use of the city's right of way; additionally, by remaining almost entirely in the right of way, the planned pathway for the most part does not infringe on residents' properties. I hope the pathway will be entirely protected by a curb. Thank you for your work on this important project for our neighborhood.
35	Hallinan and Cherry are the major streets serving Hallinan School. The Hallinan street is used mainly my people living on Hallinan and they have backdoors to the school. They do not technically need a sidewalk. The homes east of the school seem to have adequate sidewalk connection to that side of the school.
36	A lot of people walk by our house on Meadows Drive. They come from or go to Freepons Park. The vast majority use the curve to access Cherry Lane or to access Meadows Drive. The traffic around that curve is too fast which makes crossing the street there tenuous. It would be safer if there was a sidewalk, no parking on one side, and a stop sign as one comes up Cherry going west and just beyond the school entrance and the driveway also on the north side of Cherry.
37	I'm really disappointed in the bias toward pathways in this questioner with so little mention of other methods.
38	speed bump at or near start of Hallinan and crosswalk at upper cherry, increase school speed zone with flashing light
39	The streets are wide enough and calm enough that any pathway is unnecessary. There is no problem to solve in Hallinan.
40	Related to pedestrian safety: Please consider a 4 way stop-sign at Hemlock and Cornell. Many children use Hemlock street to walk to Hallinan school and cars come down off the hill on Cornell with limited visibility, sometimes at a very fast rate.
41	I hope the next pathway project could include a segment along Hemlock st from Hallinan to Freepons
42	I would love to see a sidewalk on the corner around Cherry, I walk past almost daily and often worry for safety on that blind corner
43	NO RESIDENTS OF THE NEIGHBOOD WANT THIS



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44	XXXX Bickner Street - I believe this is a great project and thank the City for all the time it's spent developing the current proposals. The pathway will enhance walker safety without removing trees or taking property front yards. I'm hoping it would be possible to still have parking on both sides of the street with the pathway in place, as this would better satisfy the people who live there. But overall, it's a great project, thank you! The students and all the neighborhood will benefit from these improvements.
45	Safe pedestrian access to the school is most important
46	Street calming, especially on the Cherry hill where it intersects with Upper Cherry and Glenmorrie, would greatly help. Traffic speeds through this area, drivers don't pay attention as it is. Children rarely walk this area due to lack of lighting and narrow roadway. Most children who are walking use the Hemlock Street entrance to the school. The intersection at Hemlock/Hallinan needs to be improved with crosswalks, lighting and a designated walking path. Speed bumps would effectively slow traffic on the Cherry Hill to Hallinan at Meadows Drive.
47	In general, the suggestions made seem like the city has not done their research on what improvements would have a real impact on safety. The biggest issue is where parents drop off their kids, which is not in the designated area for the school. Why is this not addressed with the school?
48	If street parking were eliminated at Cherry/Chapin/Hallinan curve, it might help with traffic and pedestrian safety. Could lessen the need for the sidewalk in the first place.
49	speed bumps on Hallinan, or stop sign and/or crosswalk to allow Meadows to cross Hallinan to safely access proposed path
50	I fully support making our streets safer for pedestrians
51	This is a great idea. Many kids walk along this street to get to school. It will be better for everyone if they can walk on a sidewalk instead.
52	XXXX Hallinan St The pathway is proposed on the same side of the street as the Parking and mail boxes, which as we discussed in the meeting, no one can park in front of mail boxes, which means there will be significantly less parking available. Something else that was appalling to not have discussed in the meeting or in the questionnaire is the cost!?! We as tax payers are paying for it. It's like take a family trip and not discussing the family budget. We are all adults and expect at least we don't spend our own money without being fiscally responsible. You are asking us to spend our money on something we don't want and you aren't discussing how much the punch in the face is going to cost.
53	No parking on the curve of Hallinan between Meadows Drive and Glenmorrie Drive would be a good compromise. It would allow pedestrians and cars to have clear sight lines to walk and drive.
54	I think that there are narrow streets unsafe for walking up in that Cherry area that could use sidewalks. The wide streets, we could add sidewalks. It's a shame right now that families who live so close to Hallinan can't send their kids to walk because the streets are unsafe. I was surprised to see that the pathway was on a street that seems really wide and safe and not on some of the less safe and more windy streets in that area.
55	I walk this route every week and no changes are needed other than reduce the speeding which is minimal but needs to be none. Simply address the speeding issue by reducing speed limit to 15 m/h and add speed bumps. Then enforce the traffic laws that are on the books. We actually have far more speeding issues in Patton and Larch (daily) than I've ever seen on these streets.
56	XXXX Glenmorrie Drive
57	As someone who walks and has walked in this neighborhood since the 60s there is not enough traffic or pedestrian traffic to warrant making such extreme changes to this neighborhood.
58	We need this project. Thank you for your work.
59	We walk on this street almost daily and cars drive way too fast, especially around the blind turn.
60	Generally speaking don't support anything that makes traffic slower or further takes away from the rights of drivers for rabid bicyclists.



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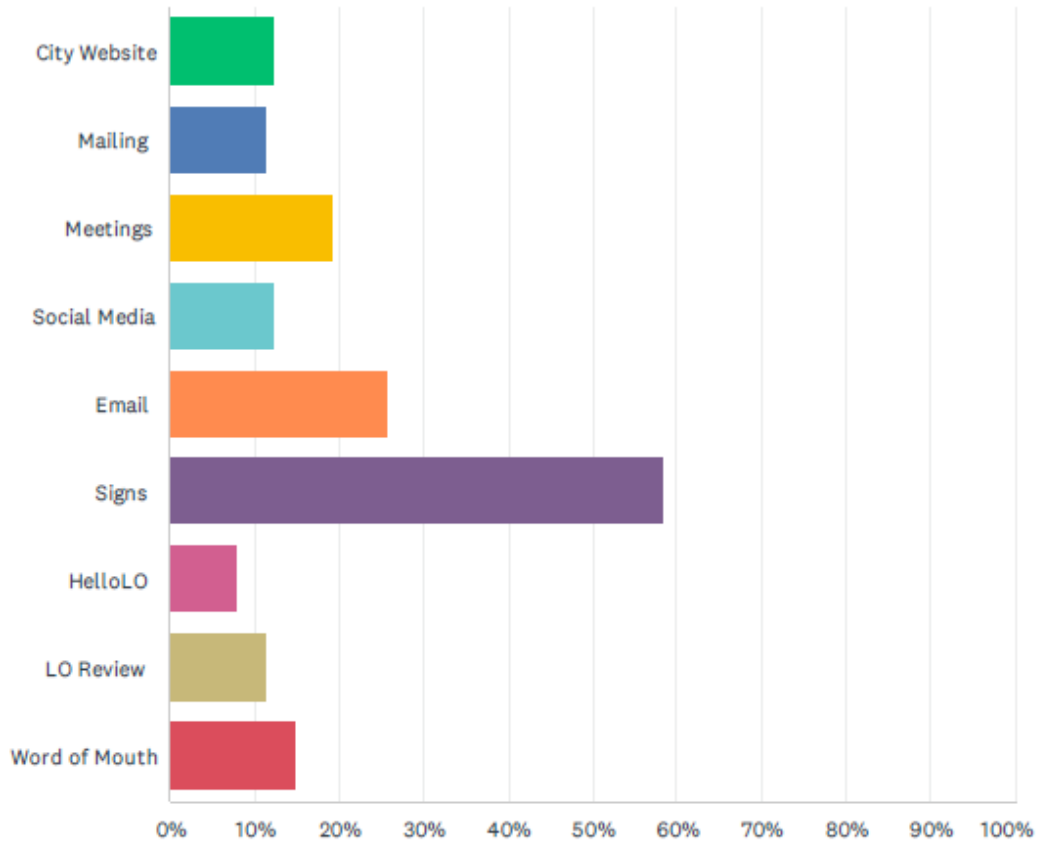
61	Given the location of the roundabout that connects to the Hallinan playground & the back of the school, it seems to me there isn't the need for the pedestrian walkway. Children do (& will) walk through the school yard instead. XXX Spruce St XXXX
62	The need for this is still very unclear and this is not necessary. Pedestrians on our street are safe. Our streets are wide. Narrowing the street will make it MORE dangerous. We already have parking needs with residents and many parent vehicles for school and sports events. We do not need this minimized at all! Mailboxes are on the east side of the street only. Homes on the east side of the street have back gates to the school. The community walks both sides of the street to stay spaced out due to COVID, dogs on leash that may not be socialized well, etc. Let us continue living as we do. Many people love this neighborhood as is. Please don't mess that up by changing things that cause issues - whether foreseen or unforeseen. This is a safe place to live and walk. Thank you for being willing to help where needed, but it's not wanted or needed here.
63	I see nothing on this questionnaire about the ala carte options we discussed at the meeting. I don't feel you listened to any of our feedback based on this new survey.
64	Stop sign at top of the hill at Cherry lane/Glemorrie Dr
65	I hope TAB re examines Hallinan pathway needs looking at Hemlock leading to and from Freepons as the most critical area. And while normally narrowing street is form of street calming, in this proposal, the unfortunate outcome is creating more danger. Instead, common sense and far less expensive street calming strategies on speed bumps and signage would be far more cost and behavior effective.



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Q11 How did you hear about this questionnaire?

Answered: 89 Skipped: 0



ANSWER CHOICES	RESPONSES
City Website	12.36% 11
Mailing	11.24% 10
Meetings	19.10% 17
Social Media	12.36% 11
Email	25.84% 23
Signs	58.43% 52
HelloLO	7.87% 7
LO Review	11.24% 10
Word of Mouth	14.61% 13
Total Respondents: 89	



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Q12 If the City or project team needs clarifications on any of your input, please provide your email and phone number (optional)

Answered: 78 Skipped: 11

ANSWER CHOICES	RESPONSES	
Phone Number	85.90%	67
Email Address	97.44%	76