Executive Summary

About: The project (referred to as "Safer Sandy") aims to improve conditions for all users—including people walking, biking, driving, and accessing transit—by addressing key safety concerns and identifying infrastructure on NE Sandy Boulevard (Sandy Blvd) between 201st Ave and 230th Ave. These improvements are intended to close a critical gap in the east-west regional transportation network and enhance safe access along the corridor.

Context: Sandy Boulevard is a critical east-west arterial located in East Multnomah County that connects the cities of Portland, Gresham, Fairview, and Wood Village. Designated as a major arterial west of Fairview Parkway and a minor arterial to the east, the corridor serves a wide range of functions: it is a regional freight route, a transit corridor, and a planned regional bikeway and pedestrian route.

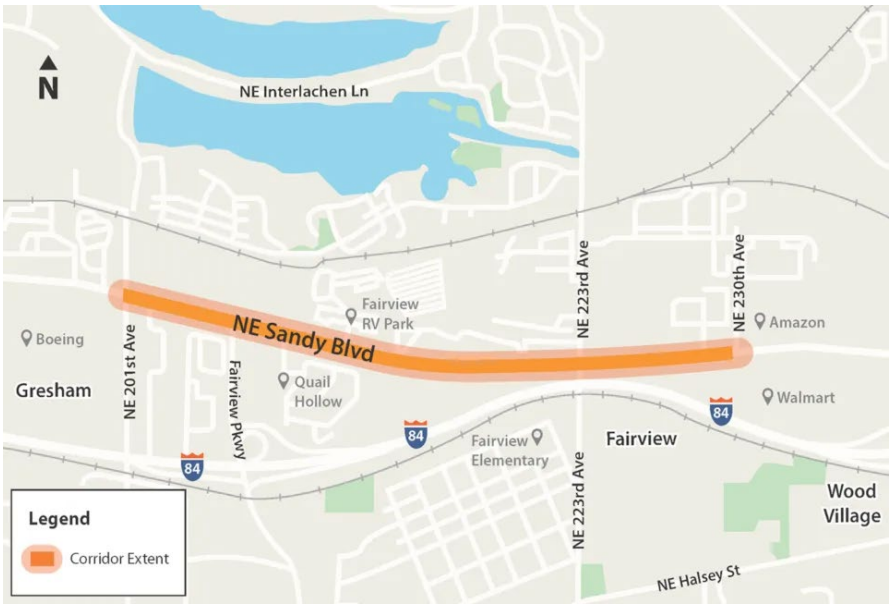

Figure 1. Project Location: Sandy Blvd between 201st Avenue and 230th Avenue

Existing Conditions: The existing conditions analysis included an in-depth analysis of Sandy Boulevard's roadway conditions, including multimodal functionality, safety, opportunities, and constraints. The project's existing conditions analysis found that the Sandy Boulevard corridor has safety issues and gaps in basic infrastructure, with crashes involving people walking and biking, pavement issues, poor lighting, and limited sidewalks for accessing bus stops. The area also serves a diverse community, including many lower-income residents, people of color, people with disabilities, and households without cars, making safe, reliable transportation options especially important.

Public Feedback: The Safer Sandy project included three phases of public engagement – establishing needs and concerns, evaluating alternatives, and responding to the recommended alternatives and improvements. Many of the needs we heard resonated with the existing conditions analysis and related to speeding, safety of crossings, roadway maintenance issues and potholes, inadequate street lighting, turning left out of residential areas, incomplete

sidewalks, and incomplete bike lanes without enough separation from trucks and other traffic. In addition to the concerns raised through public engagement, agency stakeholders and the project team also identified considerations such as stormwater management, urban tree canopy, and heat island mitigation, all feedback which has been incorporated into the alternatives and recommendations in the report.

Recommendations: To address these needs, this report recommends lowering the speed limit to 30MPH, rebuilding the roadway, and adding continuous sidewalks, protected bike lanes, safer crossings, improved lighting, and street trees to make Sandy Boulevard safer and more comfortable for everyone. The plan also includes protected intersections, bus priority improvements, and stormwater facilities to improve safety, support transit, calm traffic, reduce heat, and protect water quality. While the 10% concept design varies across the corridor, a typical cross section will look like this:

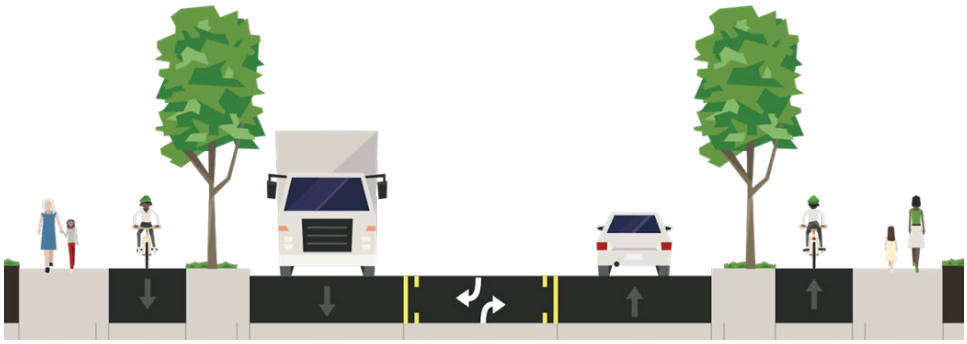

Figure 2. Typical Cross-Section in the 10% concept design plan

After developing design options, the community was asked to weigh in, and most people preferred a raised separated bike lane over other alternatives. This preference aligned with the project team's technical evaluation, so the design was advanced and refined with agency partners. A final round of public outreach confirmed strong support for the proposed improvements, including among respondents who live along Sandy Boulevard.