Safer Sandy Boulevard Concept Design Report

May 2026

Multnomah County

Alta Planning + Design

Acknowledgments

The Safer Sandy Boulevard Concept Design Report reflects the collaboration of Multnomah County, the City of Fairview, the City of Gresham, TriMet, Multnomah County Health Department, and the consultant team led by Alta Planning + Design. We are grateful to the project team, agency partners, community members, and workshop participants whose contributions shaped the recommendations and helped advance a safer, more connected Sandy Boulevard corridor:

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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.

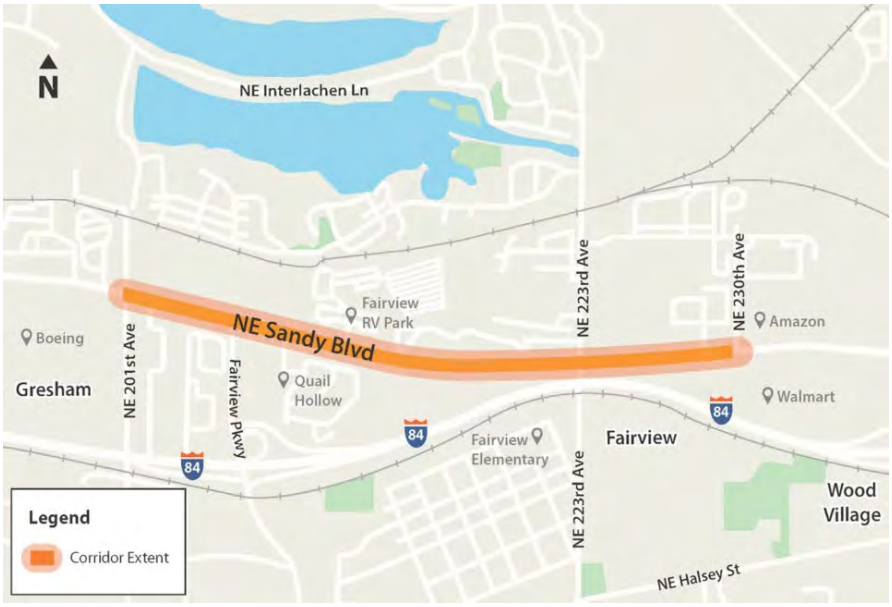

Figure 1. Project Location: Sandy Blvd between 201st Avenue and 230th Avenue

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:

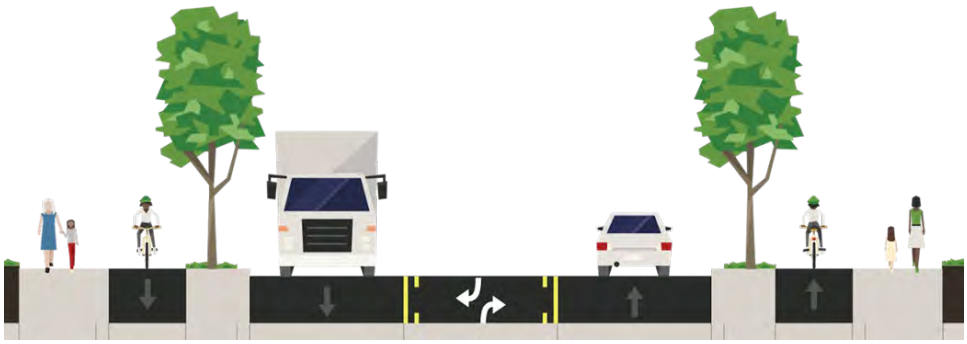

Figure 2. Typical Cross-Section in the 10% concept design plan

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.

Next Steps

The next phase of this project will be detailed engineering and design. During this next phase, access management will be reviewed and updated in coordination with property owners. Additional luminaire types will be explored during the design phase with the intent for new lights to be decorative and consistent with City of Fairview standards.

Introduction

This report details the public engagement, planning, and conceptual design work for the Safer Sandy Boulevard Project. It compiles the consultant team's (Alta) work on the Safer Sandy Boulevard Existing Conditions Report and Community Engagement Summary. It outlines the concept alternatives, evaluation process, and contains the selected alternative's **10% Design Roll Plot**. The selected concept, raised separated bike lanes, address major barriers identified by the community and in existing conditions including lack of continuous sidewalks and bike lanes, limited crossing opportunities, and a history of crashes, as well as important roadway conditions, such as lighting, pavement quality, utility conflicts, and stormwater facility locations.

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Project Description

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 and placemaking improvements on NE Sandy Boulevard (Sandy Blvd) between 201st Ave and 230th Ave. While the project is on a Multnomah County roadway within the City of Fairview, the project area also includes a short segment within Gresham city limits that connects to Multnomah County's right-of-way near 201st Avenue (Figure 1). These improvements are intended to close a critical gap in the east-west regional transportation network and enhance safe access and livability along the corridor.

Project Timeline

The following table describes how this draft conceptual design report fits into the overall project timeline.

Table 1. Project Timeline

Phase	Timeline	Objective	Status
Phase 1: Awareness and Initial Input	February–June 2025 Community Engagement Campaign – May 2025	Gather community perspectives on safety and mobility concerns and priorities in the project area.	● Completed Existing Conditions Analysis ● Completed Phase 1 Community Engagement Summary
Phase 2: Concept Development	July–November 2025	Develop and refine recommendations based on community and partner input.	● Draft Schematic Map and Cross Sections (included in this document)
Phase 3: Review the Draft Plan	December 2025- February 2026	Review the draft plan with community and partners for final feedback.	● Draft and Final Concept Design Plan and 10% Design Plans

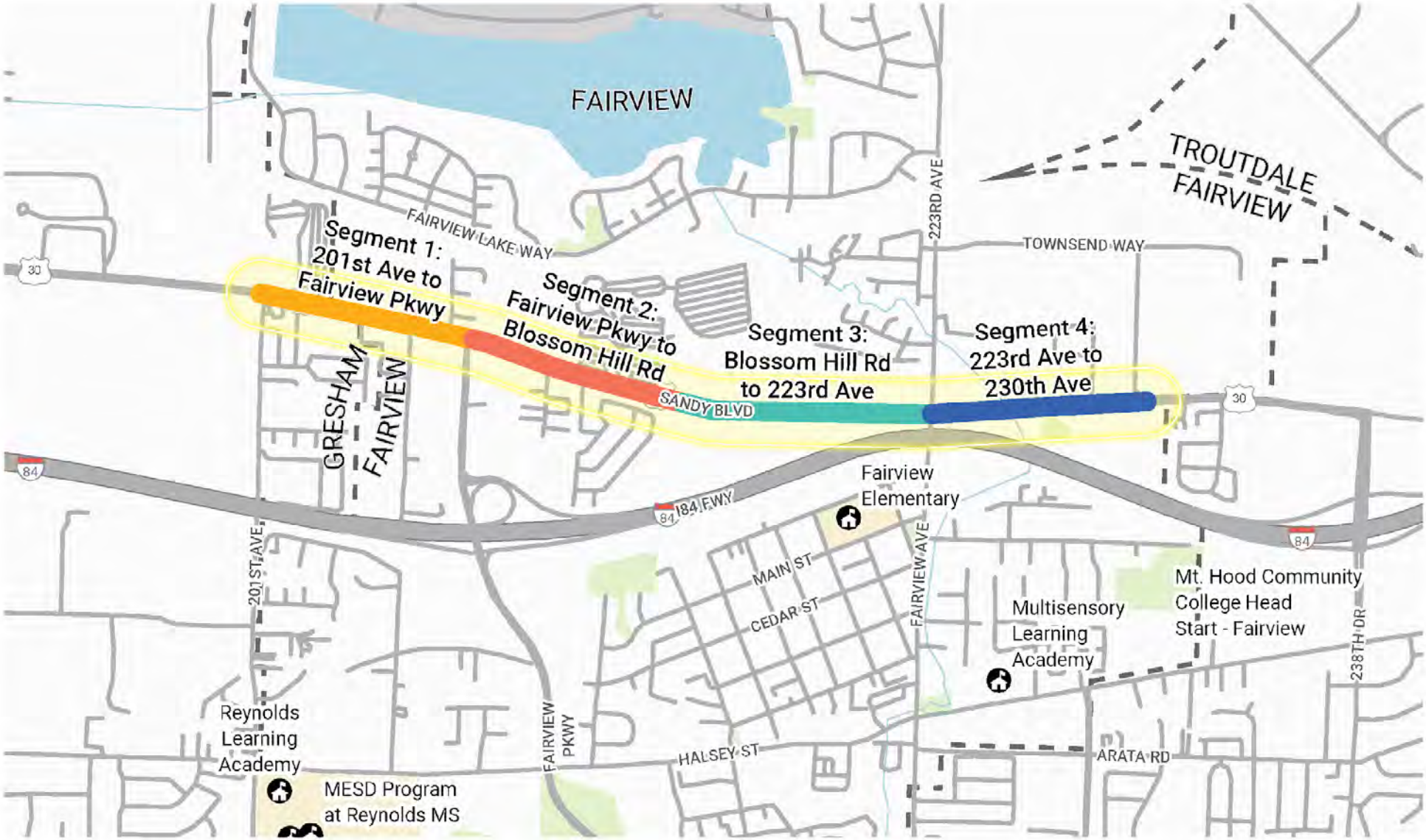
Note: The recommendations in this memo are in the conceptual planning phase. They may change as new information becomes available through additional engineering work and public feedback. More detailed engineering designs are expected to be completed in Winter 2026.

Project 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. Multnomah County's jurisdiction begins at the Gresham city limits (just east of 201st Avenue) and extends to the roadway's terminus east of 238th Drive. For more information on the existing conditions of the roadway, see the Safer Sandy Existing Conditions Memorandum.

Due to the varied land uses and roadway conditions across the length of the corridor, we divided the project extent into four segments (Figure 1) to better communicate the issues and focus on solutions appropriate to each segment's characteristics. The recommendations in this conceptual design report are organized into these segments:

- Segment 1 – Northeast 201st Avenue to Fairview Parkway.
- Segment 2 – Fairview Parkway to Northeast Blossom Hill Road.
- Segment 3 – Northeast Blossom Hill Road to Northeast 223rd Avenue.
- Segment 4 – Northeast 223rd Avenue to Northeast 230th Avenue.



PROJECT EXTENT

SAFER SANDY

Segment

- Segment 1: 201st Ave to Fairview Pkwy
- Segment 2: Fairview Pkwy to Blossom Hill Rd
- Segment 3: Blossom Hill Rd to 223rd Ave
- Segment 4: 223rd Ave to 230th Ave
- School
- City Limits

0 0.25 0.5 MILES

N

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What We Know: Needs, Issues, and Priorities Summary

The following section is a high-level summary of the findings documented by the project team in the Existing Conditions Memorandum and the first round of public engagement. These findings serve as the basis for the improvement and design recommendations proposed in this report.

Existing Conditions Analysis Takeaways

The existing conditions analysis included an in-depth analysis of Sandy Boulevard's roadway conditions, including multimodal functionality, safety, opportunities, and constraints. It also included an equity analysis to understand who lives near and is using Sandy Boulevard. Below are key findings:

- **The corridor faces safety challenges** with 10 crashes involving people walking and biking occurring between 2012 and 2022, including one pedestrian fatality.
- **The surrounding community reflects significant racial and economic diversity**, with 32% of residents being Latino or Hispanic and speaking languages other than English. Additionally, 14% of residents have incomes under the federal poverty line, while 8% of households lack access to a motor vehicle, and 15% of residents experience a disability.
- **There are significant infrastructure gaps,** particularly for people walking, bicycling, or accessing bus stops along Sandy Boulevard.
- **The current infrastructure is in varied states of disrepair** with some sections of the corridor having poor pavement conditions and inadequate lighting.

Phase 1 Community Engagement Findings

Phase 1 of the project's public engagement was focused on gathering input about safety concerns and visions for the future of the project area. With the support of Community Engagement Liaisons, who played a key role in reaching Spanish, Russian, and Ukrainian-speaking communities, the engagement process included outreach to community organizations, faith groups, neighborhood groups, and local community leaders. A survey was the primary tool for collecting feedback and the major concerns about each corridor segment. Below are some of the key takeaways from the Phase 1 Community Engagement Summary:

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

What We Heard and How We Responded

To address the concerns identified in the existing conditions analysis and Phase 1 community engagement process, the project team proposed a set of recommendations and developed a series of cross-section design alternatives for each of the four corridor segments. Table 2 organizes the issues and concerns identified within each project segment and connects these to the project team recommendations for potential infrastructure improvements. (Note that the table below is not a comprehensive list of recommendations; the full list of recommended improvements can be found in the segment-specific sections and the **10% Design Roll Plot**. 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, which have been incorporated into the alternatives and will be addressed in greater detail as the project advances beyond 10% conceptual design.)

Table 2. Concerns identified and Alta recommendations

Segment	What We Heard	How We Responded: Recommendations for the Design of Sandy Boulevard
Throughout Study Area/Project Extent	• Inconsistent and missing sidewalks throughout project extent. • Speeding. • Crossing the street feels unsafe. • Roadway maintenance issues and potholes. • Inadequate street lighting. • Turning left out of residential areas.	• Fill in sidewalk gaps on both sides of Sandy Boulevard. • Reduce the speed limit from 40 to 30 mph.[1] • Add low-maintenance street trees where space allows to act as a traffic calming measure, encouraging slower speeds. • Utilize curb extensions where possible to shorten crossing distances. • Repave the roadway and fill in potholes. • Install lighting to achieve standard illumination levels according to the *Mid-County Lighting Design Standards*. • *Note: No new traffic signals are being considered for the intersections between 201st Avenue and 223rd Avenue. These intersections likely do not meet the high traffic volume thresholds required to install a traffic signal.*

[1] Changing the speed limit will require a separate study process with the Oregon Department of Transportation, who may delegate its speed zoning authority under certain conditions and on specified roads (see Section 800 of the *Speed Zone Manual*).

Segment	What We Heard	How We Responded: Recommendations for the Design of Sandy Boulevard
Segment 1: Northeast 201st Avenue to Fairview Parkway	• Existing crosswalks are wide, faded, far apart, and there is a need for more marked crosswalks. • Crosswalks are spaced too far apart and are not close enough to TriMet and school bus stops.	• Restripe existing crosswalks at the intersection of Sandy Boulevard and NE 201st Avenue. Stripe crosswalks on all four approaches of the intersection. • Restripe existing crosswalks at the intersection of Sandy Boulevard and Fairview Parkway. Stripe crosswalks on all three approaches of the intersection. • Add a crosswalks at 205th Ave and a midblock crossing between 201st Ave and 205th Ave. • Use curb extensions where possible to shorten crossing distances.
Segment 2: Fairview Parkway to Blossom Hill Road	• Existing bike lanes are not continuous and don't offer enough separation from trucks and other traffic. • It is difficult for residents to turn into and out of Fairview RV Park and Quail Hollow due to speeding and a blind curve. • People waiting at the Quail Hollow bus stop have to stand in the driveway of the development, and the bus blocks traffic.	• Upgrade bike infrastructure to include a separated raised bike lane. • Slow traffic speeds on Sandy Boulevard through the addition of low-maintenance street trees. • Add sidewalk connections to the bus stop. Add seating and move the bus stop eastward to the far side of the proposed crosswalk outside Quail Hollow to improve the waiting experience.
Segment 3: Blossom Hill Road to Northeast 223rd Avenue	• It is difficult for residents to turn into and out of Fairview Terrace due to limited visibility and speeding. • Lack of sidewalks on the south side of Sandy Boulevard.	• Remove street parking from the north side of Sandy Boulevard to improve visibility for drivers exiting Fairview Terrace. • Install sidewalks on the south side of Sandy Boulevard (see concepts in next section).
Segment 4: Northeast 223rd Avenue to Northeast 230th Avenue	• There are no sidewalks or dedicated bike facilities between 223rd and 230th Avenues. • There are limited or no streetlights, making it difficult for drivers to see people walking or biking at night.	• Install sidewalks on the north and south sides of Sandy Boulevard. • Install a raised bike lanes on this segment of Sandy Boulevard. • Install lighting to achieve standard illumination levels according to the *Mid-County Lighting Design Standards*.

Final 10% Design

The conceptual design for Sandy Boulevard aims to provide safe, accessible, and connected sidewalks, bikeways, transit facilities, and other roadway improvements, including stormwater treatment from new and existing pavement to protect downstream native fishes, and street trees to reduce heat island effects. The proposed improvements are based on state, regional, and county policies that prioritize the mobility and safety of vulnerable roadway users (people walking, biking, and taking transit) while balancing freight considerations in the corridor to create a multimodal transportation system that helps people and goods get where they need to go. The proposed improvements also build on past City of Fairview and City of Gresham planning efforts and are informed by the latest engineering guidance and roadway design standards:

- Metro *Designing Livable Streets and Trails Guide* (2020)
- National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2025)
- American Association State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (2024)
- *General Conditions for Construction for Multnomah County* (2024)
- *Multnomah County Design and Construction Manual* (2003)
- *Multnomah County Road Rules* (2018)
- TriMet *Bus Stop Guidelines* (2010) and *Design Criteria* (2005)
- *Portland Stormwater Management Manual* (2025) and NPDES Municipal Stormwater Permit Requirements

The result of the proposed conceptual design work during this planning phase is in the appendix. Click the following link to view the **10% Design Roll Plot**:

Figure 4. Proposed Concept Design

Understanding the Recommendations

The recommendations in this report are presented at three levels:

- **Corridor-wide improvements** are recommendations that will affect the entire project extent.
- **Segment-level improvements** include broader elements like turn lanes and bikeways, which are shown using typical cross sections. The typical cross sections in this report are meant to illustrate the general intent of the design but are not to be considered final. During the final design, the widths and configurations of these elements may vary along the corridor depending on available right-of-way, utilities, topography, and other constraints.
- **Location-specific improvements** are shown as points on the map. These are targeted changes like pedestrian crossings, lighting, or intersection modifications to address safety or comfort issues in specific places.

The following sections list the proposed corridor-wide improvements and then the segment-level and location-specific improvements.

Proposed Corridor-Wide Improvements

While most of the proposed improvements are tailored to the constraints and opportunities presented within each segment, there are several important recommendations that apply to the entire project extent:

1. **Lower speed limit from 40 to 30 mph.** This will improve the safety of Sandy Boulevard, which is a multimodal roadway with users ranging from children walking and biking to school to heavy trucks and freight vehicles traveling to and from industrial sites. A 30 mph speed limit will also allow for in-lane bus stops, whereas a 40 mph speed limit would necessitate out-of-lane bus pullouts, which would have significant right-of-way impacts in an already constrained corridor. Note that this will require additional time to process with the Oregon Department of Transportation (ODOT).[2]
2. **Add continuous sidewalks and raised separated bike lanes** along the entire extent of the project corridor, with horizontal and vertical separation from motor vehicle traffic. Add tactile warning delineation between the raised bike lanes and the sidewalk to separate the two modes and reduce conflict.
3. **Add pedestrian crossings and bicycle crossings** using green markings.
4. Protected intersections at 201st Ave, Fairview Pkwy, and 223rd Ave, which use a combination of mountable truck aprons and curbs to slow turning movements of motor vehicles and increase the comfort of pedestrians and bicyclists, while not impeding the turning movements of large freight vehicles.
5. **Add landscape buffer space** between the bike lanes and the travel lanes that can accommodate stormwater planters.
6. **Add Transit Signal Priority and Leading Pedestrian Intervals at all signalized intersections** (201st Ave, Fairview Pkwy, 223rd Ave) to improve bus times and give pedestrians a head start at signal changes for improved visibility.
7. **Install lighting** to achieve standard illumination levels according to the *Mid-County Lighting Design Standards*. Illumination design details are provided in **Illumination and Signals Design**.

[2] Changing the speed limit will require a separate study process with the ODOT, who may delegate its speed zoning authority under certain conditions and on specified roads (see Section 800 of the *Speed Zone Manual*).

8. **Rehabilitate roadway** by repairing potholes and degraded pavement, especially between 201st Avenue and Fairview Parkway, and potentially between Fairview Parkway and 223rd Avenue.
9. **Add street trees** where the right-of-way is not constrained (low maintenance, non-Ash species). Street trees provide respite from heat island effects and provide traffic calming. The project should prioritize low-maintenance trees, shrubs, and groundcovers, especially in the hottest segments of the corridor (Segment 1, Segment 2, and 223rd Ave Intersection) and also provide shaded intersection improvements and incorporating structural shade and engineered cooling strategies such as expanded transit shelters, high-albedo paving, and architectural shade structures.
10. **Add stormwater management facilities throughout the corridor.** Stormwater treatment reduces water quality impacts to Fairview Lake and its tributary streams, and also provides traffic calming benefits.
11. **Coordinate with NW Natural** regarding the high-pressure gas transmission line and distribution main that runs the length of the corridor on the north side. While all utilities and stormwater considerations will be factored into the final designs, this is a critical path item because relocation could significantly impact the construction timeline. No relocation needs have been identified yet in the conceptual design phase.

Proposed Improvements by Segment

The following section describes how the concept of raised separated bike lanes was applied across the corridor. The resulting engineering drawings are still at a high level (10%) but offer solutions to several key issues regarding driveway access, utility systems, and corner design. To see the concept design, see **10% Design Roll Plot**. In general, the proposed concept is centered on the existing centerline with a marginal offset <5ft in some locations.

Segment 1

In Segment 1, the concept design process resulted in the following recommendations:

- A three-travel lane cross section with a two-way center left turn lane between 201st and Fairview Parkway.
- Protected intersection: Add vertical protection (curbs) and/or mountable curb extensions to the intersection of Sandy Boulevard and 201st Avenue that increase the separation for people on bicycles while still accommodating freight turning movements.
- Infill sidewalks and raised separated bike lanes along the entirety of the segment.
- Curb-tight bike lanes on the south approaches of 201st and Fairview Pkwy to enable the ramping up and down of bicycles from the street-level lanes on the south approach to the raised bike lanes at the corners.
- Remove 100 feet of parking adjacent to the southbound lane of 201st Avenue and stripe the northbound bike lane on 201st Avenue all the way to the intersection. (note that this changed slightly in the final proposed concept design).
- Add crosswalks across all four approaches to the intersection of Sandy Boulevard and 201st Avenue and change signal timing to include a leading pedestrian interval.
- Add one mid-block pedestrian crossing with refuge island and an RRFB between 201st Ave and 205th Ave, and crosswalks on both the east and west approaches of the intersection of Sandy Blvd and 205th Ave. We recommend a pedestrian hybrid beacon at the intersection of 205th Ave.
- Enhance traffic signals at the intersection of Sandy Boulevard and 201st Avenue to accommodate Transit Signal Priority for buses. Change eastbound right turn lane at the intersection of 201st Avenue to a bus movement exception (Right-Turn Except Bus).
- Move the westbound bus stop at 201st Ave to be a nearside stop at 201st Ave.
- Add space for seating to both the westbound and eastbound bus stops at 201st Avenue (Stop IDs: 9718, 9724).
- Move the bus stops between 205th Ave and 206th Pl to be far side stops at the intersection of 205th Ave.
- Reallocate eastbound right turn lane on the west approach of Sandy Boulevard at Fairview Parkway for space to include bike lane and sidewalk, with the through lane also serving as the right turn lane.
- Consolidate driveway access on the north side of Sandy Boulevard to reduce turning movement conflicts.
- Include stormwater improvements on the south side of Sandy Boulevard between 205th Avenue and Fairview Parkway.

- Add street trees in Segment 1 to mitigate heat island effects. For more information, see **Street Trees and Heat Mitigation**.

Segment 2

In Segment 2, the concept design process resulted in the following recommendations:

- Infill sidewalks and bike lanes along the entirety of the segment.
- Add a crosswalk on the west approach and restripe the crosswalks on the east and south approaches of the intersection of Sandy Boulevard and Fairview Parkway. Change signal timing to include a leading pedestrian interval.

- Enhance traffic signals at the intersection of Sandy Boulevard and Fairview Parkway to accommodate Transit Signal Priority for buses.
- Protected intersection: Add vertical protection (curbs) and/or mountable curb extensions to the intersection of Sandy Boulevard and Fairview Parkway that increase the separation for bicycles while still accommodating freight turning movements.
- Construct a three-lane cross section (except over Osborn Creek) and stripe the center lane such that it reduces the storage and queuing space for vehicles to an appropriate length where left turns are needed.
- Slightly reduce the width of the bike lanes and sidewalks (5' each, with a 2' landscape buffer from the travel lane) across the culvert of Osborn Creek to maintain the existing roadway width of 50ft and eliminate the need to replace the culvert.
- Consolidate driveway access to businesses on the north side of Sandy Blvd just east of Fairview Pkwy.
- Add a mid-block crosswalk between Quail Hollow and RV Park driveway entrances with rectangular rapid flashing beacons (RRFB) and pedestrian refuge island.
- Shift the bus stops to be far side stops of the crosswalk.

Segment 3

In Segment 3, the concept design process resulted in the following recommendations:

- Infill sidewalks and bike lanes along the entirety of the segment.
- Construct a three-travel lane cross section and stripe the center lane such that it reduces the storage and queuing space for vehicles to an appropriate length where left turns are needed.
- Reallocate the parking lane on Sandy Blvd between Blossom Hill Rd and 223rd Ave for a raised separated bike lane and center turn lane.
- Construct a 2-travel lane cross section between Arbor Crest Dr and 223rd Ave.
- Construct a midblock crosswalk with pedestrian refuge island and RRFB between Blossom Hill Rd and Arbor Crest Dr.
- Move the eastbound and westbound bus stop at Blossom Hill Road (ID: 11773, 11772) to the far sides of the proposed midblock crosswalk.
- Maintain the recently constructed existing stormwater planters on the north side of Sandy Blvd west of 223rd Ave. We recommend still constructing a raised separated bike lane in this section, but the bike lane will need trench drains and grate covers leading from the travel lane to the planter.
- Reorient skewed driveway for the utility facility on the south side of Sandy Boulevard at Blossom Hill Road to have an entrance perpendicular to Sandy Boulevard, reducing the crossing distance for people walking and biking.
- Add stormwater facilities in the right-of-way on the southeast corner of the intersection of Sandy Boulevard-Blossom Hill Road-Driveway intersection.

Segment 4

In Segment 4, the concept design process resulted in the following recommendations:

- Construct a 2-travel lane cross section west of 223rd Ave.

- Curb-tight bike lanes on the south approaches of 223rd Ave to enable the ramping up and down of bicycles from the street-level lanes on the north and south approaches to the raised bike lanes at the corners.
- Infill sidewalks and bike lanes along the entirety of the segment.
- Restripe all crosswalks at the intersection of Sandy Boulevard and 223rd Avenue and change signal timing to include a leading pedestrian interval.
- Protected intersection: Add vertical protection (curbs) and/or mountable curb extensions to the intersection of Sandy Boulevard and 223rd Avenue that increase the separation for bicycles while still accommodating freight turning movements.
- Enhance traffic signals at the intersection of Sandy Boulevard and 223rd Avenue to accommodate Transit Signal Priority for buses.
- Replace or retrofit the culvert at Fairview Creek with a structure that meets fish passage requirements.
- Add a new crosswalk on the west approach of the intersection of Sandy Boulevard and 230th Avenue.
- Maintain the locations of the existing bus stops west of the intersection of 230th Ave, and constructing a mid-block crosswalk to serve these far-side stops. Add seating to the eastbound bus stop.

Community Response to Recommended Alternative

During the last phase of engagement, the team received 365 total survey responses, offering insight into how people feel about the proposed improvements along NE Sandy Blvd. While this represents a small portion of the estimated 14,781 people living within six square miles of the corridor[3], the responses reflect a diverse range of lived experiences and travel behaviors in the area. The survey asked whether people support the proposed improvements or not. The majority said they supported the proposed improvements very well or somewhat well (166, 76%). When only looking at responses from people who said they live in a property connected to Sandy Blvd, the majority was still approving with 62 people answering very well or somewhat well (82%) and 12 answering not at all or not very well (16%).

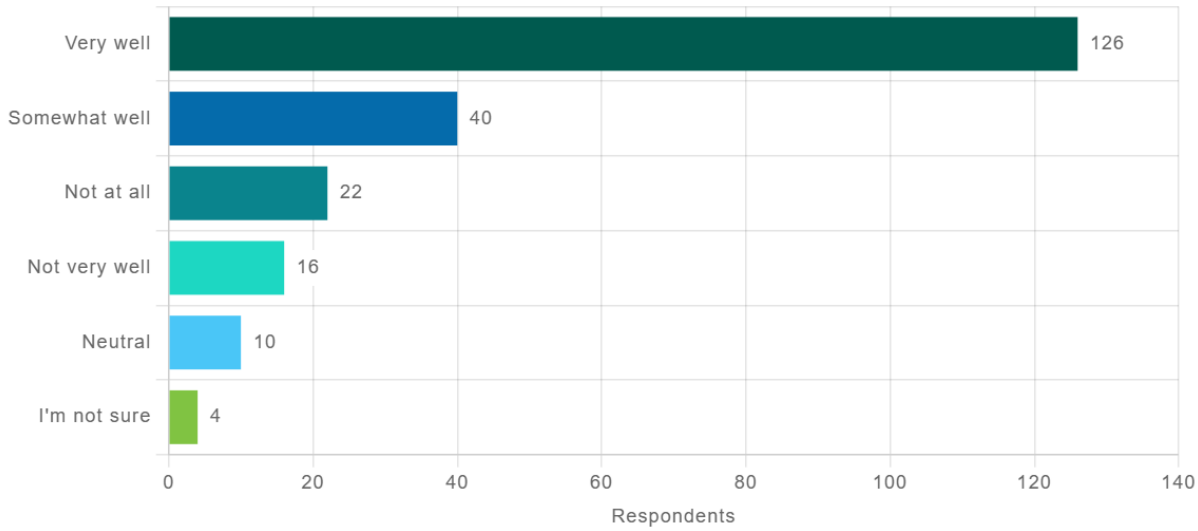


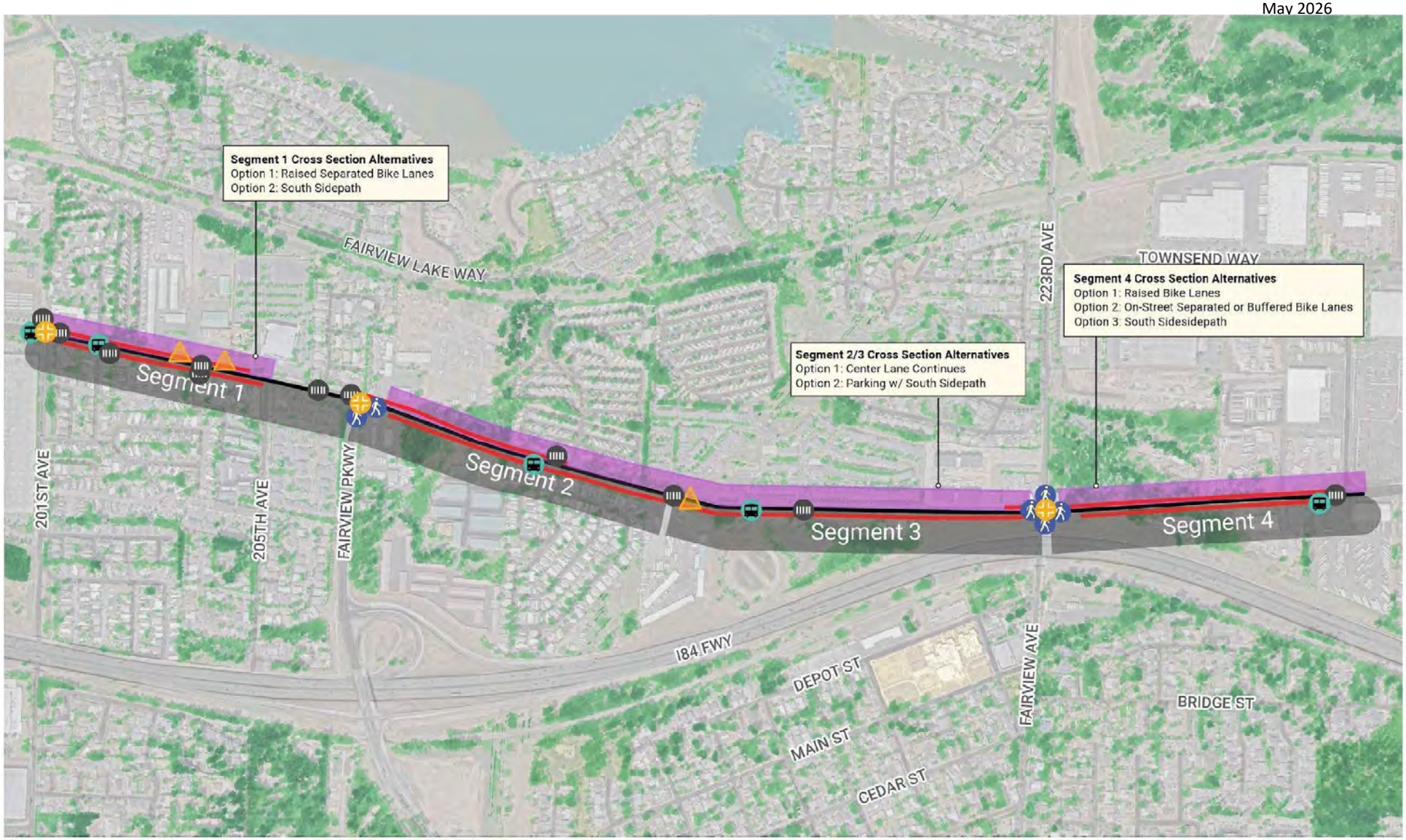
Figure 3. Responses to "Do you support the proposed improvements?"

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

Concept Development Process: Alternatives Analysis by Segment

Before the project team completed the 10% conceptual design work, multiple alternatives were considered. The opportunities and constraints presented by these alternatives are explained in this and the following sections, which also detail the process used to determine the preferred alternative. **(Note that some of the proposed concept improvements listed in this alternatives analysis section did not advance to the 10% design stage due after considering feedback from the public, City of Gresham, City of Fairview, TriMet, and other internal stakeholders at Multnomah County. For the final recommendations at the end of this phase, see the Proposed Conceptual Design section on page 14).**

The width of the public right-of-way along the corridor varies from approximately 50 to over 100 feet, within and across segments. To guide design, the project team assumed an average width for each segment based on the range of right-of-way widths throughout the segment and standard widths for sidewalks, bike lanes, travel lanes, and so on. The following section outlines those assumptions, highlights areas where space constraints may limit certain improvements, and identifies opportunities to widen facilities where additional right-of-way may be available. The schematic map below (Figure 2) shows the approximate location of the proposed improvements across the corridor.



CONCEPT ALTERNATIVES

SAFER SANDY

Complete Street for All Modes: Walking, Biking, Transit, & Driving Facilities

- New Sidewalk
- New Roadway Cross Section
- Protected Intersection
- Public Transit Improvements
- Access Management
- Enhanced Crossing
- New Crossing Location

0 0.25 0.5 MILES

N

alta

Segment 1: Northeast 201st Avenue to Fairview Parkway

Sandy Boulevard between 201st Avenue and Fairview Parkway experiences the largest traffic volumes of the four segments assessed by the project team. According to traffic data collected by Multnomah County, the average daily traffic (ADT) of this segment has grown from 10,423 in 2015 to 12,423 in 2023. The western portion of the segment is located within Gresham's city limits, whereas the eastern portion lies in Fairview's city limits.

Segment 1 presents serious safety concerns for people walking and biking due to high traffic speeds, poor crossing opportunities, limited pedestrian and bike infrastructure, and a history of crashes—including one pedestrian fatality just east of 201st Avenue and a bike crash tied to turning movements at 201st Avenue. The area includes key destinations like the Gresham-Fairview Trail, several local businesses, and the Sulamita Slavic Evangelical Church and school, which generate frequent pedestrian, bicycle, and transit activity. However, key gaps remain: some intersections lack crosswalks entirely, bus stops are inaccessible by sidewalk, and turning vehicles pose consistent conflict risks. The corridor's inconsistent lighting, pavement in poor condition, and mix of industrial, commercial, and residential land uses further compound the challenges and highlight the need for improved design to support safer multimodal travel. Heat analysis shows that some of the highest nighttime temperatures along the Sandy Blvd corridor are located on Segment 1 between the intersections of 201st Avenue and Fairview Parkway.

In Segment 1, the right-of-way width varies from 50 to 100 feet, with multiple constrained areas on the north side. For more information on the existing conditions of Segment 1, see page 18 of the Safer Sandy Existing Conditions Memorandum.

Improvement Concepts

- Infill sidewalks and bike lanes along the entirety of the segment (alternative for shared-use sidepath on one side).
- Add crosswalks across all four approaches to the intersection of Sandy Boulevard and 201st Avenue and change signal timing to include a leading pedestrian interval.
- Enhance traffic signals at the intersection of Sandy Boulevard and 201st Avenue to accommodate Transit Signal Priority for buses. Change eastbound right turn lane at the intersection of 201st Avenue to a bus movement exception (Right-Turn Except Bus).
- Add space for seating additions to both the westbound and eastbound bus stops at 201st Avenue (Stop IDs: 9718, 9724).
- Remove 100 feet of parking adjacent to the southbound lane of 201st Avenue and stripe the northbound bike lane on 201st Avenue all the way to the intersection. (note that this changed slightly in the final proposed concept design).
- Protected intersection: Add vertical protection (curbs) and/or mountable curb extensions to the intersection of Sandy Boulevard and 201st Avenue that increase the separation for people on bicycles while still accommodating freight turning movements.
- Construct a new crosswalk and pedestrian refuge island approximately 350 feet to the east of the intersection of Sandy Boulevard and 201st Avenue. (note that after consultation with the City of Gresham, this recommendation was dropped, and the number of midblock crosswalks between 201st Ave and 205th Ave in the proposed concept design was reduced from two to one).

- Consolidate driveway access on the north side of Sandy Boulevard to reduce turning movement conflicts.
- Construct a new crosswalk and pedestrian refuge island approximately 850 feet east of the intersection of Sandy Boulevard and 201st Avenue (and approximately 450 to 500 feet from the two other midblock crosswalks proposed in this segment). Include a rectangular rapid flashing beacon (RRFB).
- Construct a new crosswalk and pedestrian refuge island between 205th Avenue and 206th Avenue, approximately 400 feet west of the intersection of Fairview Parkway. (note that after consultation with the City of Gresham, this recommendation was dropped, and the number of midblock crosswalks between 201st Ave and 205th Ave in the proposed concept design was reduced from two to one).Include stormwater improvements on the south side of Sandy Boulevard between 205th Avenue and Fairview Parkway.

CONCEPT ALTERNATIVES

SAFER SANDY

- New Sidewalk
- Protected Intersection
- Public Transit Improvements
- Access Management
- Enhanced Crossing
- New Crossing Location
- Constraint

Segment 1: 201st Ave to Fairview Pkwy

alta

0 250 500 US FEET

N

Proposed Cross-Section Alternatives

The following table describes the proposed alternatives for Segment 1. While elements like turn lanes and buffer widths will vary in the final design depending on the available right-of-way, the alternatives show a typical cross section representative of the whole segment.

Table 3. Segment 1 cross-section alternatives

Proposed Alternatives	Description	Typical Widths (feet)	Minimum Viable Roadway (Constrained 50' Right-of-Way)
Option A: Raised bike lanes	Option A would add a raised bicycle lane to both the north and south sides of Sandy Boulevard. The existing lane configuration with one travel lane in each direction plus a center turn lane would remain. The center left turn lane could alternate between turning pockets and landscaped medians as needed. Sidewalks would be added where they are currently missing. In places where the right-of-way increases, this option could incorporate wider sidewalks, up to a 14-foot left turn lane, wider landscaped buffers with low-maintenance street trees, and curb extensions at crosswalks. In places where the right-of-way decreases, the center left turn lane's space would be reallocated first, then the travel lane widths.	Sidewalks (x2): 6 Bike lanes (x2): 7 (includes sidewalk separator) Travel lanes(x2): 12 Center Left Turn Lane: 12 Buffer (x2): 2 Curb and gutter (x2): 2 Total: 70	Sidewalks (x2): 5 Bike lanes (x2): 5 Travel lanes(x2): 11 Center Left Turn Lane: 0 Buffer (x2): 2 Curb and gutter (x2): 2 Total: 50

Proposed Alternatives	Description	Typical Widths (feet)	Minimum Viable Roadway (Constrained 50' Right-of-Way)
Option B: Sidepath on one side, sidewalk on other side	Option B would incorporate a bicycling facility by adding a bi-directional multi-use path on the south side of Sandy Boulevard. The multi-use path would be separated from motor vehicle traffic with a tree-lined buffer. As in Option A, the existing vehicle lane configuration would remain, and sidewalks would be added to the north side where missing. The center left turn lane could alternate between turning pockets and landscaped medians as needed. In places where the right-of-way increases, this option could incorporate wider sidewalk on the north side, up to a 14-foot left turn lane, wider landscaped buffers, and curb extensions at crosswalks. In places where the right-of-way decreases, the center left turn lane's space would be reallocated first, then the buffer space, then the travel lane widths, then the multi-use path.	Sidewalks (x1): 6 Travel lanes (x2): 12 Center Left Turn Lane: 12 Landscaped buffer: 4 Multi-use Path: 12 Curb and gutter (x2): 2 Total: 62	Sidewalks (x1): 6 Buffer: 2 Travel lanes (x2): 11 Center Left Turn Lane: 0 Multi-use Path: 10 Landscaped buffer: 4 Curb and gutter (x2): 2 Total: 50

Segment 1 Option A (70')

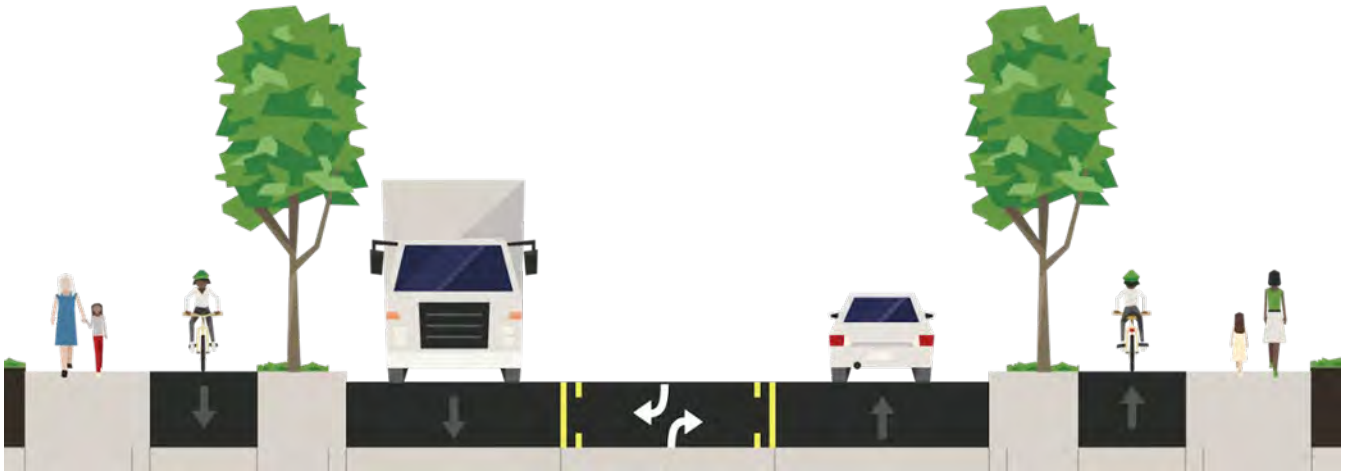


Figure 7. Segment 1 Option A

Segment 1 Option B (62')

Figure 8. Segment 1 Option B

Key Trade-Offs

With a minimum right-of-way width of 50 feet in some places along the western end of Segment 1, the proposed cross sections will require additional right-of-way to implement. However, these impacts are limited to approximately 10 to 15 feet, likely don't involve impacts to structures, and could be resolved with small easements that are typical of roadway redesign projects. See the discussion on Sidepath Orientation for more details on the benefits and drawbacks to implementing the sidepath on the north or south side. If the right-of-way is not expanded to at least 64 feet, additional trade-offs would be required to create a viable complete street with facilities for people to walk and bike on, including removing the center left turn lane in specific areas and removing the proposed pedestrian refuge islands.

Option A would allow for easier access to destinations on the north side of Sandy Boulevard. Raised continuous facilities would give priority to people walking and biking and require cars to make slower turning movements when entering and exiting driveways. The existence of multiple industrial uses on the north side presents the potential for bike-truck conflicts. A multi-use path on one side of Sandy Boulevard would avoid some of these conflicts while being more space-efficient and allowing for easier inclusion of street trees, combating urban heat-island effects and assisting with stormwater management while enhancing the degree of protection for people walking and biking, and providing a traffic calming effect for drivers. The addition of new crosswalks near many of the residential developments may also help with the multi-use path access concerns for riders coming from or going to the north side of Sandy Boulevard. Both options would include a center left turn lane, which could alternate between left turn pockets and a landscaped median.

Segment 2: Fairview Parkway to Blossom Hill Road

Sandy Boulevard between Fairview Parkway and Blossom Hill Road experiences the second-highest traffic volumes among the four project segments. In 2015, Multnomah County measured the average daily traffic (ADT) at 9,902 vehicles per day, which grew to 11,789 ADT in 2023. Heat analysis shows that some of the highest nighttime temperatures along the Sandy Blvd corridor are located on Segment 2 between Quail Hollow and Blossom Hill Road.

The intersection of Fairview Parkway and Sandy Boulevard has seen two pedestrian crashes between 2012 and 2022 (the only pedestrian or bike crashes documented in this study area or project corridor). Notably, this intersection is prominently represented among all crashes: 18 of the 44 crashes in the study area occurred at this intersection.

Moving east, the team noted a lack of sidewalks, particularly as Sandy Boulevard crosses Osborn Creek. The width of the roadway at this location presents a constraint for all modes and a design constraint for future improvements. The lack of sidewalks, combined with a lack of delineation between Sandy Boulevard and the driveways of businesses on the north side of Sandy Boulevard, introduces additional points of potential conflict between turning vehicles and people walking and biking. Sandy Boulevard narrows to one travel lane in both directions for the remainder of this segment.

In this segment, two residential areas (Quail Hollow and Portland Fairview RV Park) are served by bus stops, but with sidewalk gaps that prevent people from being able to walk and bike comfortably outside the residential area. This segment is part of the longest stretch of the project corridor without a crosswalk (0.75 miles).

Similar to Segment 1, Segment 2 has a right-of-way width that varies from roughly 65 feet to over 100 feet along the segment. Extra pavement width at Portland Fairview RV Park may be required for large vehicle turning movements.

Improvement Concepts

- Infill sidewalks and bike lanes along the entirety of the segment (alternative for shared-use sidepath on one side).
- Add a crosswalk on the west approach and restripe the crosswalks on the east and south approaches of the intersection of Sandy Boulevard and Fairview Parkway. Include a pedestrian refuge island on the west approach. Change signal timing to include a leading pedestrian interval. (Note that the pedestrian refuge island concept was no maintained in the proposed concept design).
- Enhance traffic signals at the intersection of Sandy Boulevard and Fairview Parkway to accommodate Transit Signal Priority for buses.
- Protected intersection: Add vertical protection (curbs) and/or mountable curb extensions to the intersection of Sandy Boulevard and Fairview Parkway that increase the separation for bicycles while still accommodating freight turning movements.
- Reassign eastbound right turn lane on the west approach of Sandy Boulevard at Fairview Parkway for transit signal priority.
- Consolidate and narrow driveway access on the north side of Sandy Boulevard to reduce turning movement conflicts.
- Add a new culvert and related stormwater facilities at Osborn Creek. Note that this improvement will require significant construction effort and drive overall costs in this segment. This major constraint will affect much

of the roadway design for Segment 2. (Note that after County inspection, the project team determined that this culvert does not need to be replaced, and the proposed concept design maintains the existing width of the roadway over the culvert).

- Option to separate pedestrian and bicycle facilities with a separate structure. However, structure cost could outweigh construction of new culvert with road widening.

Image: NW 149th Street at Whipple Creek, Vancouver

Figure 9. Example of separated active transportation structure

- Add new crosswalk and RRFB between the Quail Hollow driveway and the Portland Fairview RV Park driveway.
- Add seating to the eastbound bus stop (ID: 9717) next to the Quail Hollow driveway and move the bus stop to the far side of the proposed crosswalk.

CONCEPT ALTERNATIVES

SAFER SANDY

- New Sidewalk
- Protected Intersection
- Public Transit Improvements
- Access Management
- Enhanced Crossing
- New Crossing Location

Segment 2: Fairview Pkwy to Blossom Hill Rd

alta

0 250 500 US FEET

N

Proposed Cross-Section Alternatives

The following table describes the proposed alternatives for Segment 2. While elements like turn lanes and buffer widths will vary in the final design depending on the available right-of-way, the alternatives show a typical cross section representative of the whole segment.

Table 4. Segment 2 cross-section alternatives

Proposed Alternatives	Description	Typical Widths (feet)	Minimum Viable Roadway (Constrained 50' Right-of-Way)
Option A: Separated bike lanes	Option A would include enhancements to the existing bike lanes in this segment by adding a tree-lined buffer between the bike lane and motor vehicle traffic. The center left turn lane could alternate between turning pockets and landscaped medians as needed. Sidewalks would be added where they are currently missing. In places where the right-of-way increases, this option could incorporate wider sidewalks, up to a 14-foot left turn lane, wider landscaped buffers, and curb extensions at crosswalks. In places where the right-of-way decreases, the center left turn lane's space would be reallocated first, and then the travel lane widths.	Sidewalks (x2): 6 Bike lanes (x2): 7 (includes sidewalk separator) Travel lanes(x2): 12 Center Left Turn Lane: 12 Landscaped buffer (x2): 4 Curb and gutter (x2): 2 Total: 74	Sidewalks (x2): 5 Bike lanes (x2): 5 Travel lanes(x2): 11 Center Left Turn Lane: 0 Buffer (x2): 2 Curb and gutter (x2): 2 Total: 50

Proposed Alternatives	Description	Typical Widths (feet)	Minimum Viable Roadway (Constrained 50' Right-of-Way)
Option B: Sidepath on one side, sidewalk on other side	Option B would consolidate the bike facility by adding a shared bi-directional sidepath on one side of Sandy Boulevard. Sidewalks would be filled in where missing on the north side and a tree-lined buffer would be added between the north side sidewalk/sidepath and the roadway. The center left turn lane could alternate between turning pockets and landscaped medians as needed. In places where the right-of-way increases, this option could incorporate wider sidewalk on the north side, up to a 14-foot left turn lane, wider landscaped buffers, and curb extensions at crosswalks. In places where the right-of-way decreases, the center left turn lane's space would be reallocated first, then the buffer space, then the multi-use path.	Sidewalks (x1): 6 Travel lanes (x2): 12 Center Left Turn Lane: 12 Landscaped buffer (x2): 5 Multi-use Path: 12 Curb and gutter (x2): 2 Total: 68	Sidewalk (x1): 6 Travel lanes (x2): 11 Center Left Turn Lane: 0 Multi-use Path: 12 Landscaped buffer: 6 Curb and gutter (x2): 2 Total: 50

Option A: (74')

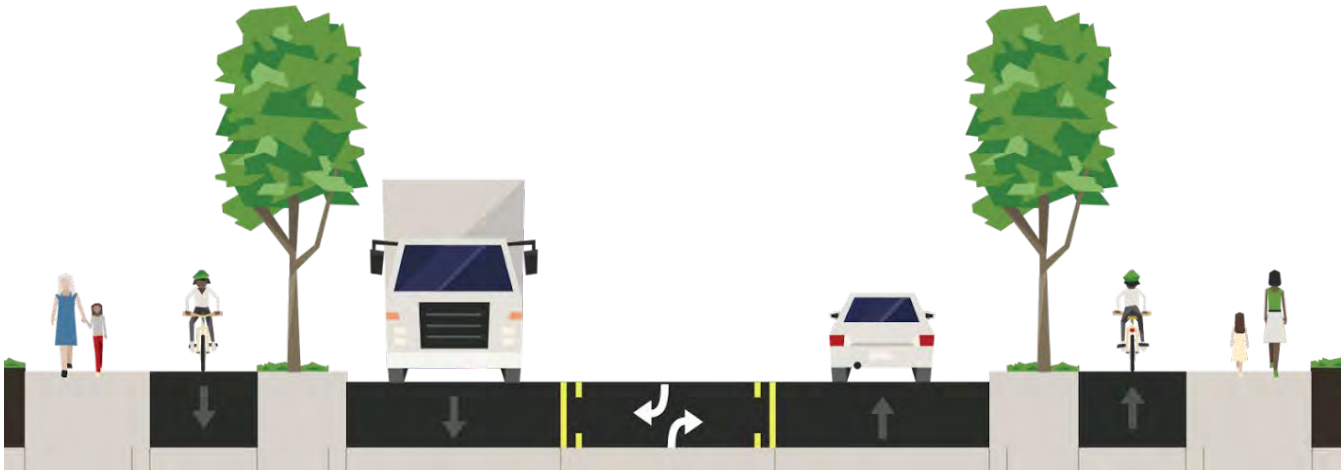


Figure 11. Segment 2 Option A

Option B: (68')

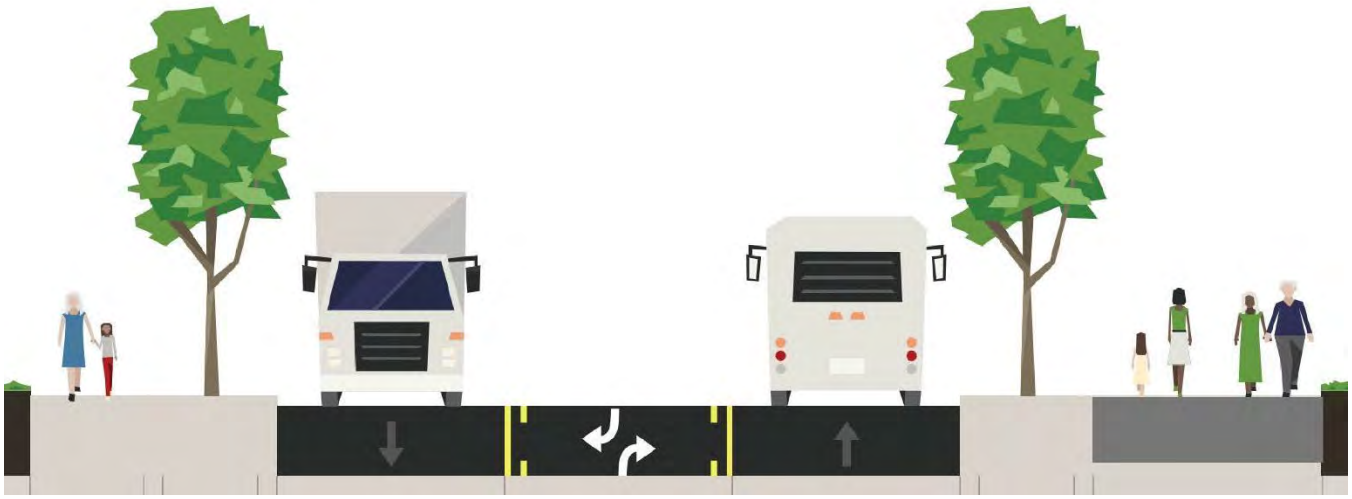


Figure 12. Segment 2 Option B

Key Trade-Offs

Although the minimum right-of-way in this segment is 65 feet, the roadway over Osborn Creek is only 50 feet wide. If upgrading the culvert, incorporating walking and biking facilities would require removing the center turn lane and constraining the separation offered for the bike lanes and sidewalks to 5-foot-wide facilities (Option A). On one hand, the raised separated bike lanes and sidewalks could be combined into a single shared-use path with a substandard width (8 to 10 feet) for the duration of the bridge to provide some buffer space, though this is not an ideal solution. The shared use path on the south side (Option B) may be better equipped to handle the constraints imposed by the existing culvert footprint, due to the orientation of the stream. Road widening may impact the side slopes of the stream, especially on the north side of Sandy Boulevard.

While upgrading the culvert entirely could make efficient and more complete use of the available right-of-way, it would likely come at a greater cost (if the culvert is replaced or extended, then fish passage standards would apply). If the roadway footprint over the creek is found to be too narrow to accommodate biking and walking facilities, a separate structure could be built over the creek for these facilities, thereby avoiding potentially needing to upgrade the culvert. However, the cost difference between these options is not known at this time.

Beyond the culvert (or creek), the right-of-way is less constrained. The roadway footprint, however, would need to be expanded adjacent to Quail Hollow to add biking and walking facilities in either option, and designs will need to address stormwater runoff (currently, there is a drainage ditch on the south side of the roadway). Realigning the entire roadway footprint toward the south side would reduce right-of-way impacts in the proposed design concept on the north side, but at likely greater cost. The landscape buffers in each option allow for inclusion of stormwater management facilities within the right-of-way.

During the community engagement process, speeding was mentioned as a major concern in this segment. Both cross-section options proposed here would help address speeding by adding street trees next to the vehicle lanes, which

acts as a traffic calming measure. Both options also greatly improve the existing bike facility from a painted lane to a raised and protected facility. As in Segment 1, there are trade-offs to be made between having a one-way bike facility on each side of the street or a multi-use path on one side. There are fewer industrial uses in this segment, which lessens the concerns about having a bike lane on the north side of Sandy Boulevard, but the multi-use path option is more space efficient, which would require fewer adjustments in sections of the roadway where right-of-way space is more constrained.

Segment 3: Blossom Hill Road to Northeast 223rd Avenue

Sandy Boulevard between Blossom Hill Road and Fairview Avenue (223rd Avenue) has the same traffic volumes as Segment 2 (9,902 ADT in 2015, which grew to 11,789 ADT in 2023). The segment is characterized by an abundance of residential development located on the north side of Sandy Boulevard, with only two consolidated driveways on the north side, and only one driveway access on the south side between Blossom Hill Road and 223rd Avenue. There are two bus stops located between the two developments, but only the north side stop is connected by sidewalk. There is no accessible route or crosswalk to reach the south side bus stop in this segment. Heat analysis shows that some of the highest nighttime temperatures along the Sandy Blvd corridor are located on Segment 3 at the intersection of 223rd Avenue .

The large amount of right-of-way in this segment resulted in a parking lane permitted on the north side of the roadway, although this is not a standard feature for minor arterial facilities. Still, the added buffer improved the level of comfort for the project team walking along this segment due to the increased separation from the roadway. The sidewalk on the south side is only present immediately adjacent to the intersection of Sandy Boulevard and 223rd Avenue but does not connect in either direction. The bike lanes on Sandy Boulevard from Segment 2 cease to exist in Segment 3.

The significant intersection in Segment 3 is Sandy Boulevard and 223rd Avenue, and its signals control four approaches. As a designated collector street, 223rd Avenue is an important pedestrian connection for students and families along Sandy Boulevard, as it connects under I-84 to Fairview Elementary. Participants noted that 223rd Avenue also serves as an important bikeway that connects residents to Blue Lake Regional Park, and the recently constructed Ch'ak Ch'ak trail to the north, which will eventually connect to the 40-mile loop and historic downtown Troutdale. The intersection has four faded crosswalks, but each have wide crossing distances requiring pedestrians to navigate turning movements from all directions. The turning radii at this intersection are wide to accommodate freight moving on both roadways, as both are designated freight routes.

Improvement Concepts

- Infill sidewalks and bike lanes along the entirety of the segment (alternative for shared-use sidepath on one side).
- Reorient skewed driveway for the utility facility on the south side of Sandy Boulevard at Blossom Hill Road to have an entrance perpendicular to Sandy Boulevard, reducing the crossing distance for people walking and biking.
- Add stormwater facilities in the right-of-way on the southeast corner of the intersection of Sandy Boulevard-Blossom Hill Road-Driveway intersection.
- Construct a crosswalk on the east approach of the intersection of Sandy Boulevard and Blossom Hill Road and a crosswalk on the west approach of the intersection of Sandy Boulevard and Arbor Crest Drive. Include a pedestrian refuge island and RRFB. (Note that these two proposed crosswalks are now consolidated to one midblock crosswalk with an RRFB and pedestrian refuge island in the proposed concept design).
- Move the eastbound and westbound bus stop at Blossom Hill Road (ID: 11773, 11772) to the far sides of the proposed midblock crosswalk.
- Remove parking on the north side of Sandy Boulevard between Blossom Hill Road and Arbor Crest Drive.

CONCEPT ALTERNATIVES

SAFER SANDY

- New Sidewalk
- Protected Intersection
- Public Transit Improvements
- Access Management
- Enhanced Crossing
- New Crossing Location

Segment 3: Blossom Hill Rd to 223rd Ave

alta

0 250 500 US FEET

N

Proposed Cross-Section Alternatives

The following table describes the proposed alternatives for Segment 3. While elements like turn lanes and buffer widths will vary in the final design depending on the available right-of-way, the alternatives show a typical cross section representative of the whole segment.

Table 5. Segment 3 cross-section alternatives

Proposed Alternatives	Description	Typical Widths (feet)	Minimum Viable Roadway (Constrained 58' Right-of-Way)
Option A: Raised bike lanes with parking removed	Option A would remove the existing street parking on the north side of Sandy Boulevard while adding a raised bike facility on the north and south sides of the street. The center left turn lane could alternate between turning pockets and landscaped medians as needed. Sidewalks would be added where they are currently missing. In places where the right-of-way increases, this option could incorporate wider sidewalks, up to a 14-foot left turn lane, wider landscaped buffers, and curb extensions at crosswalks. In places where the right-of-way decreases, the center left turn lane's space would be reallocated first, and then travel lane widths.	Sidewalks (x2): 6 Bike lanes (x2): 7 (includes sidewalk separator) Buffer (x2): 2 Travel lanes(x2): 12 Center Left Turn Lane/Landscaped Median: 12 Curb and gutter (x2): 2 Total: 70	Sidewalks (x2): 5.5 Bike lanes (x2): 6.5 (includes sidewalk separator) Travel lanes(x2): 11 Center Left Turn Lane: 0 Landscaped buffer (x2): 4 Curb and gutter (x2): 2 Total: 58

Proposed Alternatives	Description	Typical Widths (feet)	Minimum Viable Roadway (Constrained 58' Right-of-Way)
Option B: Sidepath on one side, sidewalk on other side	Option B would remove the existing street parking on the north side of Sandy Boulevard while adding a shared sidepath to one side of Sandy Boulevard. For additional protection from motor vehicle traffic, a tree-lined buffer is included between the sidepath and the road. Where missing, sidewalks would be added to the north side of the street. The center left turn lane could alternate between turning pockets and landscaped medians as needed. In places where the right-of-way increases, this option could incorporate a wider sidewalk on the north side, up to a 14-foot left turn lane, wider landscaped buffers, and curb extensions at crosswalks. In places where the right-of-way decreases, the center left turn lane's space would be reallocated first, then the buffer space, and then the multi-use path.	Sidewalks (x1): 6 Travel lanes (x2): 12 Center Left Turn Lane/Landscaped Median: 12 Landscaped buffer: 6 Multi-use Path: 12 Curb and gutter (x2): 2 Total: 64	Sidewalks (x1): 6 Landscaped buffer: 8 Travel lanes (x2): 11 Center Left Turn Lane: 0 Multi-use Path: 12 Landscaped buffer: 6 Curb and gutter (x2): 2 Total: 58

Option A: Raised Bike Lanes with Parking Removed (70')

Figure 14. Segment 3 Option A

Option B: Sidepath with Parking Removed (64')

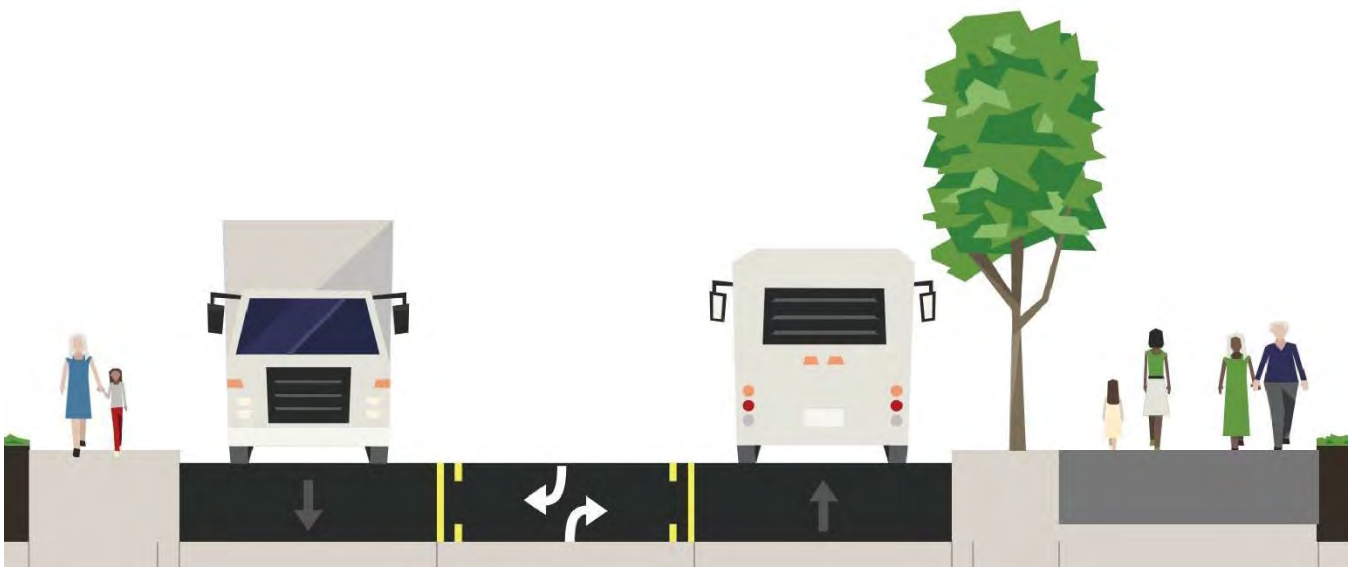


Figure 15. Segment 3 Option B

Key Trade-Offs

Although Segment 3 is the least constrained segment of the project due to the limited number of adjacent parcels and no stream crossings, there are still trade-offs that exist, given that it has existing sidewalks on the north side. If the existing sidewalk on the north side were to be retained, the available right-of-way would be approximately 58 feet, and additional right-of-way (at least 4 feet on the south side) would be needed to implement Option A. However, this issue could be resolved by reducing lane widths or removing the center left turn lane and removing the proposed pedestrian refuge islands.

The most constrained area of Segment 3 is the intersection of 223rd Avenue. An easement of approximately 10 feet will likely be needed on the north side of Sandy Boulevard to continue the sidewalk eastward to the intersection corner. The proposed center left turn lane in Segment 3 could be alternated with a narrowed landscaped median, or eliminated altogether to free up additional space within the right-of-way for more buffer space during the design phase, making this segment one of the least constrained across the whole project corridor.

A frequent concern noted during the community engagement process was the difficulty turning out of the Fairview Terrace development due to parked cars along Sandy Boulevard blocking the view of traffic. Both proposed options would remove the existing street parking while using that space for the addition of a bike facility. Option B is the more space-efficient option of the two and would allow for street trees, other landscaping, or stormwater planters to be included in the buffer between the sidepath and the road and would support the newly installed stormwater facility along the adjacent development to the east. While more space efficient overall, Option B would likely require the removal of the eastbound right turn lane at 223rd Avenue. As the residences and commercial uses along this segment are on the north side of the road, a south sidepath would require users to cross Sandy Boulevard to access the bike facility while Option A would allow for more direct access for westbound riders. However, the addition of new crosswalks near the residential development entrances may address the sidepath access concerns.

Segment 4: Northeast 223rd Avenue to Northeast 230th Avenue

Segment 4 between 223rd Avenue and 230th Avenue is an arterial roadway, but the surrounding land use context is dominated by industry, and as a result, the segment is characterized by more freight traffic. The destinations for most freight vehicles on the project corridor exist at the eastern terminus of this segment near 230th Avenue. This segment experienced growth in ADT as new industrial facilities developed in Townsend Business Park in the Fairview Enterprise Zone Boundary near 230th Avenue. In 2015, ADT was measured at 6,943, and in 2023 it was measured at 9,170.

Segment 4 is a highly constrained segment that has few adjacent destinations but is a critical link between 223rd Avenue and 230th Avenue on the regional bike network. The segment crosses Fairview Creek and is constrained by a large berm for I-84 on its southern side.

Improvement Concepts

- Infill sidewalks and bike lanes along the entirety of the segment (alternative for shared-use sidepath on one side).
- Restripe all crosswalks at the intersection of Sandy Boulevard and 223rd Avenue and change signal timing to include a leading pedestrian interval.
- Protected intersection: Add vertical protection (curbs) and/or mountable curb extensions to the intersection of Sandy Boulevard and 223rd Avenue that increase the separation for bicycles while still accommodating freight turning movements.
- Enhance traffic signals at the intersection of Sandy Boulevard and 223rd Avenue to accommodate Transit Signal Priority for buses.
- Replace or retrofit the culvert at Fairview Creek with a structure that meets fish passage requirements.
- Add a new crosswalk on the west approach of the intersection of Sandy Boulevard and 230th Avenue.
- Move the bus stop pair west of 230th Avenue (IDs: 13092, 13086) to the intersection of 230th Avenue. Move the eastbound stop to the far side of the crosswalk on the east approach and the westbound stop to the far side of the proposed crosswalk on the west approach, consistent with TriMet's 2010 *Bus Stop Guidelines*. Add seating to the eastbound bus stop.

CONCEPT ALTERNATIVES

SAFER SANDY

Segment 4: 223rd Ave to 230th Ave

- New Sidewalk
- Protected Intersection
- Public Transit Improvements
- Access Management
- Enhanced Crossing
- New Crossing Location

alta

0 250 500 US FEET

N

Proposed Cross-Section Alternatives

The following table describes the proposed alternatives for Segment 4. While elements like turn lanes and buffer widths will vary in the final design depending on the available right-of-way, the alternatives show a typical cross section representative of the whole segment.

Table 6. Segment 4 cross-section alternatives

Proposed Alternatives	Description	Typical Widths (feet)	Minimum Viable Roadway (Constrained 40' Right-of-Way)
Option A: Raised bike lanes	Option A would add sidewalks and a raised bicycle lane to the north and south sides of Sandy Boulevard.	Sidewalks (x2): 6 Bike lanes (x2): 6 Buffer (x2): 2 Travel lanes (x2): 12 Curb and gutter (x2): 2 Total: 52	N/A
Option B: On-street separated or buffered bike lanes	Option B would add sidewalks to the north and south side of Sandy Boulevard. Bikes would be accommodated with the addition of a buffered, street-level bicycle lanes.	Sidewalks (x2): 6 Bike lanes (x2): 6 Travel lanes (x2): 12 Buffers: 4 Total: 52	N/A
Option C: Sidepath on one side, sidewalk on other side	Option C would continue the multi-use path on one side of Sandy Boulevard to 230th Avenue. If the roadway footprint expanded to the full right-of-way, a sidewalk on the north side could be added and the buffer space could increase. Further constraints on the facility widths imposed by the design of the bus stops could force the multi-use path to narrow to an 8-foot minimum.	Sidewalk (x1): 6 Travel lanes (x2): 12 Multi-use path: 12 Landscaped Buffer (x2): 4 Curbs: 2 Total: 52 Note: This option is not shown in the cross sections below.	Sidewalk (x1): 6 Travel lanes (x2): 12 Multi-use path: 12 Landscaped Buffer: 4 Curbs: 2 Total: 48 Note: This option is shown in the cross sections below.

Option A: Raised Bike Lanes (52')

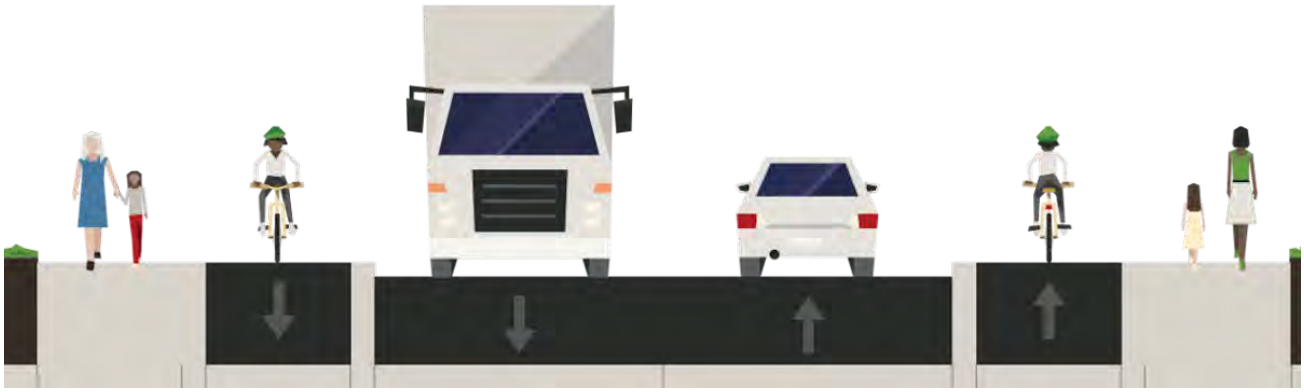


Figure 17. Segment 4 Option A

Option B: On-Street Separated or Buffered Bike Lanes (52')

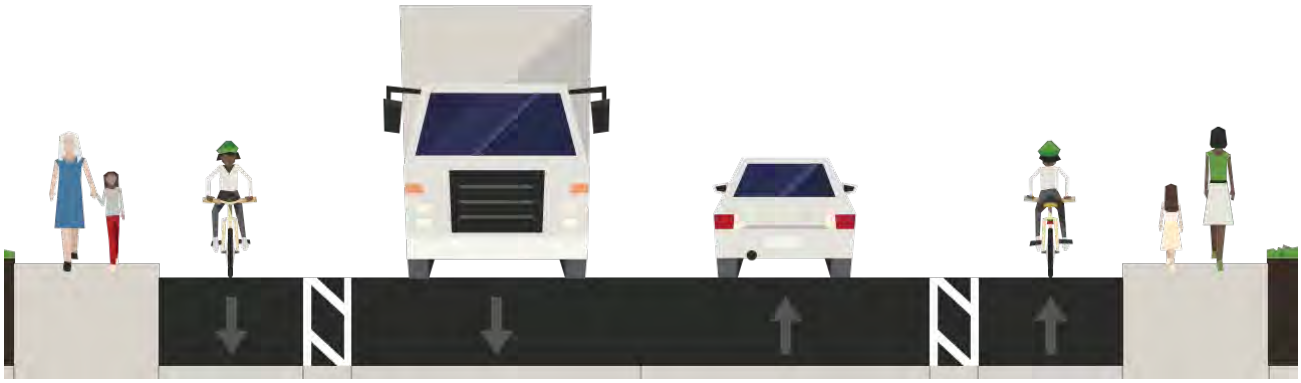


Figure 18. Segment 4 Option B

Option C: Sidepath (Constrained 48')

Figure 19. Segment 4 Option C (Constrained)

Key Trade-Offs

Segment 4 is highly constrained by the I-84 berm to the south and its crossing of Fairview Creek. While there is enough right-of-way to implement walking and biking facilities, the roadway footprint will need to expand. Options A and B would expand the footprint to the north and south, whereas Option C would only expand the footprint to the south. In all three, the retaining wall for the I-84 berm will need to be extended to the east, which will add to the cost of the project. Widening the roadway will also require replacement with a longer, fish passable culvert at Fairview Creek, increasing the cost regardless of the design. All options will require utility pole relocations on both sides of the street and may impact existing trees adjacent to the right-of-way.

All three options significantly improve safety conditions for people walking and bicycling. Since both Options A and B rely on directional bike lanes on both sides of the street, the intersection of 223rd Avenue will need to accommodate the transition to and from these lanes and a shared-use path on either side if Option B is selected for Segment 3. Segment 4's Option C, however, would continue the sidepath and instead transition bikes back to directional bike lanes on both sides of the street at 230th Avenue. Maintaining the sidepath through Segment 4 would increase the functionality and utility of the sidepaths in the previous three segments as many people in those segments travel to Walmart, which is further east and also on the south side. Additionally, Option C includes space for street trees and stormwater planters along the sidepath.

Option A would provide a higher-quality and safer facility for bicyclists, especially given the frequency of freight traffic coming from the Amazon facility and other industrial uses in this segment. However, Option B would allow for quicker implementation, as it is likely less costly.

Finally, a major constraint for the proposed cross sections in Segment 4 is the eastbound bus stop, since the sidewalk on the south side is fully constrained by the retaining wall for the I-84 berm. An easement on the north side of the intersection may be needed to achieve the necessary space to implement the best bus stop design in this location, which will likely be a shared loading zone where bicycle traffic passes through the platform between the stop and the loading edge.

Sidepath Orientation Considerations

There are multiple benefits and drawbacks to constructing a sidepath on either the north or south side of Sandy Boulevard. Below is a table describing these and other considerations.

Table 7. Sidepath considerations

<table>
<tr><th>North Sidepath</th><th>South Sidepath</th></tr>
<tr><td>Pros:
Multnomah County team thinks right-of-way acquisition will be easier on the north side.
Would connect to more businesses and non-residential uses than on the south side, encouraging active travel to these destinations and improving access.
East-west travel on the sidepath would avoid conflicts with turning movements at Fairview Parkway, and likely have fewer conflicts at 201st Avenue, given that the north leg of the intersection is a signalized entrance to a parking lot.</td><td>Pros:
More existing right-of-way is available on the south side.
Fewer driveways in Segment 1 (5) would present fewer conflicts.
There is less existing sidewalk on the south side, meaning improvements would likely require less demolition and rebuilding of existing infrastructure.</td></tr>
<tr><td>Cons:
A major gas line is on the north side.
There are more driveways on the north side (9), increasing points of conflict for users.
There are more existing sidewalks on the north side, meaning improvements would likely require more demolition and rebuilding of existing infrastructure.</td><td>Cons:
There are more potential conflicts at Fairview Parkway.
More limited access to north side destinations (majority are on the north side.)</td></tr>
<tr><td colspan="2">Additional Considerations:
As a shared-use path that runs both north and south of the intersection of 201st Avenue, the Gresham-Fairview Trail would connect equally well to either a north sidepath or a south sidepath on Sandy Boulevard, though there are likely fewer conflicting turning movements for a north sidepath.
If space could be acquired, it may be beneficial to have a redundant bike lane on the opposite side as the sidepath, to better integrate the bikeway connections into the regional network.
Depending on the final design, some sections may need right-of-way acquisition on both sides.
If property owners are willing to consolidate driveway access, that may reduce the number of conflicts on the north side.</td></tr>
</table>

Conclusion: Multiple Viable Alternatives Exist

Given the variable right-of-way, adding high-quality walking and biking infrastructure will require some easements in specific areas along the project extent. Adding biking and walking facilities while working solely within the existing roadway footprint (50-foot minimums) would require significantly larger trade-offs in the design and likely preclude many center left turn lanes, raised separated bike lanes, and pedestrian refuge islands. However, even when constrained to the most limited right-of-way widths, providing improved walking, biking, transit, and driving facilities across the corridor as requested by the public is still highly feasible.

Concept Development Process: Determining the Preferred Alternative

After documenting the existing conditions of each segment in the project area, the Safer Sandy project team drafted an initial concept design report, which proposed several cross-section alternatives for the corridor and many spot improvements. The report describes the benefits and trade offs of each concept. The next step was to compare the alternatives directly and select one, or a combination, to move forward to design. This section outlines the evaluation criteria and scoring methodology.

Concept Alternatives Recap

The following alternatives will be evaluated using the framework described in this section:

- **Option A – Raised Separated Bike Lanes:** This alternative proposes raised separated bike lanes along the project corridor.
- **Option B1 – South Side Shared Use Path:** This alternative proposes a shared-use path on the south side of Sandy Boulevard along the project corridor.
- **Option B2 – North Side Shared Use Path:** This alternative proposes a shared-use path on the north side of Sandy Boulevard along the project corridor.

Note: All spot improvements (new crosswalk locations, transit signal improvements, driveway access management, etc.) are considered compatible with each alternative and, therefore, do not influence the evaluation.

The project team evaluated each of the above alternatives segment by segment. This approach allows the team to identify segments where certain alternatives are especially suitable or unsuitable. While the chosen concept will aim to create consistent facilities across the entire corridor, depending on the outcomes of the evaluation, a transition between facility types from one segment to the next may be appropriate (i.e., raised separated bike lanes in Segment 1, shared-use path in segments 2-4). This assumes the number of transitions is minimized and the distance between transitions is at least a mile; if these conditions are not met, then transitioning facility types is unlikely to be helpful and may introduce new conflicts to the corridor.

Evaluation Method

Each alternative was evaluated on how well it meets the project's evaluation criteria (which describe the concept's benefits), its overall cost, and its alignment with public input. Scoring distinct categories of benefits and separating the benefit scores from the costs will allow us to highlight tradeoffs. The results could show, for example, when a higher-cost alternative also delivers significantly greater benefits, and be specific about what those benefits are. Using public input as a third and method of evaluation distinct from the benefits and costs will increase the public's influence on the project.

While numerical scores and cost estimates are incorporated (and indexed to a common point scale), this evaluation framework was intended to be a qualitative assessment that weighs benefits, costs, and public input holistically. By viewing the project through the lenses of benefits, costs, and public input, the team recommended a preferred

alternative and documented the key considerations behind that choice. This evaluation framework offered an organized and transparent method for assessing tradeoffs and guided the project toward a balanced outcome.

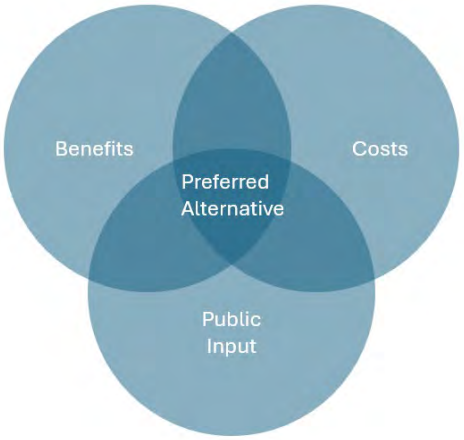


Figure 20. Evaluation Framework

Scoring Benefits

Alta scored each alternative using the evaluation criteria and assign each alternative a segment-by-segment score that was combined for an overall corridor score. After that, Multnomah County provided feedback with one round of review to confirm or amend scores. Alta flagged certain scores that needed additional discussion and consideration.

Scoring Costs

Alta produced a similar segment-by-segment and overall corridor cost score (planning level) for each alternative. After that, Multnomah County provided feedback with one round of review to confirm or amend scores. Alta flagged certain scores that needed additional discussion and consideration.

Public Input

Finally, the project team utilized data from the survey and multiple open houses to document the comments we received on the proposed alternatives to assess how well the alternatives align with public input. This process resulted in a corridor-wide benefits score, cost score, and public input score for each concept alternative, which were used to select the preferred concept alternative.

Evaluation Criteria

Each evaluation criteria measured how well an alternative meets the project's goals and community priorities. Together, these goals, which include safety, comfort, connectivity, and accessibility, provided a balanced framework for estimating the alternative's overall benefits. Table 1 below outlines the design goals and the evaluation criteria used to compare cross-section alternatives.

Table 8. Evaluation Criteria

Evaluation Criteria	Description	Evaluation Scoring
Safety: Driveway Conflicts	Assesses how each alternative will handle driveway conflicts. Alternatives that reduce driveway conflicts will score higher.	Each alternative received a score for how well it meets each evaluation criteria: 2: Fully addresses these considerations 1: Partially addresses these considerations, or at least as well as the other alternatives 0: Does not address these considerations well, or is not applicable
Safety: Intersection Conflicts	Assesses how each alternative will handle intersection conflicts. Alternatives that reduce turning movement conflicts will score higher.	
Comfort: Buffer Space	Assesses the amount of buffer space each alternative provides between active transportation infrastructure and vehicular traffic. Alternatives that maximize buffer space will score higher.	
Comfort: Modal Conflict	Assesses how each alternative handles mode separation. Alternatives that decrease modal conflict between bikes and pedestrians will score higher.	
Connectivity: Existing Active Transportation Infrastructure	Assesses how each alternative connects to the surrounding existing active transportation network. Alternatives that improve connections to existing active transportation infrastructure will score higher.	
Connectivity: Destinations	Assesses how each alternative connects to destinations. Alternatives that improve connections to destinations on the corridor will score higher.	
Accessibility: Transit Stop Access	Assesses how each alternative improves access to transit stops. Alternatives that integrate high quality transit stops into the design will score higher.	

Alta assigned scores to each alternative for these criteria in each segment and then summed them to create a corridor-wide benefits score.

Costs

In addition to the benefits discussed above, each alternative will come with costs and obstacles. With that in mind, consideration of the design's impacts on the ROW, stormwater, and culverts were evaluated. This evaluation also incorporated the expected maintenance and construction costs. Table 2 summarizes the cost considerations used to evaluate each cross-section alternative.

Table 9. Costs Evaluation Criteria and Weighting

Cost Considerations	Description	Evaluation Criteria
Right-of-Way (ROW) Impacts	Assesses how each alternative uses the available ROW. Alternatives that minimize ROW impacts and avoid unnecessary acquisition or encroachment will score higher.	Each alternative received a score for how well it meets each design goal: 2: Mitigates this cost consideration as efficiently as possible, or is least expensive compared to other concepts
Stormwater Impacts	Assesses how the alternative impacts stormwater capacity. Alternatives that increase or maintain stormwater capacity and reduce utility conflicts will score higher.	
Utility Impacts	Assesses how the alternative impacts overhead and underground utilities. Alternatives that minimize utility impacts will score higher.	
Culvert Impacts	Assesses how the alternative impacts culverts. Alternatives that minimize culvert impacts will score higher.	

Cost Considerations	Description	Evaluation Criteria
Maintenance	Assesses how the design of the alternative will affect maintenance costs over time. Alternatives that minimize maintenance costs will score higher.	1: The concept mitigates this cost consideration somewhat efficiently, or is no more expensive than other concepts 0: Cost to mitigate this consideration will be much higher than other concepts
Construction	Assesses how the design of the alternative will affect construction costs. Alternatives that minimize construction costs will score higher.	

Alta assigned scores to each alternative for these criteria in each segment and then summed them to create a corridor-wide cost score.

After Alta assessed the corridor-wide benefits and cost scores, Multnomah County reviewed and confirmed them. Once finalized, the project team compared the scores and discuss how benefits and costs relate to one another. Next, the project team assessed how well the alternatives align with public input.

The results of this process may lead to an obvious preferred concept, where one alternative is found to have far more benefits and far fewer costs than the others. More likely, however, the alternatives will show a mix of trade offs, requiring the team to weigh the marginal value of additional benefits against the additional costs they entail. In either case, this framework was intended to guide the project team toward a preferred concept that is supported by a clear and purposeful rationale linking its benefits and costs while remaining grounded in public support.

Concept Development Process: Evaluation Results

Following the development of three concept alternatives for the Safer Sandy project, the project team evaluated each option based on its costs, alignment with public input (via a second public survey posing the alternatives to choose from), and overall benefits.

The project team assessed three primary alternatives for the corridor:

- **Option A – Raised Separated Bike Lanes**
  Raised, curb-protected bike lanes on both sides of the corridor.
- **Option B1 – South Side Shared-Use Path**
  A shared-use path on the south side of the corridor.
- **Option B2 – North Side Shared-Use Path**
  A shared-use path on the north side of the corridor.

Each alternative was evaluated segment by segment against the project's established criteria. Benefit criteria addressed safety, comfort, connectivity, and accessibility—measuring, for example, how well an alternative reduces turning conflicts, provides buffer space, or improves transit stop access. Cost criteria considered right-of-way (ROW) impacts, stormwater and utility conflicts, culvert effects, and expected maintenance and construction costs.

While the framework produced numerical results, the process was ultimately a qualitative exercise that helped to compile the team's collective reasoning across a wide swath of considerations. The scoring served as a structured way to capture the insights and tradeoffs discussed throughout the corridor review. Such a detailed evaluation was needed, both because of the magnitude of the project and because each alternative is ultimately a good option; each provides a high level of separation for vulnerable road users, enhancing safety and comfort for all modes. This evaluation process helped the team optimize the decision beyond just a cost comparison to identify which concept best balances benefits and public opinion with practical implementation considerations.

Planning-Level Cost Estimates

A critical choice posed by the design alternatives relates to the proposed active transportation facilities: a shared-use path on the south side of the roadway, for either part or all of the corridor, or separated bike lanes on both sides of the roadway. While each would offer a buffer or grade separation from motorized traffic, they will require different amounts of right-of-way and cost different amounts to construct.

Of the alternatives, the options that include an asphalt multi-use path are the most cost-effective to build, at an estimated $29M total as compared to $44M for Option A, which involves building asphalt bike lanes and sidewalks. The following table shows planning level cost estimates, which are conceptual and include major construction elements such as earthwork, pavement, concrete improvements (curb, sidewalk, and buffers), bicycle and pedestrian facilities, and intersection/accessibility features (e.g., ADA ramps, crossings, and transit stops), along with lump sum allowances for key items. The planning-level cost estimates represent total construction costs—including mobilization, traffic control, erosion control, and contingency—and are not expressed on a per-linear-foot basis; they also exclude design/engineering, right-of-way acquisition, and costs for signal modifications and lighting.

Table 10. Planning-level cost estimates

	High	Low	Medium	Medium Estimate with Mobilization (10%), Traffic Control (15%), Erosion Control (10%)	Medium Planning-Level Cost Estimate with 50% contingency
Option A – Raised Separated Bike Lanes	$ 28,424,936	$ 19,223,861	$ 21,852,754	$ 29,501,218	$ 44,251,827
Option B – Shared Use Path	$ 19,494,791	$ 12,253,694	$ 14,322,579	$ 19,335,482	$ 29,003,223

Notes: The planning level cost estimate for Option A was developed further after the option was selected, and so the estimate includes more line items than Option B, such as stormwater infrastructure, which resulted in a larger cost. Neither of the planning-level cost estimates above include the cost of right-of-way acquisition, which is separately estimated to be approximately $1.1M. Nor do these include the costs for signal modifications or lighting, which were separately estimated to be approximately $2.7M.

At this stage of conceptual design, we can conclude that the multi-use path will have an approximately 4- to 12-foot smaller roadway footprint and would likely require fewer easements as there are fewer parcels on the south side. However, the raised separated bike lanes may offer greater continuity with the bike lanes leading into the corridor and greater separation from the turning movements of freight vehicles.

Lastly, the two cost estimates here are derived from segment-level estimates assuming a consistent biking and walking facility across all four segments. Alternatively, it would be possible to build Option A for Segment 1, and Option B for Segments 2-4; bikes would need to be transitioned between separated facilities and the shared use path at the intersection of Fairview Parkway. This location is the most logical place to transition since the benefits of Option A are most heavily concentrated in Segment 1, and the costs of Option A are the highest to implement in Segments 2, 3 and 4. In this mixed scenario, the cost of implementation is likely to be around $30M. Finally, another potential mixed scenario would involve Option A in Segments 1-3, and Option B in Segment 4, but this would require bicycle facility transitions at 223rd Ave and 230th Ave and cost roughly $35M.

Alignment with Community Feedback

In the second community outreach phase, a majority of survey respondents expressed that separation between bicyclists and pedestrians is preferable, with the Raised Separated Bike Lane alternative receiving 45% votes (204 respondents), compared to 34% for the sidepath (154 respondents) (10% liked them equally).

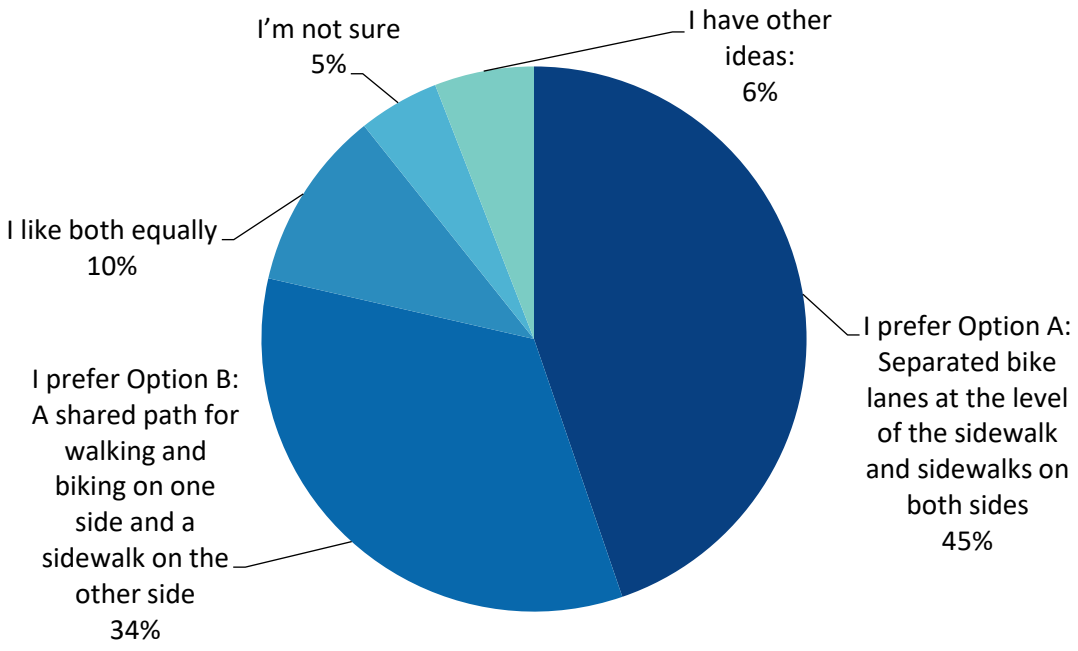


Figure 21. Responses to "How would you like to travel on NE Sandy Blvd in Fairview?"

The survey also asked respondents to explain why they chose that option. Below is a summary of common reasons respondents offered to support their preferred option.

Table 11. Summary of responses for Options A and B to "Tell us more about your choice"

Option A: Separated bike lanes at the level of the sidewalk and sidewalks on both sides	• Two-way bike lanes or sharing with pedestrians can be stressful. • This option gives more flexibility for where you need to walk or bike. • Separated bike and pedestrian lanes are better when you have kids with you. • *"I prefer not having bikes share the sidewalk with pedestrians."*
Option B: A shared path for walking and biking on one side and a sidewalk on the other side	• 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.

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.

To enable consistent comparison, each criterion was scored on a scale from 0 to 2 and then converted to a common 0–100 scale. This approach allowed the team to compare benefits and costs across alternatives, individual segments, and the overall corridor.

The evaluation found that utility conflicts, culvert impacts, and stormwater capacity improvements are largely equivalent across the three alternatives. For example:

- All options can be accommodated within the existing roadway over the first culvert in Segment 2.
- In Segment 4, roadway widening will affect the Fairview Creek culvert headwall; however, since all alternatives require widening in this segment, replacement or new bridge structures will be necessary regardless of the selected option.

The North Sidepath alternative scored lowest overall due to greater property impacts (particularly in Segment 1) and the amount it would require shifting the roadway centerline. By contrast, the South Sidepath and Raised Separated Bike Lanes alternatives performed comparably overall, though in opposite ways. The South Sidepath was found to be more cost-efficient, the Raised Separated Bike Lanes providing greater benefits.

Table 12.Alternatives' Project Team Evaluation and Survey Results

Alternative	Benefits Score (0–100)	Cost Score (0–100)
North Sidepath	41	60
South Sidepath	52	73
Raised Separated Bike Lanes	71	53

The project team's assessment found that while the Raised Separated Bike Lanes alternative costs more, the benefits it offers are also greater. This is particularly true for Segment 1 where the land use context is denser and there are more turning movements and driveways. The assessment also found that the South Sidepath option would work well in Segments 2 and 3.

Preferred Alternative

The project team selected **Option A - Raised Separated Bike Lanes** as the preferred alternative. While the Raised Separated Bike Lanes option is estimated to cost 20% more, it also comes with many additional benefits related to safety, comfort, connectivity, and accessibility.

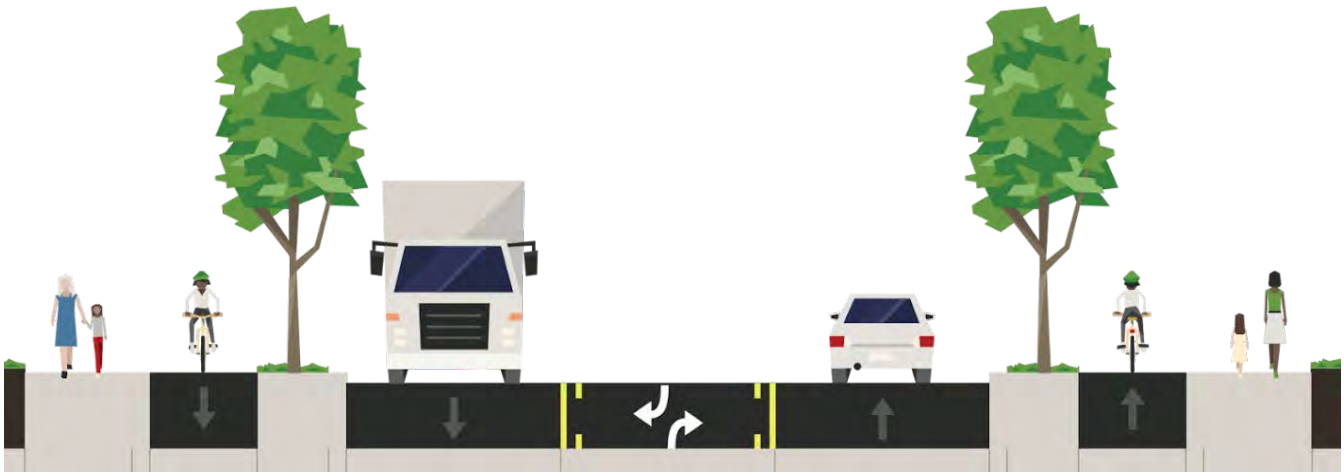


Figure 22. Preferred Option is Option A - Raised Separated Bike Lanes

These benefits include separation of all modes (pedestrians, bikes, motor vehicles), reduced turning movement conflicts, especially at driveways (by contrast, a sidepath introduces counter-flow bicycle traffic that can be difficult for people turning with motor vehicles to anticipate). These benefits are also most heavily concentrated in Segment 1 and the western side of Segment 2, which are the areas with the most residential and driveway density and where construction funding has already been secured. (Since funding and construction will occur in phases, it will still be possible to implement a mixed corridor design where part or all of Segments 2, 3, and 4 use a South Sidepath, but the project team is not advancing those designs at this time, and will instead prepare designs for implementing the Raised Separated Bike Lanes from 201st Ave to 230th Ave.) Additionally, the Raised Separated Bike Lanes treatment would further strengthen the active transportation network by creating a continuous, well-integrated system that connects seamlessly with existing on-street bike lanes on both ends of the corridor and those at 201st Avenue, Fairview Parkway, and 223rd Avenue. The option will also offer many opportunities to add street trees and stormwater treatment facilities. Finally, the project team factored in public input, in which the majority of survey respondents said they preferred the raised separated bike lanes design option, citing the importance of separating bicyclists and pedestrians.

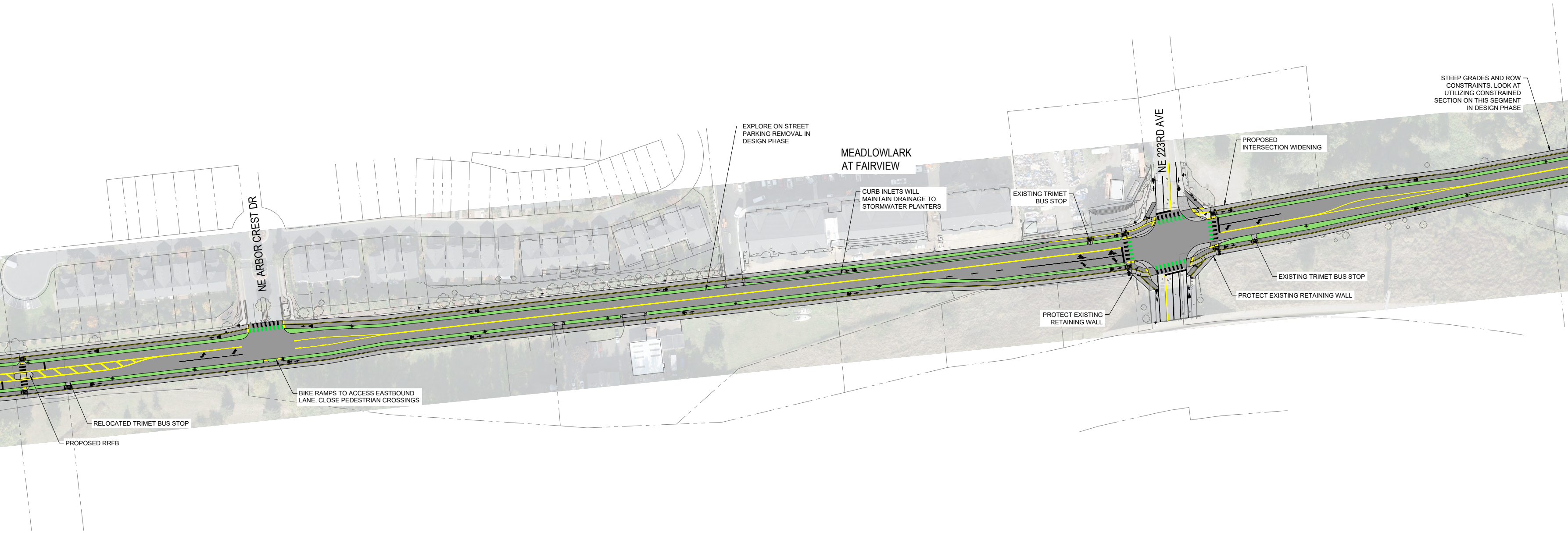
Safer Sandy Concept Design Report Appendix

4/21/26

Appendix A: 10% Design Roll Plot

GRESHAM-FAIRVIEW TRAIL
ROLLING HILLS MARKET, PLATINUM PUB AND STAGECOACH SALOON
NE SANDY BLVD
RELOCATED TRIMET BUS STOP
HARDENED CENTERLINE TREATMENT
EXISTING TRIMET BUS STOP
APRON TO TERMINATE WITH LOW PROFILE MOUNTABLE CURB AT CROSSINGS
NE 201ST AVE
SANDY MOBILE VILLA
PROPOSED RRFB
COURTYARDS AT FAIRVIEW
SULAMITA CHRISTIAN ACAMDEY AND SLAVIC EVANGELICAL CHURCH SULAMITA
RELOCATED TRIMET BUS STOP
PROPOSED PEDESTRIAN HYBRID BEACON (PHB)
NE 206TH PL
NE 205TH AVE
RELOCATED TRIMET BUS STOP
POTENTIAL STORMWATER QUALITY IMPROVEMENTS
KING'S GARDEN APARTMENTS

HARDENED CENTERLINE TREATMENT
CELEBRITIES PARKWAY GRILL
PROPOSED INDUSTRIAL/COMMERCIAL DRIVEWAY TO ACCOMODATE LARGE VEHICLES
PROTECT EXISTING BOX CULVERT
FAIRVIEW PKWY
SHELL STATION
UTILIZE CONSTRAINED SECTION WITH 5' BIKE LANE AND SIDEWALK
FAIRVIEW STORAGE
QUAIL (PRIVATE)
EXISTING TRIMET BUS STOP
PROPOSED RRFB
RELOCATED TRIMET BUS STOP. EXPLORE OPTIONS TO INSTALL BENCH (NOT MAINTAINED BY TRIMET)
PORTLAND FAIRVIEW RV PARK
QUAIL HOLLOW
NE BLOSSOM HILL RD
FAIRVIEW TERRACE
RELOCATED TRIMET BUS STOP
REMOVE PAVEMENT EAST OF DRIVEWAY ACCESS


NE ARBOR CREST DR
MEADLOWLARK
AT FAIRVIEW
NE 223RD AVE

EXPLORE ON STREET PARKING REMOVAL IN DESIGN PHASE

CURB INLETS WILL MAINTAIN DRAINAGE TO STORMWATER PLANTERS

EXISTING TRIMET BUS STOP

STEEP GRADES AND ROW CONSTRAINTS. LOOK AT UTILIZING CONSTRAINED SECTION ON THIS SEGMENT IN DESIGN PHASE

PROPOSED INTERSECTION WIDENING

EXISTING TRIMET BUS STOP

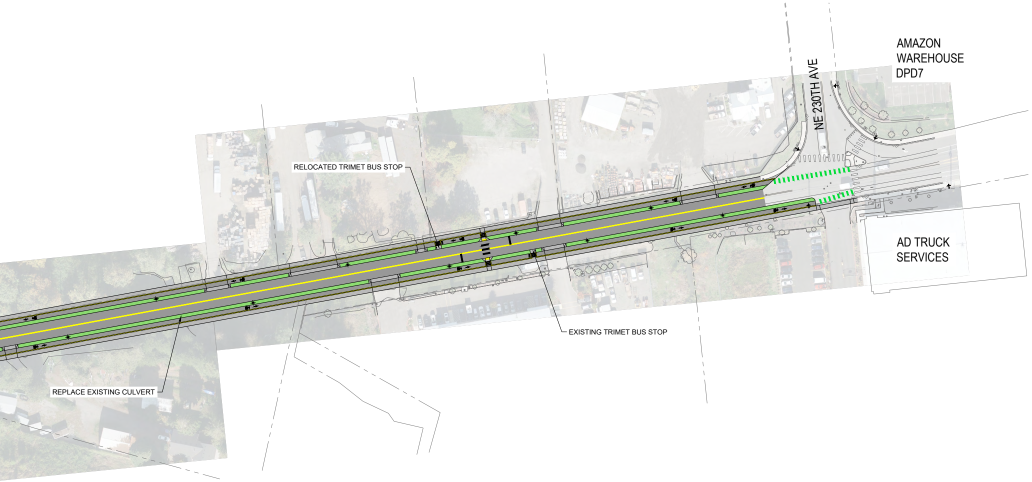
PROTECT EXISTING RETAINING WALL

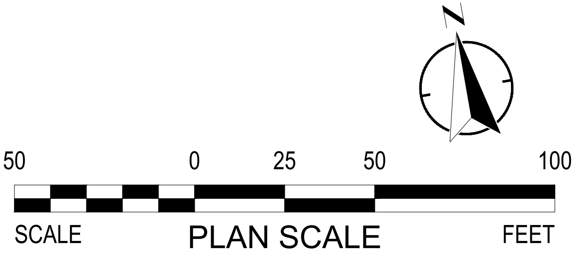
PROTECT EXISTING RETAINING WALL

BIKE RAMPS TO ACCESS EASTBOUND LANE, CLOSE PEDESTRIAN CROSSINGS

RELOCATED TRIMET BUS STOP

PROPOSED RRFB


AMAZON
WAREHOUSE
DPD7
NE 230TH AVE
RELOCATED TRIMET BUS STOP
AD TRUCK
SERVICES
EXISTING TRIMET BUS STOP
REPLACE EXISTING CULVERT


50
0
25
50
100
SCALE
FEET

PLAN SCALE

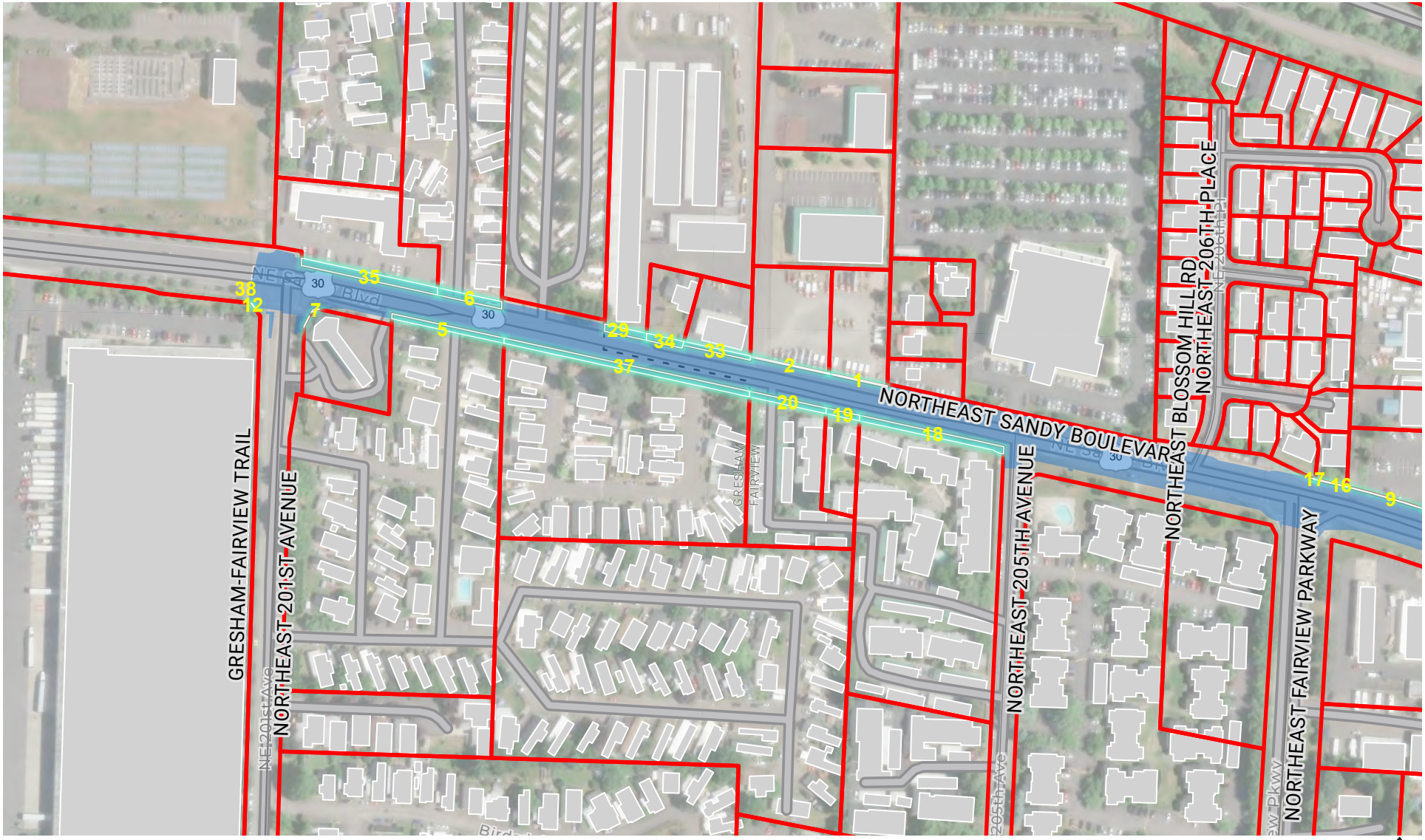
Appendix B: Right-of-way Impacts Cost Estimate

GRESHAM FAIRVIEW TRAIL
NE SANDY BLVD
ROLLING HILLS MARKET, PLATINUM PUB AND STAGECOACH SALOON
NE 223RD AVE
SANDY MOBILE VILLA
SULAMITA CHRISTIAN ACAMDEY AND SLAVIC EVANGELICAL CHURCH SULAMITA
NE 207TH PL
COURTYARDS AT FAIRVIEW
NE 207TH AVE
KING'S GARDEN APARTMENTS
FAIRVIEW PKWY
CELEBRITIES FAIRWAY GRILL
SHELL STATION
FAIRVIEW STORAGE
QUAIL (PRIVATE)
QUAIL HOLLOW
PORTLAND FAIRVIEW RV PARK
NE GLISAN STREET
FAIRVIEW TERRACE
NE ARBOR CREST DR
MEADOWLARK AT FAIRVIEW
NE 223RD AVE
NE SMITH AVE
AMAZON WAREHOUSE DPDT
AD TRUCK SERVICES
N
50 0 25 50 100
SCALE
PLAN SCALE
FEET

Object ID	Owner Name	Mailing Address	Situs Address	Zoning	Tax Map	Tax Lot	Permanent Easement			Total Land Value	Improvement Cost	Description of Improvements	Damages	Description of Damages	Appraisal		Review		Acquisition		Total Personnel Cost	Title Insurance Cost	Total	Comments
							Area	Area Units	Value						Hrs	Cost/Hr	Hrs	Cost/Hr	Hrs	Cost/Hr				
10	MHC PORTLAND FAIRVIEW LLC	PO BOX 2629	21401 NE SANDY BLVD	CC	1N3E2800	900	9475	SF	$ 236,875	$ 236,875	$ 20,000	2 monument signs, pole sign, fencing, pavers, landscaping	$ 15,000	2 monument signs, pole sign, chainlink fence with privacy slats	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 285,475	
31	OREGON STATE OF DEPT OF TRANSPORTATION	9200 SE LAWNFIELD RD	22404 NE SANDY BLVD	GI	1N3E27BC00	801	5512	SF																Municipality
37	SANDY MOBILE VILLA MHP LLC	31 AIRPORT BLVD #G	20140 WI/ NE SANDY BLVD	TLDR	1N3E28BC0	1100	4257	SF	$ 106,425	$ 106,425	$ 500	landscaping	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 120,525	
28	AQUINO,DAVID A & AQUINO,TERESA L	22020 NE SANDY BLVD	22020 WI/ NE SANDY BLVD	CC	1N3E28AD00	200	3754	SF	$ 93,850	$ 93,850	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 107,450	
35	LEEPING INVESTMENT PROPERTY LLC	28100 NE 24TH AVE	20101 NE SANDY BLVD	MC	1N3E29AA00	700	3192	SF	$ 79,800	$ 79,800	$ 10,500	2 pole signs, landscaping	$ 10,000	2 pole signs	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 113,900	
8	DAVID ALLEN AQUINO & TERESA LORRAINE AQUINO JOINT REV LIV TR	22020 NE SANDY BLVD	22020 NE SANDY BLVD	CC	1N3E28AD00	300	2632	SF	$ 65,800	$ 65,800	$ 500	landscaping	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 79,900	
18	LAG COURTYARDS LLC	1303 SW 16TH AVE	20454 NE SANDY BLVD	RM	1N3E28BC00	800	2629	SF	$ 78,870	$ 78,870	$ 10,000	landscaping, wood fence	$ 10,000	wood fence	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 112,470	
27	OREGON STATE OF DEPT OF TRANSPORTATION	9200 SE LAWNFIELD RD	22231 NE SANDY BLVD	CC	1N3E27BC00	700	2533	SF																Municipality
14	MULTNOMAH COUNTY	1600 SE 190TH AVE	22020 E/ NE SANDY BLVD	CC	1N3E28AD00	401	2491	SF																Municipality
4	JEWETT,BRADLEY W	22612 NE SANDY BLVD	22612 NE SANDY BLVD	GI	1N3E27BC00	900	2446	SF	$ 39,136	$ 39,136	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 52,736	
22	BEAL,HAROLD J & BEAL,VERDA J-1/2 & BEAL FAMILY REAL ESTATE LLC-1/2	21883 AIRPORT RD NE	NEC/ 223RD & NE SANDY BLVD	AH	1N3E27BC00	300	2352	SF	$ 37,632	$ 37,632	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 51,232	
21	FAIRVIEW MEADOWS OWNER LLC	C/O CHURCHILL REAL ESTATE	22199 NE SANDY BLVD	CC	1N3E28AD0	5300	2102	SF	$ 52,550	$ 52,550	$ 200	concrete wall	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 66,350	
5	SANDY MOBILE VILLA MHP LLC	31 AIRPORT BLVD #G	20140 NE SANDY BLVD	TLDR	1N3E29A0	1100	1905	SF	$ 30,480	$ 30,480	$ -	grass	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 44,080	
24	BHULLAR,NAVKIRAN D	21775 PALISADE PL	NEC/ 223RD & NE SANDY BLVD	CC	1N3E27BC00	400	1740	SF	$ 43,500	$ 43,500	$ -	none	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 57,100	
30	BEAL FAMILY REAL ESTATE LLC	21883 AIRPORT RD NE	22601 NE SANDY BLVD	GI	1N3E27BC00	100	1664	SF	$ 26,624	$ 26,624	$ -	none	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 40,224	
32	DIRT & AGGREGATE INTERCHANGE INC	20905 NE SANDY BLVD	20905 NE SANDY BLVD	CC	1N3E2800	800	1635	SF	$ 40,875	$ 40,875	$ 10,000	chainlink fence with barbed wire	$ 10,000	chain link fence with barbed wire	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 74,475	
6	ROLLING HILLS MOBILE TERRACE LLC	1910 TERRACINA DR	20145 WI/ NE SANDY BLVD	GI	1N3E29AA00	100	1493	SF	$ 23,888	$ 23,888	$ 1,000	advertising flags	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 38,488	
20	LAG COURTYARDS LLC	1303 SW 16TH AVE	20454 WI/ NE SANDY BLVD	RM	1N3E28BC0	1000	1351	SF	$ 40,530	$ 40,530	$ 5,000	fence, sign, landscaping	$ 5,000	sign	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 64,130	
26	OREGON STATE OF DEPT OF TRANSPORTATION	9200 SE LAWNFIELD RD	NE SANDY BLVD	CC	1N3E27BC00	600	1188	SF																Municipality
23	LEADING EQUITY GROUP LLC	PO BOX 3441	22713 NE SANDY BLVD	GI	1N3E27B00	400	982	SF	$ 15,712	$ 15,712	$ -	none	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 29,312	
29	FIVE STAR STORAGE CO	20315 NE SANDY BLVD	20315 NE SANDY BLVD	LI	1N3E28BB00	900	960	SF	$ 15,360	$ 15,360	$ 5,000	Sign	$ 5,000	sign	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 38,960	
25	TRADER INC	PO BOX 495	22231 NE SANDY BLVD	CC	1N3E27BC00	500	957	SF	$ 23,925	$ 23,925	$ 750	Tree	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 38,275	
33	GILLUM FAMILY TR	41281 SE ALLGEIER RD	20321 NE SANDY BLVD	LI	1N3E28BB00	700	893	SF	$ 14,288	$ 14,288	$ -	none	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 27,888	
15	TOWNSEND FARMS INC	23400 NE TOWNSEND WAY	22815 NE SANDY BLVD	GI	1N3E27B00	101	884	SF	$ 14,144	$ 14,144	$ 10,000	chainlink fence with privacy slats	$ 10,000	chainlink fence with privacy slats	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 47,744	
34	FIVE STAR STORAGE CO	20315 NE SANDY BLVD	20315 WI/ NE SANDY BLVD	LI	1N3E28BB00	800	835	SF	$ 13,360	$ 13,360	$ 500	landscaping	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 27,460	
3	OREGON STATE OF DEPT OF TRANSPORTATION	9200 SE LAWNFIELD RD	NE SANDY BLVD	GI	1N3E27BC00	800	744	SF																Municipality
19	LAG COURTYARDS LLC	1303 SW 16TH AVE	20454 WI/ NE SANDY BLVD	RM	1N3E28BC00	900	596	SF	$ 17,880	$ 17,880	$ 5,000	Wood fence	$ 5,000	wood fence	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 41,480	
2	GILLUM,RICHARD	PO BOX 308	20435 W/ NE SANDY BLVD	LI	1N3E28BB00	502	303	SF	$ 4,848	$ 4,848	$ 2,000	Chain link fence	$ 2,000	chainlink fence	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 22,448	
1	GILLUM,RICHARD	PO BOX 308	20435 NE SANDY BLVD	LI	1N3E28BB00	501	217	SF	$ 3,472	$ 3,472	$ 2,000	Chain link fence	$ -	chainlink fence	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 19,072	
36	FAIRVIEW CITY OF	PO BOX 337	22685 NE SANDY BLVD	GI	1N3E27BC00	200	134	SF																Municipality
9	CHOI,KIN HUNG & CHOI,LILY	20725 NE SANDY BLVD	20725 W/ NE SANDY BLVD	CC	1N3E28BD00	400	106	SF	$ 2,650	$ 2,650	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 16,250	
16	ABOUMENGEL,HASSAN	3 MONROE PKWY #P PMB 104	20680 NE SANDVIEW DR	RM	1N3E28BB	12500	66	SF	$ 1,980	$ 1,980	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 15,580	
13	FAIRVIEW CITY OF	PO BOX 337	22816 NE SANDY BLVD	GI	1N3E27B0	1003	59	SF																Municipality
7	JUBITZ CORPORATION	33 NE MIDDLEFIELD RD	20116 NE SANDY BLVD	MC	1N3E29AA00	900	37	SF	$ 925	$ 925	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 14,525	
11	CHOI,KIN HUNG & CHOI,LILY	20725 NE SANDY BLVD	20725 NE SANDY BLVD	CC	1N3E28BD00	100	16	SF	$ 400	$ 400	$ 800	landscaping, striping	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 14,800	
38	ORGANICALLY GROWN CO	1800B PRAIRIE RD	20078 WI/ NE SANDY BLVD		1N3E29A0	1006-A1	6	SF	$ 96	$ 96	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 13,696	
17	WILLIAMS,CECIL R JR & WILLIAMS,SHARON K	20670 NE SANDVIEW DR	20670 NE SANDVIEW DR	RM	1N3E28BB	12600	3	SF	$ 90	$ 90	$ -	None	$ -	N/A	1	$ 5,000	1	$ 1,750	1	$ 6,500	$ 13,250	$ 350	$ 13,690	
									Total Land Value:	**$ 1,125,965**												**Total ROW:**	**$ 1,689,715**	

Assumptions:

$4000 per 12 LF of fencing (improvement + damages)
$500 for landscaping
$300 for striping
$10,000 per pole/monumnet sign (improvement + damages)
Municipalities will be acquired via donation or IGA
Residential - $30/SF (Zillow)
Commerical - $25/SF (Loopnet)
Industrial - $16/SF (Loopnet)
legal and contingencies not inlcuded
Relocation not included
Temporary Construction Easements are not included
Public entity owned parcels are highlighted in Green



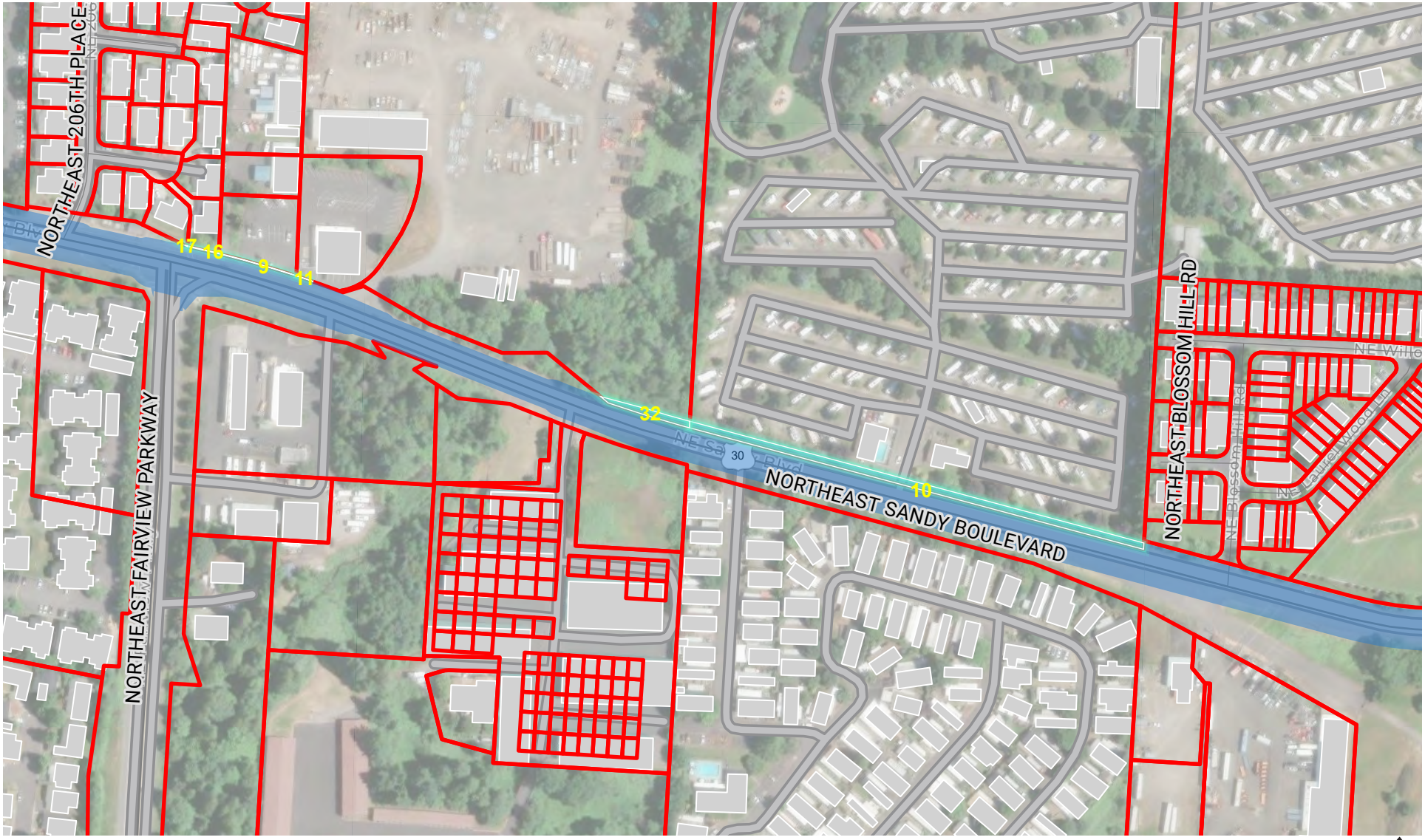
ROW IMPACTS

SEGMENT 1: 201ST AVE TO FAIRVIEW PKWY

SAFER SANDY

- Multnomah County Tax Parcels
- Design Boundary
- Right-of-Way Impacts

alta

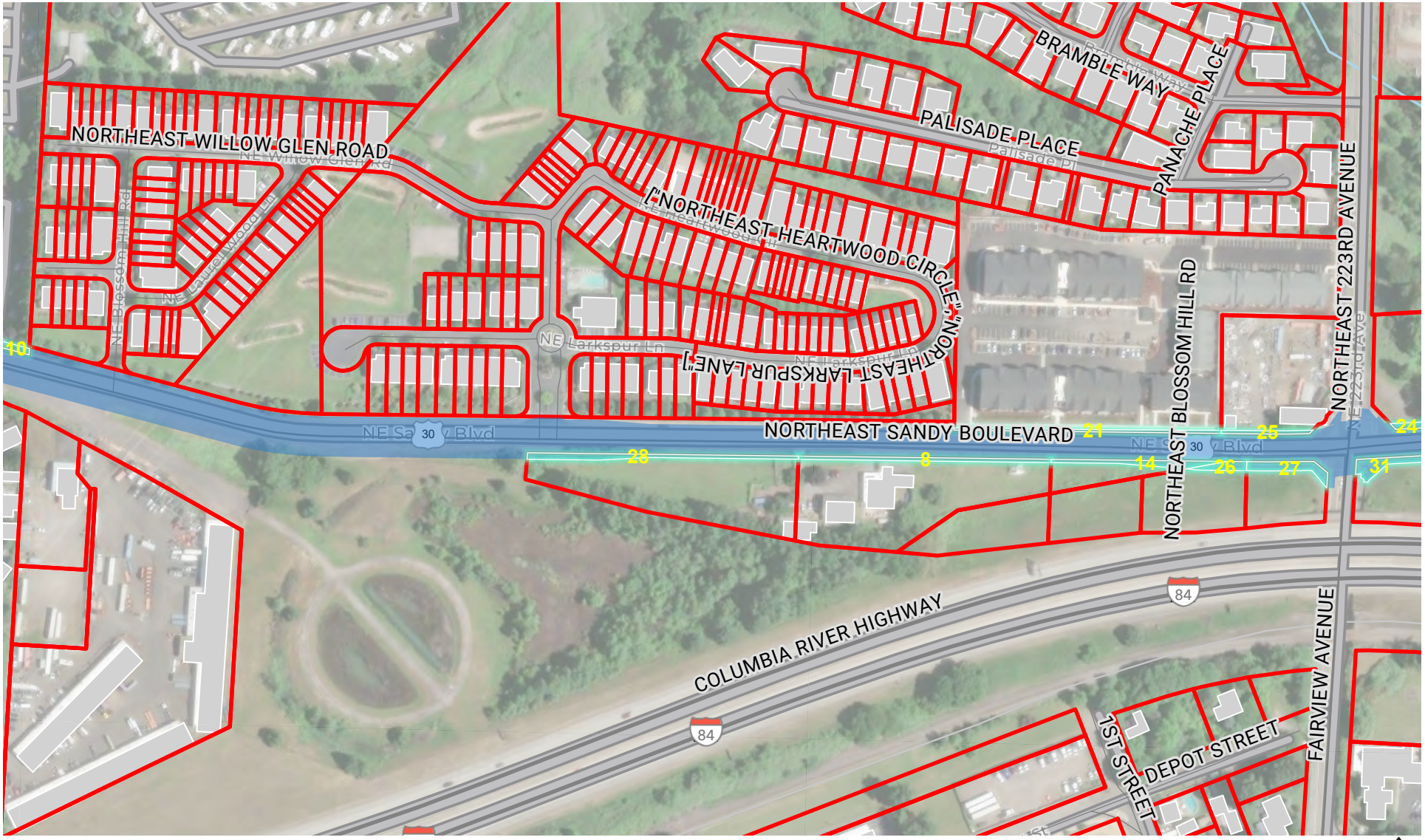


ROW IMPACTS

SEGMENT 2: FAIRVIEW PKWY TO BLOSSOM HILL RD
SAFER SANDY

- Multnomah County Tax Parcels
- Design Boundary
- Right-of-Way Impacts

alta



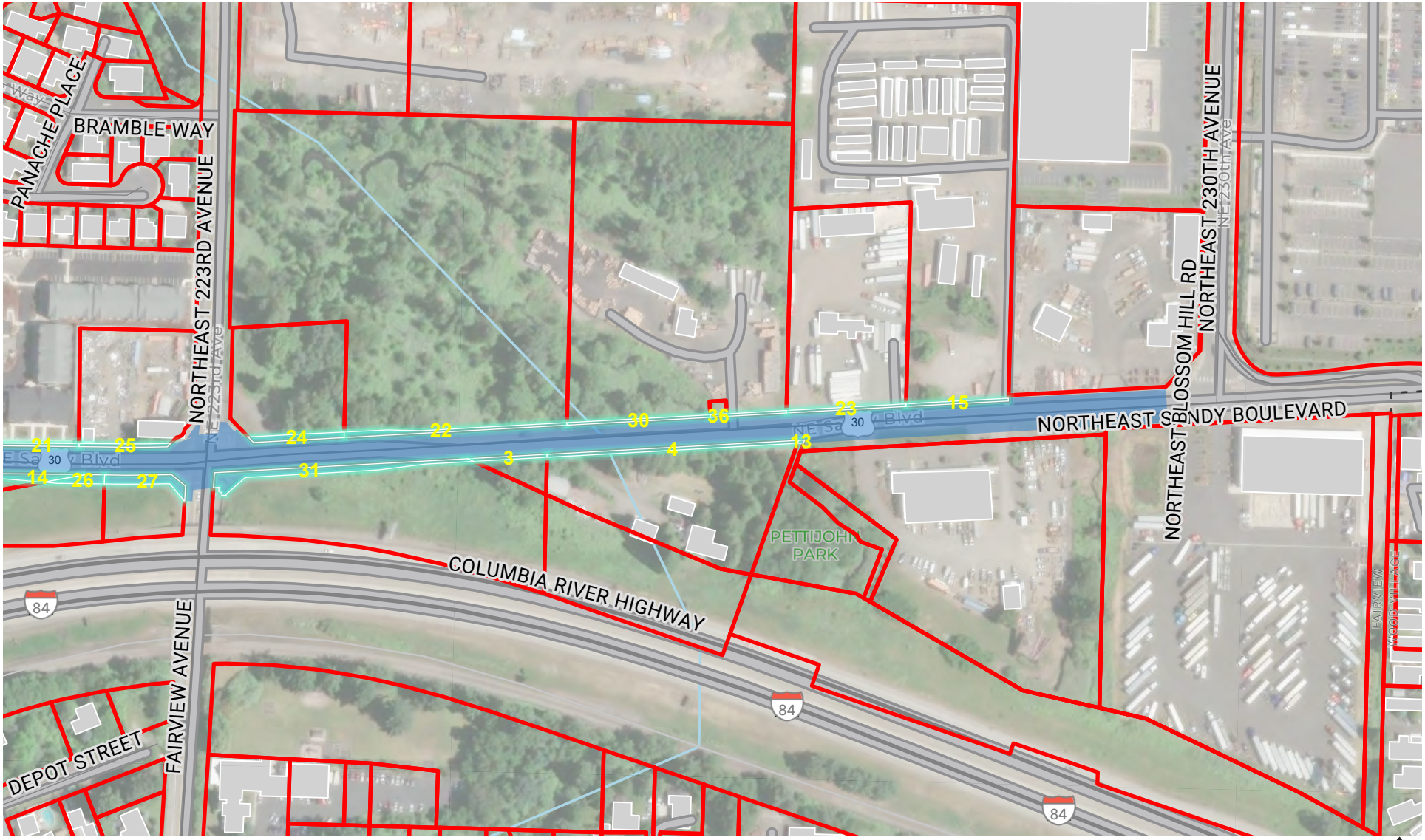
ROW IMPACTS

SEGMENT 3: BLOSSOM HILL RD TO 223RD AVE

SAFER SANDY

- Multnomah County Tax Parcels
- Design Boundary
- Right-of-Way Impacts

alta



ROW IMPACTS

SEGMENT 4: 223RD AVE TO 230TH AVE

SAFER SANDY

Multnomah County Tax Parcels
Design Boundary
Right-of-Way Impacts

alta

Appendix C: Integrating Stormwater Elements

NE Sandy Blvd will be widened and curbs will be added for its full project length, adding impervious area resulting in increased stormwater runoff. Storm drainage improvements, including pipes and inlets, will be necessary to collect stormwater runoff for treatment and discharge. After discussions with County staff, we recommend to combine multiple stormwater mains that run parallel to each other in some areas of Sandy Blvd, rather than separate lines along the curb and have noted a segment where the existing system is undersized (adjacent to the intersection of Fairview Parkway). During design development, conveyance pipe will need to be sized to convey runoff generated by the 25-year 24-hr design event.

Local jurisdictions (Multnomah County and Gresham) are aligned on their requirements of stormwater quality treatment and flow control for runoff generated by the new impervious surfaces. The project will meet this requirement by providing treatment for the equivalent area of new impervious and existing roadway in sections of the right-of-way corridor where space allows for facilities to be located. Multnomah County has also indicated that they would be open to porous pavement and separated bike lane and sidewalk to reduce the new impervious areas.

The jurisdictions place priority on stormwater facilities that allow for infiltration of runoff water. On-site infiltration testing will be required to assist in choosing the type of stormwater management system to best be applied to each segment of the project corridor.

Recommended stormwater facilities in order of their effectiveness and ease of maintenance are: 1) filter strips/dispersion, 2) bioslopes, 3) subsurface infiltration potentially in combination with shallow bioswales; 4) low maintenance manufactured filter systems; 5) bioswale providing treatment and detention; and finally, 6) planter and raingardens in the right-of-way. This urbanized area with curbed roadway generally precludes the first two stormwater treatment approaches.

Segment 1 has multiple constrained areas of right-of-way along the north side. The western portion of Segment 1 is located within the city limits of Gresham and the eastern portion within Fairview. Recommended facilities in this area are Stormwater Tree Wells and Stormwater Planters.

Figure 23. Example stormwater trees

Figure 24. Example stormwater planters

Segment 2 also includes multiple constrained areas of right-of-way along the north side and constrained right-of-way at the Osborn Creek crossing. Stormwater planters or a combination of manufactured filter system and underground detention pipe are well suited for this area.

Figure 25. Example manufactured filter catch basin

Segment 3 includes widened right-of-way along the south side of the roadway between NE Blossom Hill Road and NE Arbor Crest Drive which may allow the inclusion of bioswales behind the sidewalk while planters are better suited for the constrained spaced in the landscape strip on the north side.

Figure 26. Example bioswale behind the sidewalk

Segment 4 is a highly constrained segment of the Sandy Blvd corridor. Stormwater planters or a combination of manufactured filter system and underground detention pipe are suited for this area. The minimal elevation differential of the roadway compared to outfall might preclude underground detention at the eastern end of the project but this approach may be used throughout much of the segment.

Flow control requirements may be met by utilizing underground detention pipe or infiltration where feasible in the form of underground injection control (drywells). The project is within the Columbia South Shore Wellfield Wellhead Protection Area. Roadway runoff should be routed through a spill containment system such as a sumped sedimentation manhole prior to discharge to a UIC (Underground Injection Control). Should conditions allow for installation of new drywells, each drywell will require a sedimentation manhole upstream for spill containment.

Currently, a portion of existing roadway runoff is directed to drywells located on private property along the north side of Sandy Blvd between 201st and Fairview Parkway. Multnomah County would like for the six (6) drywells to be decommissioned. The existing drywells do not include a spill containment system. Decommissioning will need to follow the DEQ process which includes well sediment sampling and will require coordination of permits of entry onto private property. New conveyance pipe capacity will need to account for increased contributing area if roadway runoff is no longer disposed of through the drywells.

Appendix D: Culvert Considerations

Three stream crossings under Sandy Boulevard were identified within the City of Fairview, including Osborn Creek, Fairview Creek, and an unnamed tributary to Fairview Creek. The three watercourses are not mapped as Essential Salmonid Habitat nor designated as critical habitat for Endangered Species Act listed species. There are residential native Coastal Cutthroat, Western Brook Lamprey, and other native fishes present according to Multnomah County.

Osborn Creek, located just east of NE Fairview Parkway, is an intermittently flowing stream. Osborn Creek crosses underneath Sandy Boulevard then runs parallel to the road for approximately 200 feet before continuing north away from Sandy Boulevard toward the Columbia River. Osborn Creek is not identified as fish habitat per the Oregon Fish Habitat Distribution and barriers online map and database managed by the Oregon Department of Fish and Wildlife (ODFW) , and the culvert underneath Sandy Boulevard is not a documented fish passage barrier. However, there is anecdotal evidence that both Osborn Creek and Fairview Creek support resident cutthroat trout per the 2005 Willamette Basin Restoration Priorities Watershed Summaries report. Multnomah County reports that the culvert is in good condition.

Fairview Creek crosses Sandy Boulevard at Pettijohn Park (City of Fairview Park) between NE 223rd Ave to NE 230th Ave (Segment 4) . Fairview Creek is a perennially flowing stream witha mapped 100-year floodplain. Fairview Creek follows north to Fairview Lake and then to the Columbia River. Fairview Creek is identified as fish habitat per ODFW, and the existing culvert under Sandy Boulevard is identified as fish passage barrier (ID 9439) due to velocity (unknown percent passable). Fish mapped within Fairview Creek include coho salmon, steelhead trout, and cutthroat trout. However, the dam at the outlet of Fairview Lake is identified as a complete passage barrier, which likely precludes the presence of anadromous salmonids such as coho salmon and steelhead trout. The road embankment widening of NE Sandy Blvd is likely to trigger ODFW fish passage laws at Fairview Creek; therefore, keeping the existing culvert at Fairview Creek is <u>not</u> a long-term solution for the County. We recommend replacing it with a fish-passable culvert. This can occur as a separate project or be tied to Sandy Blvd improvements.

An unnamed tributary to Fairview Creek crosses underneath Sandy Boulevard approximately 900 feet east of the Fairview Creek crossing. The unnamed tributary is mapped as an intermittently flowing stream. At this time, it is not mapped as fish habitat by ODFW and the culvert underneath Sandy Boulevard is not a documented fish passage barrier. Reconstruction or extension of this culvert will depend on the layout of the roadway during final design.

When the Sandy Blvd corridor is slated for final design, fish presence, habitat mapping, and barrier status of the culverts for all three watercourse crossings should be confirmed with ODFW. Consideration of project phasing could occur so that Fairview Creek culvert improvements occur separate from the roadway improvements. This will allow the culverts to be replaced without requiring all the roadway improvements to meet NMFS SLOPES V requirements which have more strict flow control requirements than do the local jurisdictions. Project phases must meet the United States Army Corps of Engineers (USACE) independent utility criteria for appropriate project segmentation under the USACE's Clean Water Act Section 404 permitting procedures.

Appendix E: Environmental Permitting Memorandum

To:	Katie Selin, Associate Planner, Alta Planning + Design, Inc.
From:	Jeff Gray, MS, PWS
Copies:	Otak: Amanda Owings, P.E., Rose Horton, P.E.
Date:	November 26, 2025
Subject:	Safer Sandy Project Corridor Improvements: Permitting Requirements
Project No.:	(Otak) 21733.000

Introduction

Multnomah County is planning safety improvements along Sandy Boulevard from Northeast 201st Avenue in the City of Gresham to NE 230th Avenue in the City of Fairview. Per the Conceptual Design Report prepared for the project, referred to as Safer Sandy, the project aims to improve conditions for all pedestrian, transit, and vehicular users by addressing key safety concerns and identifying infrastructure improvements. Existing barriers that prevent people from walking and bicycling on the corridor include a lack of continuous sidewalks and bike lanes, limited crossing opportunities, and a history of crashes, as well as important roadway conditions, such as lighting, pavement quality, utility conflicts, and stormwater facility locations. The Safer Sandy project will address both roadway needs and community concerns. These improvements are intended to close a critical gap in the east-west regional transportation network and enhance safe access along the corridor.

This memorandum has been prepared to identify potential environmental permitting requirements with federal, state, and local regulatory agencies. Federal funding for this project is not anticipated. Construction will be phased as funding becomes available. This memorandum includes a summary of known environmental resources in the project corridor, an assessment of potential project impacts and mitigation needs, and regulatory and permit requirements for construction.

Project Location and Landscape Setting

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. The project corridor is developed with residential, commercial, and light industrial uses. The Safer Sandy project limits are from Northeast 201st Avenue in the City of Gresham to NE 230th Avenue in the City of Fairview.

Natural Resources in the Project Area and Potential Impacts

Sensitive Environmental Areas

A desktop review was completed to identify known wetlands, streams, and other sensitive environmental areas within the project corridor. No streams, wetlands, natural resource overlays, or environmental impacts to regulated areas were identified within the City of Gresham. Three stream crossings under Sandy Boulevard were identified within the City of Fairview, including Osborn Creek, Fairview Creek, and an unnamed tributary to Fairview Creek. No mapped wetlands are mapped within or abutting the project corridor. The three watercourses are not mapped as Essential Salmonid Habitat. Osborn Creek, located just east of NE Fairview Parkway, is an intermittently flowing stream with a 35-foot Riparian Resource Protection Area (RRPA) from the stream centerline [Fairview Municipal Code (FMC) 19.106.040 – Resource Protection Area Requirements]. Osborn Creek crosses underneath Sandy Boulevard then runs parallel to the road for

approximately 200 feet before continuing north away from Sandy Boulevard toward the Columbia River. Osborn Creek is not identified as fish habitat per the Oregon Department of Fish and Wildlife (ODFW), and the culvert underneath Sandy Boulevard is not a documented fish passage barrier.

Fairview Creek crosses Sandy Boulevard at Pettijohn Park (City of Fairview Park) between NE 223rd Ave to NE 230th Ave (Segment 4). Fairview Creek is a perennially flowing stream with a 55-foot RRPA from the stream centerline [Fairview Municipal Code (FMC) 19.106.040 – Resource Protection Area Requirements]. Fairview Creek also has a mapped 100-year floodplain.. Fairview Creek is identified as fish habitat per ODFW, and the existing culvert under Sandy Boulevard is identified as fish passage barrier ID 9439 due to velocity (unknown percent passable). Fish mapped within Fairview Creek include coho salmon, steelhead trout, and cutthroat trout. However, the dam at the outlet of Fairview Lake is identified as a complete passage barrier, which likely precludes the presence of anadromous salmonids such as coho salmon and steelhead trout.

An unnamed tributary to Fairview Creek crosses underneath Sandy Boulevard approximately 900 feet east of the Fairview Creek crossing. The unnamed tributary is mapped as an intermittently flowing stream. It is not mapped as fish habitat by ODFW and the culvert underneath Sandy Boulevard is not a documented fish passage barrier per the Oregon Fish Habitat Distribution and barriers online map and database managed by ODFW. It has a 40-foot RRPA from the stream centerline [Fairview Municipal Code (FMC) 19.106.040 – Resource Protection Area Requirements]. Fish presence, habitat mapping, and barrier status of the culverts for all three watercourse crossings should be confirmed with ODFW.

The project corridor is located within the Lower Columbia Recovery Domain for Chinook, coho, and chum salmon, and steelhead trout, that are listed under the Endangered Species Act. The three watercourses in the project corridor are not listed as designated critical habitat for these ESA-listed species. No other sensitive wildlife species have the potential to occur or are known to occur in the project corridor.

Project Environmental Impacts and Mitigation

The project is anticipated to include road widening, stormwater drainage, and safety improvements that will result in clearing and grading and increased impervious cover within the project corridor. Anticipated project impacts to regulated environmentally sensitive areas include the RRPA along Osborn Creek, and road embankment widening at the Fairview Creek and unnamed tributary crossings that will require in- water work. The road section at the Osborn Creek crossing is understood to be wide enough to accommodate a wider road embankment without needing to lengthen the existing culvert. Impacts to vegetated areas along the Osborn Creek RRPA may occur depending on the final design of the improvements.

The road embankment widening at the Fairview Creek crossing is likely to trigger ODFW fish passage laws at Oregon Revised Statute (ORS) 509.580 through 910 and Oregon Administrative Rules (OAS) 635 Division 412. A new fish passable culvert will need to be installed to provide passage upstream and downstream of Sandy Boulevard if the existing culvert needs to be replaced. Impacts are anticipated to Fairview Creek and the associated RRPA.

Stream impacts are also anticipated at the unnamed tributary to Fairview Creek. The existing culvert is not a documented fish passage barrier, and therefore a fish passage culvert is not expected to be required at this crossing. These expectations should be confirmed with ODFW. Impacts to the RRPA are anticipated due to the expected road widening and other safety improvements.

Project sections within the City of Fairview will need to comply with FMC 19.106.040 (Resource Protection Area Requirements), which prohibit development impacts in streams, riparian corridors, wetlands, and wetland buffers without adequate compensatory mitigation. Mitigation requirements are provided at FMC 19.106.040.E, including payment into an

in lieu fee program to offset removal of trees and shrubs within the RRPAs. Wetlands and streams should be delineated along the corridor to document compliance with the city's municipal code in preparation of land use permitting.

Preliminary Regulatory and Permit Requirements

Based on the desktop review of existing environmental resources in the project corridor, proposed project improvements, and current regulatory information, preliminary requirements for applicable and non-applicable permitting/regulatory compliance are presented below. Federal permits, such as a Clean Water Act (CWA) Section 404 permit from the United States Army Corps of Engineers (USACE), are only required for project components that impact Fairview Creek and the unnamed tributary. These two project elements can be isolated from the broader corridor improvements that do not require federal permits or approvals. Appropriate project segmentation and phasing under the CWA is addressed in items #2 and #4.

List of Required Regulatory Compliance and Applicable Permits

1. National Environmental Policy Act (NEPA)
2. U.S. Army Corps of Engineers Section 404 Permit
3. National Historic Preservation Act (Section 106 Review)
4. Endangered Species Act (Section 7 Review)
5. National Magnusson-Stevens Fishery Conservation and Management Act (MSA) (Essential Fish Habitat)
6. National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit (1200-C Permit)
7. Oregon Dept. Of State Lands Removal-Fill Law
8. Oregon Dept. of Fish and Wildlife Fish Passage Plan
9. Oregon Dept. of Environmental Quality Section 401 Water Quality Certification
10. State Historic and Archeological Resources
11. City of Fairview Natural Resources Overlay
12. City of Fairview Floodplain Overlay

1. National Environmental Policy Act (NEPA)

Major actions which have a federal nexus and may affect the environment must comply with the National Environmental Policy Act (NEPA). If compliance with NEPA is necessary (i.e. federal funding or permits), a Categorical Exemption Document (CatEx Doc) will be prepared. Depending on the nature of the project, either a Categorical Exemption (CE) or a Documented Categorical Exclusion (DCE) may be claimed. For larger proposals, an Environmental Assessment (EA) will need to be prepared. In rare cases of unavoidable significant impacts, this EA will trigger the preparation of an Environmental Impact Statement (EIS) (42 U.S.C §4331).

Applicable NEPA elements:

- ☼ NEPA not applicable
- ☼ CatEx / CE
- ☼ CatExDoc / Documented CE
- ☼ NEPA EA
- ☼ NEPA EIS
- 🕯 USACE has completed NEPA for Nationwide Permits

Proposed Project: This proposed project components at the Fairview Creek and unnamed tributary crossings will require a federal permit (e.g., CWA Section 404 from the USACE), triggering the need for NEPA compliance and compliance with other relevant federal regulations. Due to the lack of federal funding the entire project does not require individual NEPA review, just the components that require federal permitting (e.g., the culvert replacements at the creek crossings).

Timeline: NEPA compliance is concurrent with USACE Section 404 permit review. Estimated six to twelve months for a Nationwide Permit (e.g., NWP #14 for Linear Transportation Projects).

2. **U.S. Army Corps of Engineers Section 404 Permit**

Pursuant to the Federal Water Pollution Control Act ("Clean Water Act"), the U.S. Army Corps of Engineers (Corps) requires a Section 404 permit for any discharge of dredged or fill material waterward of the ordinary high water mark, or the mean higher high tide in tidal areas, in waters of the United States (33 U.S.C §1344), including wetlands.

Proposed Project: A Section 404 permit will be required for the culvert replacements at Fairview Creek and the unnamed tributary. Fill, excavation, or permanent alteration of waters of the U.S. (e.g., Fairview Creek and the unnamed tributary) will occur as a result of the culvert replacements and the widening of Sandy Boulevard . The project is expected to qualify for a Nationwide Permit (NWP) depending on the final design. Nationwide Permits potentially available for this project include NWP #14 (Linear Transportation Projects) and NWP #27 (Aquatic Habitat Restoration and Enhancement). All Section 404 NWPs will be replaced in March 2026 and will be valid until March 2031. The USACE is considering a new NWP just for culvert replacements for fish passage, which may apply to the Fairview Creek culvert replacement if a new permit is adopted.

Timeline: Estimated six to twelve months for a Nationwide Permit (e.g., NWP #14).

3. **National Historic Preservation Act (Section 106 Review)**

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effect of any proposed federal or federally assisted undertaking on any site that is included in or eligible for inclusion in the National Register of Historic Places (16 U.S.C §470 (f)).

Proposed Project: The proposed project will involve federal permitting, and compliance with Section 106 is required. A cultural resources report should be completed for the project to demonstrate compliance with the NHPA. Coordination with the Oregon State Historical Preservation Office (SHPO) should occur as necessary based on the findings of the report.

Timeline: Varies. Estimated 120 days for this project from submittal of cultural resources report to the USACE as adverse impacts to cultural resources are not anticipated.

4. **Endangered Species Act (Section 7 Review)**

Section 7 of the Federal Endangered Species Act (ESA) requires that each federal agency ensure that "any action authorized, funded, or carried out by such agency… is not likely to jeopardize the continued existence of [listed species]" (16 U.S.C §1536 (a) (2)). This provision applies to local government activities where federal funding or authorization exists, such as a CWA Section 404 permit from the USACE.

Proposed Project: The culvert replacements will involve federal permitting and compliance with Section 7 of the ESA will be required. The Fairview Creek culvert must be designed for fish passage in accordance with ODFW's water crossing design guidelines. It is unknown if ODFW will require fish passage design for the culvert replacement on the unnamed tributary to Fairview Creek. Both culvert replacements are eligible for use of the USACE's Programmatic Biological Opinion with the National Marine Fisheries Service (NMFS) and the United States Fish and Wildlife Service (USFWS) named Standard Local Operating Procedures for Endangered Species (SLOPES V). Compliance with SLOPES V will be required for stormwater design for the portion of the project associated with the culvert replacements. The project can be appropriately segmented under the Clean Water Act to isolate these crossings as a single and complete project . Each culvert replacement is a single project for the purposes of the USACE NWP authorization. SLOPES V would then only apply to that portion of the

project which impacts streams or wetlands regulated as WOTUS under the CWA. Stormwater design for portions of the project that are not federalized would then follow local stormwater regulations.

Timeline: Concurrent with USACE Section 404 permit review timeline for use of SLOPES V.

5. Magnuson-Stevens Fishery Conservation and Management Act (Essential Fish Habitat)

The Magnuson-Stevens Fisher Conservation and Management Act requires consultation for activities that are federally authorized, funded, or undertaken and may adversely affect essential fish habitat (EFH). EFH is generally defined as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." For the Pacific coast salmon fishery, EFH is further defined as streams, lakes, ponds, and other water bodies historically accessible to salmon.

Proposed Project: EFH consultation will be required as a result of a federal nexus represented by federal permitting. Impacts to EFH associated with the project are anticipated to result in a no adverse effect determination for the project. Use of the SLOPES V programmatic Biological Opinion is also available to streamline this permitting requirement with NMFS.

Timeline: Concurrent with USACE Section 404 and ESA compliance timeline.

6. **NPDES Construction Stormwater General Permit (1200-C Permit)**

The Oregon Department of Environmental Quality (DEQ) requires a permit for all soil disturbing activities (e.g., grading, excavation, stump removal, demolition) where 1 or more acres will be disturbed, and storm water will be discharged to a receiving water directly (e.g., wetlands, ditches, creeks, unnamed creeks, rivers, marine waters, estuaries), or to storm drains that discharge to a receiving water. If all storm water is retained on-site and cannot enter surface waters of the state under any condition, a permit is not required. The 1200-C Permit requires construction site operators to have controls in place to prevent pollutants from entering surface waters and harming water quality.

Proposed Project: Phases of the proposed project are likely to consist of more than 1 acre of soil disturbing activities and discharge to receiving waterbodies (e.g., Osborn Creek, Fairview Creek). Project phases over 1 acre will require a 1200-C permit for construction stormwater as it triggers both permit conditions. Specific project elements may be phased and constructed over time that could impact less than 1 acre, and would not require a 1200-C permit.

Timeline: Application for permits must be made at least 60 days prior to commencement of proposed constriction activities. Estimated 30 days to receive permit once application is submitted.

7. **ODSL Removal-Fill Law**

Oregon's Removal-Fill Law (ORS 196.795-990), administered by the Oregon Department of State Lands, requires a permit for most projects that add, remove, or move more than 50 cubic yards of material in wetlands or waters. The law also applies to projects within a quarter-mile of State Scenic Waterways and requires a permit for removal or filling in these areas as well. There are some exceptions, such as projects with less than 50 cubic yards of material, certain agricultural activities, and projects that maintain existing structures. A permit is required for any amount of fill within Essential Salmonid Habitat.

Proposed Project: The two culvert replacements are likely to require Removal-Fill permits from ODSL due to over 50 cubic yards of material being placed in or excavated from Fairview Creek and the unnamed tributary. If removal-fill amounts are

less than 50 cubic yards then permits from ODSL will not be required because the streams are not Essential Salmonid Habitat.

Timeline: Estimated 6 to 12 months depending on approvals from ODFW for the fish passage design and agency review of the Fairview Creek culvert.

8. **ODFW Fish Passage Plan**

The owner or operator of an artificial obstruction located in waters in which native migratory fish are currently or were historically present must address fish passage requirements. Laws regarding fish passage may be found in ORS 509.580 through 910 and in OAR 635, Division 412.

Proposed Project: An approved Fish Passage Plan from ODFW is required for both culvert replacements. Fish passage requirements are expected to apply to the Fairview Creek culvert repla cement but not the unnamed tributary. These design standards should be confirmed with ODFW during project planning.

Timeline: Maximum of 45 days subsequent to submittal of complete JARPA and environmental support documentation (e.g. stream and wetland report). SEPA compliance must be documented prior to start of the 45 day review period.

9. **ODEQ 401 Water Quality Approval**

The Federal Clean Water Act allows states to approve, condition, or deny projects proposed to be built in wetlands or in other waters of the United States. Projects that may result in a discharge to these waters must receive a permit from one of several federal agencies. Section 401 of the Clean Water Act requires that applicants for those permits first receive certification from the state that the proposed project will meet state water quality standards and other aquatic protection regulations. Any conditions of the state's certification become conditions of the federal permit.

Proposed Project: Oregon Department of Environmental Quality (ODEQ) has pre-certified 401 water quality certification for several Section 404 NWPs issued by the USACE. The proposed culvert replacements will require a Section 404 permit from the Corps, and therefore 401 water quality certification is required. An individual 401 water quality certification is not expected to be required. A Pre-Filing Notice must be submitted to ODEQ prior to submitting the 401 WQC application.

Timeline: Concurrent with Section 404 review. Estimated 6 to 12 months for a WQC from ODEQ.

10. **State Historic and Archaeological Resources**

Historic properties, archaeological sites and Native American graves are protected from disturbance on all lands in Oregon. In cases where federal funds, permits, licenses, or land are involved, Oregon state laws are superseded by Section 106 of the NHPA. Historic properties are protected in Oregon under Protection of Publicly Owned Historic Properties [Oregon Revised Statute (ORS) 358.653]. Additional state laws that protect archaeological and historic resources include Archeological Objects and Sites (ORS 358.905-961) and Indian Graves and Protected Objects (ORS 97.740-760). Compliance with these state cultural resource protection laws is required for any project that is funded by state capital construction funds. An Archaeological Excavation and Removal Permit is required when site disturbance occurs on archaeological sites per ORS 390.235.

Proposed Project: The proposed project will require a cultural and historic resources assessment to determine whether significant cultural and historic resources occur in close proximity to the project site. Based on the history of site disturbance associated with the transportation corridor and the existing roadway, no adverse impacts to historic and

archaeological resources are anticipated. The project will be in compliance with local and state laws for the project phases that require federal USACE Section 404 permit review.

Timeline: Estimated three to six months to receive concurrence from SHPO; concurrent with the USACE review process. Project phases that are not federalized can achieve compliance directly with SHPO if required during county land use permitting.

11. **City of Fairview Natural Resources Overlay**

The City of Fairview regulates wetlands, streams, and associated buffers under Fairview Municipal Code (FMC) 19.106 (Natural Resource Regulations). Permitted land uses are listed at FMC 19.106.040(B), and mitigation requirements are listed at FMC 19.106.040(E).

Proposed Project: The project will require land use permitting with the City of Fairview. Impacts to the Osborn Creek, Fairview Creek, and unnamed tributary RRPAs is anticipated, which is likely to require mitigation for tree removal within the RRPAs.

Timeline: Estimated six to nine months for different project phases from submittal of project application materials to City of Fairview.

12. **City of Fairview – Floodplain Ordinance and Overlay**

Per FMC 19.106.100, areas adjacent to any of the city of Fairview's water resources are also regulated by the city's floodplain overlay district. All riparian buffer alterations must be in compliance with the applicable standards of the floodplain overlay zone before permit issuance. General provisions and standards for uses within the Floodplain Overlay District must comply with FMC 19.105 (Floodplain Overlay), including work within the mapped 100-year floodplain (e.g., special flood hazard areas) regulated by FEMA for the National Flood Insurance Program.

Proposed Project: The project includes impacts to Fairview Creek to replace the existing culvert and widen the road, both of which are expected to impact the regulated floodplain associated with Fairview Creek. Land use permitting will require compliance with the city's Floodplain Ordinance.

Timeline: Estimated 3 to 6 months, concurrent with land use permit review.

Other Regulatory Permits Anticipated as Not Required for the Project

- ***Section 4(f)/6(f) Evaluation***

  Section 4(f) and 6(f) of the Department of Transportation Act of 1966 (23 U.S.C §138) requires a review of projects funded by Federal Highway Administration (FHWA). Compliance is not required due to the lack of FHWA funds for this project. However, parklands (Pettijohn Park) abut the Sandy Boulevard right of way at the east end of the project corridor.

- ***ODEQ Coastal Zone Management Consistency***

  Activities and development affecting coastal resources which involve federal activities, federal licenses or permits, and federal assistance programs (funding) require written Coastal Zone Management (CZM) decision by the ODEQ. CZM consistency for projects with a federal nexus is required within Oregon's coastal counties. The proposed project is

anticipated to require a USACE Section 404 permit, and therefore CZM consistency will be required. However, Multnomah County is not a coastal county and therefore CZM rules do not apply.

- ***City of Gresham Natural Resources Overlay***

Natural Resource Overlays do not occur within the west end of the project within the City of Gresham. Therefore, these environmental regulations do not apply to the project.

Recommendations

1. Wetlands and streams should be delineated along the corridor to accurately identify regulatory features and boundaries and to document compliance with the federal, state, and local environmental regulations.
2. Coordinate with ODFW to confirm fish habitat streams, fish passage requirements, and design criteria for any fish passage culverts.
3. Monitor the potential for federal funding and evaluate construction phasing.
4. In summary, if project segments 1-3 are constructed separately from segment 4, then the following environmental permits and approvals are anticipated to be required:

    a) National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit (1200-C Permit)
    b) State Historic and Archeological Resources
    c) City of Fairview Natural Resources Overlay

Appendix F: Illumination Plan

GTE TRAFFIC/ILLUMINATION COST					
Item Description	Unit	Quantity	Unit Cost	Cost	Notes
STREET LIGHTING					
STREET LIGHTING	LS	1	$ 993,000.00	$ 993,000.00	Includes 47 Holophane luminaires, 47 poles and foundations. We also assumed 3 service cabinets, 12,000 ft conduit, wiring, and trenching
SIGNAL					
TRAFFIC SIGNAL MODIFICATION, SANDY BLVD AT 201ST AVE	LS	1	$ 260,000.00	$ 260,000.00	
TRAFFIC SIGNAL INSTALLATION, SANDY BLVD AT 205TH AVE	LS	1	$ 365,000.00	$ 365,000.00	
TRAFFIC SIGNAL MODIFICATION, SANDY BLVD AT FAIRVIEW PKWY	LS	1	$ 450,000.00	$ 450,000.00	
TRAFFIC SIGNAL MODIFICATION, SANDY BLVD AT 223RD AVE	LS	1	$ 450,000.00	$ 450,000.00	
FLASHING BEACON INSTALLATION, SANDY BLVD, EAST OF NE 201ST AVE (STA.332+70)	LS	1	$ 65,000.00	$ 65,000.00	

FLASHING BEACON INSTALLATION, SANDY BLVD, EAST OF FARIVIEW PKWY (STA.356+33)	LS	1	$ 65,000.00	$ 65,000.00	
FLASHING BEACON INSTALLATION, SANDY BLVD AT NE BLOSSOM HILL RD (STA. 364+50)	LS	1	$ 65,000.00	$ 65,000.00	
FLASHING BEACON INSTALLATION, SANDY BLVD, WEST OF NE 230TH AVE (STA.399+35)	LS	1	$ 65,000.00	$ 65,000.00	
Total				$2,778,000	

PROPOSED CONDITIONS
LIGHTING ANALYSIS RESULTS
4/17/2026

GLOBAL Transportation Engineering

Table 1: Proposed Luminaire Characteristics

Light Source	Arm Length	Correlated Color Temperature	Light Distribution Type	Light Loss Factor [1]	Luminaire Watts	Manufacturer, Luminaire Model
Cobra Head Style Luminaires						
LED	10'	4000K	III	0.855	135	Leotek_GCM2-40H-MV-NW-3-GY-1A-WL
LED	8'	4000K	III	0.855	135	Leotek_GCM2-40H-MV-NW-3-GY-1A-WL
Ornamental Post-Top Style Luminaires						
LED	-	3000K	II	0.801	69	Holophane_WFCL3-P40-30K-FC2
LED	-	3000K	III	0.801	107	Holophane_WFCL3-P80-30K-FC3

Notes:
*Holophane WFCL2 luminaires were installed along some segments of the study area. However, the WFCL2 models have been discontinued; therefore, WFCL3s were used instead.

Table 2: Light Levels Standards and Proposed Light Levels - Intersections

Intersection # and Location	Classification [1]	Target Values		Existing Light Levels (See Appendix A)		Achieved Light Levels	
		Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)
1. Sandy Blvd / 201st Ave	Arterial / Collector	1.4	3.0	1.6	**3.2**	1.5	3.0
2. Sandy Blvd / 205th Ave	Arterial / Local Road	1.2	3.0	1.5	2.2	1.7	1.9
3. Sandy Blvd / 206th Pl	Arterial / Local Road	1.2	3.0	**0.4**	1.9	1.4	2.8
4. Sandy Blvd / Fairview Pkwy	Arterial / Arterial	1.7	3.0	**1.1**	2.3	1.8	3.0
5. Sandy Blvd / Blossom Hill Rd	Arterial / Local Road	1.2	3.0	**0.7**	**7.3**	1.6	**3.9**
6. Sandy Blvd / Arbor Crest Dr	Arterial / Local Road	1.2	3.0	**0.7**	**6.6**	1.3	**3.4**
7. Sandy Blvd / 223rd Ave	Arterial / Collector	1.4	3.0	**0.8**	**8.0**	1.4	2.3
8. Sandy Blvd / 230th Ave	Arterial / Local Road	1.2	3.0	1.4	**4.5**	1.6	**3.2**

XX = Value does not meet standards
[1] Multnomah County Comprehensive Framework Plan's Policy 34: Trafficways and the Functional Classification of Trafficways Map.

Table 3: Light Levels Standards and Achieved Light Levels – Roadway Segments

Location	Classification	Target Values		Existing Light Levels (See Appendix A)		Achieved Light Levels	
		Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)
Sandy Blvd, 201st Ave to 205th Ave	Arterial	0.9	3.5	**0.5**	**N/A**	1.4	**3.6**
Sandy Blvd, 205th Ave to 206th Place				1.0	**4.8**	1.7	3.4
Sandy Blvd, 206th Place to Fairview Pkwy				0.9	**4.3**	1.1	2.3
Sandy Blvd, Fairview Pkwy to Blossom Hill Rd				**0.6**	**N/A**	1.2	**3.8**
Sandy Blvd, Blossom Hill Rd to Arbor Crest Dr				**0.5**	**N/A**	1.5	**3.8**
Sandy Blvd, Arbor Crest Dr to 223rd Ave				0.9	**9.2**	1.2	3.1
Sandy Blvd, 223rd Ave to 230th Ave				**0.6**	**N/A**	1.3	3.2

XX = Value does not meet standards

Table 4: Light Levels Standards and Achieved Light Levels – Pedestrian Crossings

Location	Target Values			Achieved Light Levels		
	Average Illuminance (fc)	Uniformity (Avg. to Min)	Vertical Illuminance (fc)	Average Illuminance (fc)	Uniformity (Avg. to Min)	Vertical Illuminance (fc)
RRFB Crossing, Sandy Blvd east of 201st Ave, - Sta. 325+42	0.9	3.0	1.0	1.9	2.7	1.0 (EB) / 4.2 (WB)
PHB Crossing, Sandy Blvd at 205th Ave, - Sta.338+85	0.9	3.0	1.0	1.9	1.4	1.4 (EB) / 1.4 (WB)
RRFB Crossing, Sandy Blvd east of Fairview Pkwy, - Sta. 356+33	0.9	3.0	1.0	1.1	1.3	1.5 (EB) / 1.1 (WB)
RRFB Crossing, Sandy Blvd west of Arbor Crest Dr, - Sta. 367+80	0.9	3.0	1.0	1.1	1.3	1.2 (EB) / 1.3 (WB)
Unsignalized Crossing, Sandy Blvd west of NE 230th Ave, – Sta. 399+35	0.9	3.0	1.0	0.9	1.3	1.5 (EB) / 1.9 (WB)

250 0 125 250 500
SCALE PLAN SCALE FEET

DRAFT MEMORANDUM

DATE: April 17, 2026

TO: Chet Hagen, Multnomah County

FROM: Monica Leal, PE, PTOE
Phoebe Kuo, EIT
Richard Martin, EIT

SUBJECT: Sandy Blvd A&E Services – Lighting Analysis for Proposed Conditions P24-074

This memorandum provides a summary of the lighting analysis conducted for NE Sandy Boulevard, spanning from the Gresham City Limits at NE 201ST Avenue to NE 230th Avenue in Multnomah County, Oregon. According to the Multnomah County Mid County Street Lighting Zone Map, NE Sandy Boulevard falls within the Neighborhood Decorative Zone.

The purpose of this analysis is to evaluate the proposed lighting conditions based on the Multnomah County Lighting Design Standards, determining the necessary additional ornamental and cobra head style luminaire poles needed to meet the required light levels. Proposed lighting conditions were evaluated along NE Sandy Blvd. between 201st Avenue and 230th Avenue, including the signalized and unsignalized intersections along the study corridor and the proposed pedestrian crossings (RRFBs and Pedestrian Hybrid Beacon). Figure 1 shows the vicinity map and the locations evaluated as part of this lighting analysis. This memorandum includes the following sections:

- Lighting Analysis Procedures
- Existing and Proposed Lighting Conditions
- Proposed Light Levels and Results

LIGHTING ANALYSIS PROCEDURES

An analysis of the proposed lighting conditions was conducted using the AGI$_{32}$ lighting software package. The illuminance method of calculation was used for this analysis. Intersection and roadway target light level values are based on the functional classification of the roadways[1] and Multnomah County Roadway Lighting Design Standards[2].

Information on existing luminaire types and pole locations was obtained from the Multnomah County GIS mapping resources[3]. Additionally, a field investigation was conducted on February 6, 2025, to gather further details on existing lighting hardware. The proposed lighting analysis was conducted under the assumption of a low level of pedestrian activity throughout the entire project area, based on the surrounding residential usage.

[1] Multnomah County Comprehensive Framework Plan's Policy 34: Trafficways and the Functional Classification of Trafficways Map.
[2] Multnomah County Lighting Design Standards, Section 5.120, Revised 4-29-2024.
[3] Mid-County Street Lighting Service District Map. Link provided by Multnomah County, Email dated March 19, 2025.

NOT TO SCALE

N

NOT TO SCALE

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LEGEND

RRFB

PHB

Ⓧ = Study Intersection

Figure 1: Vicinity Map

EXISTING AND PROPOSED LIGHTING CONDITIONS

Existing Lighting Conditions:

Along NE Sandy Boulevard within the project limits, there is a mix of cobra head style and ornamental post-top luminaires. A summary of the existing conditions is included in the "Lighting Analysis for Existing Conditions Memorandum" dated April 4, 2025, which is included in Appendix A. As shown in this memorandum, more than half of the evaluated locations and facilities do not meet the minimum average maintained light level requirements. Additionally, the uniformity values at most intersections and roadway segments exceed the recommended values.

Proposed Lighting Conditions

Additional cobra head style luminaires and post-top style luminaires were added to the study area to ensure compliance with the light level standards. Table 1 shows the luminaires added to the study area.

Table 1: Proposed Luminaire Characteristics

Light Source	Arm Length	Correlated Color Temperature	Light Distribution Type	Light Loss Factor (1)	Luminaire Watts	Manufacturer, Luminaire Model
Cobra Head Style Luminaires						
LED	15’	4000ºK	III	0.855	135	Leotek, GCM2-40H-MV-NW-3-GY-1A-WL
LED	8’	4000ºK	III	0.855	135	Leotek, GCM2-40H-MV-NW-3-GY-1A-WL
Ornamental Post-Top Style Luminaires						
LED	-	3000ºK	II	0.801	69	Holophane, WFCL3-P40-30K-FC2
LED	-	3000ºK	III	0.801	107	Holophane, WFCL3-P80-30K-FC3
Notes: *Holophane WFCL2 luminaires were installed along some segments of the study area. However, the WFCL2 models have been discontinued; therefore, WFCL3s were used instead.						

The cobra head style luminaires are proposed for intersections where light levels do not meet standards under existing conditions and are assumed to be mounted on new signal mast arm poles as part of signal improvements, except for the replacement of a cobra head style luminaire mounted on an existing street light pole at the SW corner of the 230th Ave intersection, which is necessary to meet light levels.

The existing cobra head style luminaires mounted on utility poles on the south side of the road between approximately Stations 347+50 and 350+50 are to be maintained due to a lack of right-of-way to install new ornamental post-top style light poles.

Ornamental post-top style luminaires are predominantly proposed along Sandy Boulevard based on coordination with Multnomah County. These luminaires are placed in a staggered configuration along Sandy Boulevard, with spacing ranging from 120 feet to 140 feet. Most of the P40-style post-top luminaires are proposed for roadway sections with two lanes, while the P80-style post-top luminaires are proposed for sections with more than two lanes. The proposed ornamental luminaires do not match the part numbers of the existing ornamental luminaires, as those have been discontinued.

PROPOSED LIGHT LEVELS AND RESULTS

Tables 2-4 summarize the light level standards for intersections, roadway segments, and mid-block crossings according to Multnomah County standards, as well as the achieved light levels. The recommended light levels are based on roadway functional classifications and low levels of pedestrian activity.

Table 2: Light Levels Standards and Proposed Light Levels - Intersections

Intersection # and Location	Classification (1)	Target Values		Existing Light Levels (See Appendix A)		Achieved Light Levels	
		Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)
1. Sandy Blvd / 201st Ave	Arterial / Collector	1.4	3.0	1.6	**3.2**	1.5	3.0
2. Sandy Blvd / 205th Ave	Arterial / Local Road	1.2	3.0	1.5	2.2	1.7	1.9
3. Sandy Blvd / 206th Pl	Arterial / Local Road	1.2	3.0	**0.4**	1.9	1.4	2.8
4. Sandy Blvd / Fairview Pkwy	Arterial / Arterial	1.7	3.0	**1.1**	2.3	1.8	3.0
5. Sandy Blvd / Blossom Hill Rd	Arterial / Local Road	1.2	3.0	**0.7**	**7.3**	1.6	**3.9**
6. Sandy Blvd / Arbor Crest Dr	Arterial / Local Road	1.2	3.0	**0.7**	**6.6**	1.3	**3.4**
7. Sandy Blvd / 223rd Ave	Arterial / Collector	1.4	3.0	**0.8**	**8.0**	1.4	2.3
8. Sandy Blvd / 230th Ave	Arterial / Local Road	1.2	3.0	1.4	**4.5**	1.6	**3.2**

XX = Value does not meet standards
(1) Multnomah County Comprehensive Framework Plan's Policy 34: Trafficways and the Functional Classification of Trafficways Map.

Table 3: Light Levels Standards and Achieved Light Levels – Roadway Segments

Location	Classification	Target Values		Existing Light Levels (See Appendix A)		Achieved Light Levels	
		Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)
Sandy Blvd, 201st Ave to 205th Ave	Arterial	0.9	3.5	**0.5**	**N/A**	1.4	**3.6**
Sandy Blvd, 205th Ave to 206th Place				1.0	**4.8**	1.7	3.4
Sandy Blvd, 206th Place to Fairview Pkwy				0.9	**4.3**	1.1	2.3
Sandy Blvd, Fairview Pkwy to Blossom Hill Rd				**0.6**	**N/A**	1.2	**3.8**
Sandy Blvd, Blossom Hill Rd to Arbor Crest Dr				**0.5**	**N/A**	1.5	**3.8**
Sandy Blvd, Arbor Crest Dr to 223rd Ave				0.9	**9.2**	1.2	3.1
Sandy Blvd, 223rd Ave to 230th Ave				**0.6**	**N/A**	1.3	3.2

XX = Value does not meet standards

Table 4: Light Levels Standards and Achieved Light Levels – Pedestrian Crossings

Location	Target Values			Achieved Light Levels		
	Average Illuminance (fc)	Uniformity (Avg. to Min)	Vertical Illuminance (fc)	Average Illuminance (fc)	Uniformity (Avg. to Min)	Vertical Illuminance (fc)
RRFB Crossing, Sandy Blvd east of 201st Ave, - Sta. 325+42	0.9	3.0	1.0	1.9	2.7	1.0 (EB) / 4.2 (WB)
PHB Crossing, Sandy Blvd at 205th Ave, - Sta.338+85	0.9	3.0	1.0	1.9	1.4	1.4 (EB) / 1.4 (WB)
RRFB Crossing, Sandy Blvd east of Fairview Pkwy, - Sta. 356+33	0.9	3.0	1.0	1.1	1.3	1.5 (EB) / 1.1 (WB)
RRFB Crossing, Sandy Blvd west of Arbor Crest Dr. - Sta. 367+80	0.9	3.0	1.0	1.1	1.3	1.2 (EB) / 1.3 (WB)
Unsignalized Crossing, Sandy Blvd west of NE 230th Ave. – Sta. 399+35	0.9	3.0	1.0	0.9	1.3	1.5 (EB) / 1.9 (WB)

As shown in Tables 2-4, the proposed lighting analysis indicates that the minimum average maintained light level requirements are met. The uniformity values at some intersections and roadway segments are slightly higher than the recommended values; however, they are lower than the existing uniformity values, which is an improvement. The slightly higher uniformity values represent a compromise among achieving average maintained light levels, roadway configuration, location of pedestrian crossings, proposed luminaires, and uniformity values. A graphical output of the lighting analysis results is provided in the Lighting Analysis Results Roll plot, which is included as part of this project submittal.

DRAFT MEMORANDUM

DATE: April 4, 2025

TO: Chet Hagen, Multnomah County

FROM: Monica Leal, PE, PTOE
Phoebe Kuo, EIT
Richard Martin, EIT

SUBJECT: Sandy Blvd A&E Services – Lighting Analysis for Existing Conditions P24-074

This memorandum provides a summary of the lighting analysis conducted for NE Sandy Boulevard, spanning from the Gresham City Limits to NE 230th Avenue in Multnomah County, Oregon. Based on the Multnomah County Mid County Street Lighting Zone Map, NE Sandy Boulevard falls within the Neighborhood Decorative Zone. Figure 1 shows a vicinity map of the analysis area.

The purpose of this analysis is to evaluate the current lighting conditions and compare them with the Multnomah County Lighting Design Standards to identify any deficiencies in intersection and roadway lighting along the corridor. This memorandum includes the following sections:

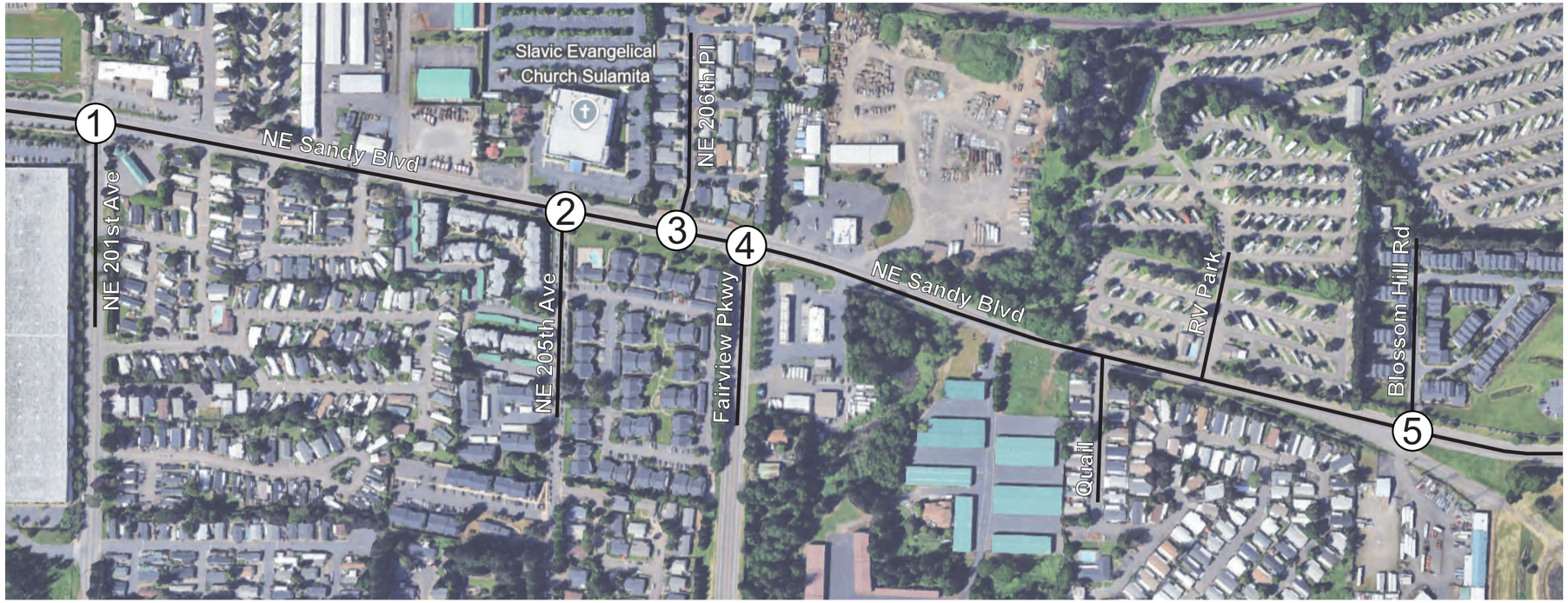
- Lighting Analysis Procedures
- Existing Lighting Conditions
- Existing Light Levels and Results
- Summary and Findings

LIGHTING ANALYSIS PROCEDURES

An analysis of the existing lighting conditions was conducted using the AGI32 lighting software package. The illuminance method of calculation was used for this analysis. Intersection and roadway target light level values are based on the functional classification of the roadways[1] and Multnomah County Roadway Lighting Design Standards[2].

Information on existing luminaire types and pole locations was obtained from the Multnomah County GIS mapping resources[3]. Additionally, a field investigation was conducted on February 6, 2025, to gather further details on lighting hardware and existing conditions necessary for the lighting analysis. The existing lighting analysis was conducted under the assumption of a low level of pedestrian activity throughout the entire project area, based on the surrounding residential usage.

[1] Multnomah County Comprehensive Framework Plan's Policy 34: Trafficways and the Functional Classification of Trafficways Map.
[2] Multnomah County Lighting Design Standards, Section 5.120, Revised 4-29-2024.
[3] Mid-County Street Lighting Service District Map. Link provided by Multnomah County, Email dated March 19, 2025.



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Ⓧ = Study Intersection

Figure 1: Vicinity Map

EXISTING LIGHTING CONDITIONS

Along NE Sandy Boulevard within the project limits, there is a mix of cobra head style and ornamental post top luminaires. A summary of the existing luminaires is included below.

Cobra Head Style Luminaires

The existing cobra head style luminaires include Leotek GreenCobra (GC), Cree XSPR, and Cree XSP LED luminaires, which are mounted on wood utility poles predominantly located on the south side of NE Sandy Boulevard. These luminaires have mounting heights ranging from 30 to 35 feet. Most of the signalized intersections feature combination traffic signal/light poles with LED luminaires, predominantly Leotek GC cobra head style luminaires. One high pressure sodium (HPS) luminaire was identified on the northwest corner of the NE Sandy Boulevard and 201st Avenue intersection. Figure 2 shows an example of the existing cobra head style luminaires located along NE Sandy Boulevard.

Ornamental Post Top Luminaires

Holophane post top luminaires are located on the north side of NE Sandy Boulevard, between the Quail Access Roadway and NE 223rd Avenue, all with an assumed mounting height of 16 feet. Figure 2 shows an example of the existing ornamental post top luminaires located along NE Sandy Boulevard.

Figure 2: Cobra Head Style Luminaire Mounted on Wood Utility Pole

Figure 3: Ornamental Post Top Luminaire

Table 1 displays the existing luminaire characteristics within the project area. The luminaire types and arm lengths were obtained from the Multnomah County GIS mapping resources and through a field investigation conducted on February 6, 2025.

Table 1: Luminaire Characteristics

Light Source	Arm Length	Correlated Color Temperature	Light Distribution Type	Light Loss Factor (1)	Luminaire Watts	Manufacturer, Luminaire Model
Cobra Head Style Luminaires						
HPS	12'	N/A	III (N/A, Assumed)	0.657	400	GE Lighting Solutions, M4AR40S__GMN3
LED	4'-12'	4000°K	III	0.855	135	Leotek, GCM2-40H-MV-NW-3-GY-1A-WL
LED	12'	4000°K	III	0.855	108	Leotek, GCM2-40H-MV-NW-3-GY-850-WL
LED	4'-16'	4000°K	III	0.855	58	Leotek, GCM2-30H-MV-NW-3-GY-610-WL
LED	6'	4000°K	III (2)	0.864	56	Cree, XSPB023MEB--K_24-Q4
LED	4'	4000°K	III (2)	0.864	42	Cree, XSPRB073MEA--K_24-Q6
LED	4'	4000°K	III (2)	0.890	34	Leotek, GCJ1-30J-MV-40K-3R-055
Ornamental Post-Top Style Luminaires						
LED	-	3000°K	III	0.837	139	Holophane, WFCL2-P50-30K-AS-BK-L3-S-P7-AO

Notes: N/A = Not Available
(1) HPS Luminaire: Analysis assumes a LDD of 0.90 and LLD of 0.73.
LED Luminaires: Analysis assumes a LDD of 0.90. LLD is based on manufacturer specifications.
(2) Type III distribution was assumed. Luminaires are facing private access points.

EXISTING LIGHT LEVELS AND RESULTS

The study area includes illumination systems within the jurisdiction of Multnomah County. Tables 1 and 2 summarize the light level standards for intersections and roadway segments according to Multnomah County standards, as well as the existing light levels. The recommended light levels are based on roadway functional classifications and low pedestrian activity levels.

Table 2: Light Levels Standards and Existing Light Levels - Intersections

Intersection # and Location	Classification (1)	Target Values		Existing Light Levels	
		Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)
1. Sandy Blvd / 201st Ave	Arterial / Collector	1.4	3.0	1.6	**3.2**
2. Sandy Blvd / 205th Ave	Arterial / Local Road	1.2	3.0	1.5	2.2
3. Sandy Blvd / 206th Pl	Arterial / Local Road	1.2	3.0	**0.4**	1.9
4. Sandy Blvd / Fairview Pkwy	Arterial / Arterial	1.7	3.0	**1.1**	2.3
5. Sandy Blvd / Blossom Hill Rd	Arterial / Local Road	1.2	3.0	**0.7**	**7.3**
6. Sandy Blvd / Arbor Crest Dr	Arterial / Local Road	1.2	3.0	**0.7**	**6.6**
7. Sandy Blvd / 223rd Ave	Arterial / Collector	1.4	3.0	**0.8**	**8.0**
8. Sandy Blvd / 230th Ave	Arterial / Local Road	1.2	3.0	1.4	**4.5**

XX = Value does not meet standards
(1) Multnomah County Comprehensive Framework Plan's Policy 34: Trafficways and the Functional Classification of Trafficways Map.

Table 3: Light Levels Standards and Existing Light Levels – Roadway Segments

Location	Classification	Target Values		Existing Light Levels	
		Average Illuminance (fc)	Uniformity (Avg. to Min)	Average Illuminance (fc)	Uniformity (Avg. to Min)
Sandy Blvd, 201st Ave to 205th Ave	Arterial	0.9	3.5	**0.5**	**N/A**
Sandy Blvd, 205th Ave to 206th Place				1.0	**4.8**
Sandy Blvd, 206th Place to Fairview Pkwy				0.9	**4.3**
Sandy Blvd, Fairview Pkwy to Blossom Hill Rd				**0.6**	**N/A**
Sandy Blvd, Blossom Hill Rd to Arbor Crest Dr				**0.5**	**N/A**
Sandy Blvd, Arbor Crest Dr to 223rd Ave				0.9	**9.20**
Sandy Blvd, 223rd Ave to 230th Ave				**0.6**	**N/A**
XX = Value does not meet standards					

The existing lighting analysis indicates that more than half of the locations do not meet the minimum average maintained light level requirements. The uniformity values at most intersections and roadway segments are higher than the recommended values. Figure 4 provides a summary map of the existing lighting conditions compared to the target light levels. Figure 5 presents a detailed graphical output of the existing light levels.

SUMMARY AND FINDINGS

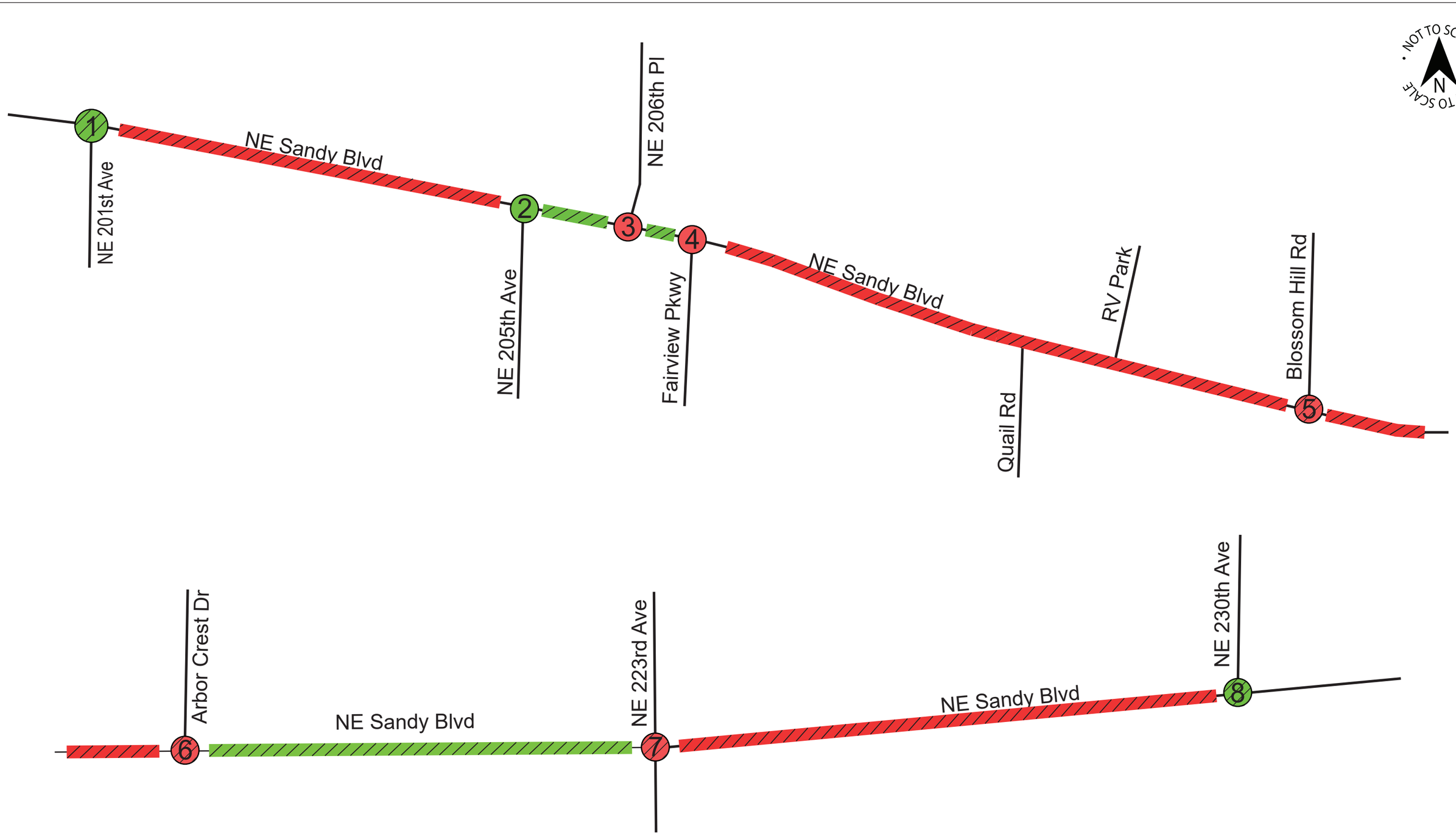
The existing lighting conditions along NE Sandy Boulevard were evaluated between NE 201st Avenue and NE 230th Avenue. Light levels at intersections and roadway segments within the project area were analyzed. The target light level values for intersections and segments are based on the functional classification of the roadways and the Multnomah County Roadway Lighting Design Standards. A low level of pedestrian activity was assumed throughout the entire project area due to the adjacent residential uses.

Along NE Sandy Boulevard within the project limits, there is a mix of cobra head style and ornamental post top luminaires. The cobra head style luminaires are mounted on utility poles, predominantly located on the south side of NE Sandy Boulevard, with mounting heights ranging from 30 to 35 feet. The post top luminaires are situated on the north side of NE Sandy Boulevard between the Quail Access Road and NE 223rd Avenue, all with an assumed mounting height of 16 feet.

The results of the existing lighting condition analysis indicate the following:

- Locations where both minimum average maintained light level and uniformity values are met:
  - Intersection of NE Sandy Boulevard and NE 205th Avenue.
- Locations where minimum average maintained light level is met but uniformity value is not met:
  - Intersection of NE Sandy Boulevard and NE 201st Avenue.
  - Intersection of NE Sandy Boulevard and NE 230th Avenue.
  - Segment of NE Sandy Boulevard between 205th Avenue and 206th Place.
  - Segment of NE Sandy Boulevard between 206th Place and Fairview Parkway.
  - Segment of NE Sandy Boulevard between Arbor Crest Drive and 223rd Avenue.
- Locations where minimum average maintained light level is not met but uniformity value is met:
  - Intersection of NE Sandy Boulevard and 206th Place.
  - Intersection of NE Sandy Boulevard and Fairview Parkway.

- Locations where both minimum average maintained light level and uniformity value are not met:
  - Intersection of NE Sandy Boulevard and Blossom Hill Road.
  - Intersection of NE Sandy Boulevard and Arbor Crest Drive.
  - Intersection of NE Sandy Boulevard and NE 223rd Avenue.
  - Segment of NE Sandy Boulevard between 201st Avenue and 205th Place.
  - Segment of NE Sandy Boulevard between Fairview Parkway and Blossom Hill Road.
  - Segment of NE Sandy Boulevard between Blossom Hill Road and Arbor Crest Drive.
  - Segment of NE Sandy Boulevard between 223rd Avenue and 230th Avenue.



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= Intersection meets minimum average illuminance standard

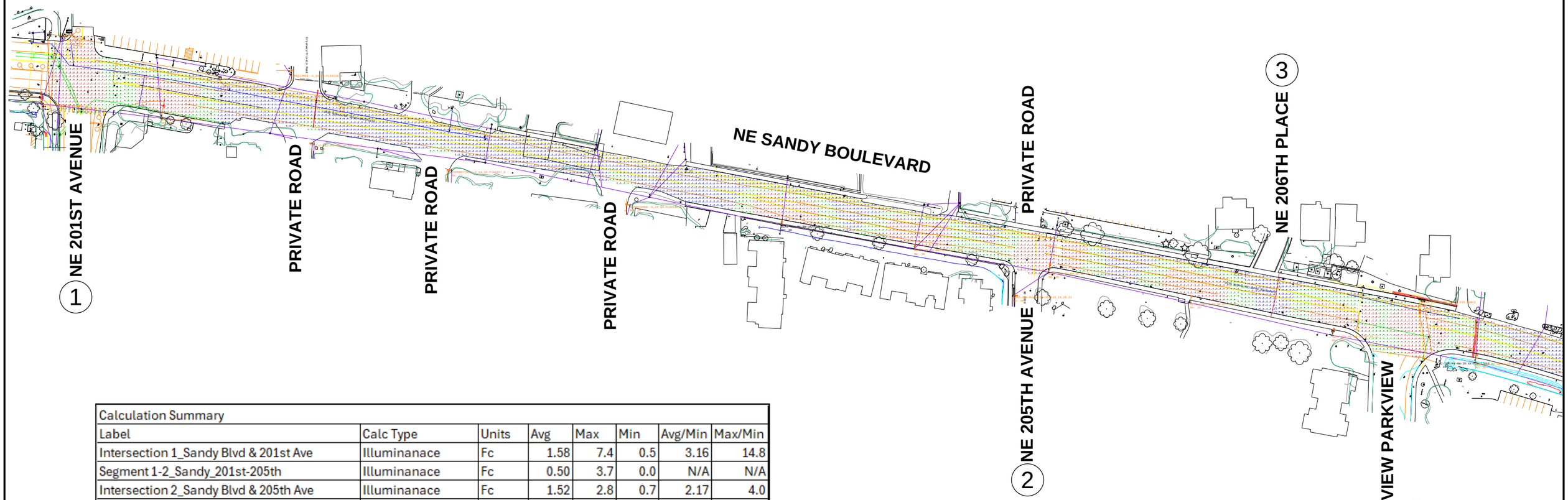
= Segment meets minimum average illuminance standard

= Intersection does not meet minimum average illuminance standard

= Segment does not meet minimum average illuminance standard

= Uniformity Target Value Not Met

Figure 4:
Existing Light Levels & Uniformity Map



Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
Intersection 1_Sandy Blvd & 201st Ave	Illuminanace	Fc	1.58	7.4	0.5	3.16	14.8
Segment 1-2_Sandy_201st-205th	Illuminanace	Fc	0.50	3.7	0.0	N/A	N/A
Intersection 2_Sandy Blvd & 205th Ave	Illuminanace	Fc	1.52	2.8	0.7	2.17	4.0
Segment 2-3_Sandy_205th-206th	Illuminanace	Fc	0.96	3.7	0.2	4.80	18.5
Intersection 3_Sandy Blvd & 206th Pl	Illuminanace	Fc	0.38	0.6	0.2	1.90	3.0
Segment 3-4_Sandy_206th-Fairview	Illuminanace	Fc	0.85	2.1	0.2	4.25	10.5
Intersection 4_Sandy Blvd & Fairview Pkwy	Illuminanace	Fc	1.13	1.9	0.5	2.26	3.8
Segment 4-5_Sandy_Fairview-Blossom Hill	Illuminanace	Fc	0.56	4.1	0.0	N/A	N/A

Legend

Existing Cobrahead Style Luminaire

Value Ranges

	Range		Color
>= 0.9	To < =	10	
>= 0.45	To < =	0.9	
>= 0	To < =	0.45	

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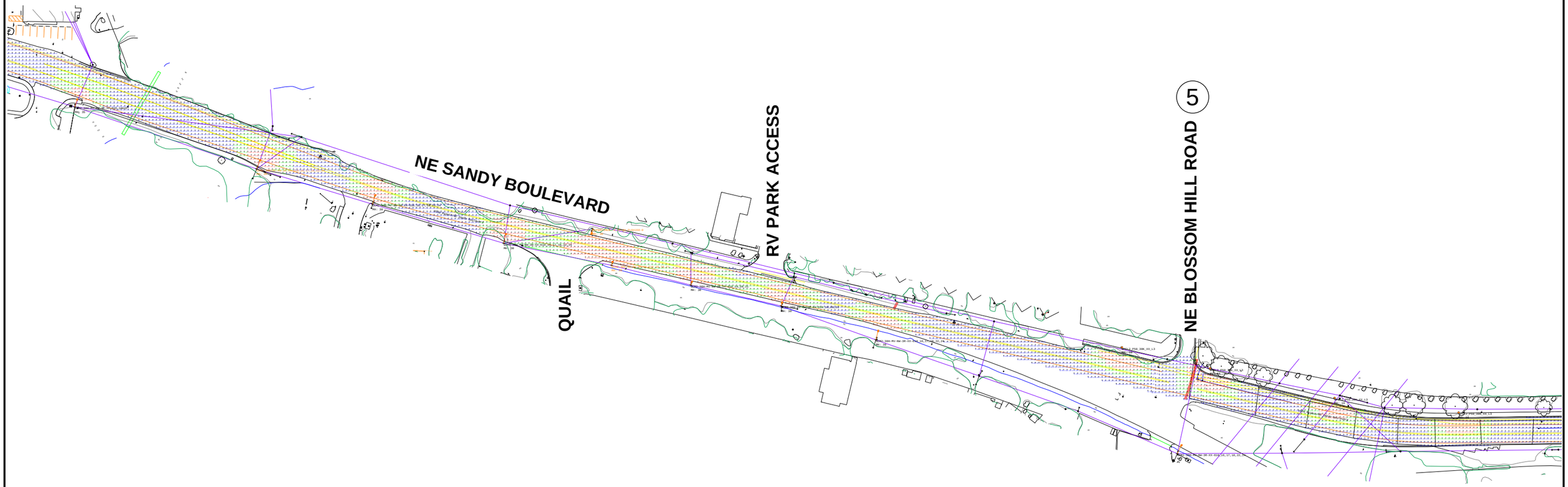
FIGURE 5-1: EXISTING LIGHTING RESULTS (NE SANDY BOULEVARD, 201ST AVENUE TO EAST OF FAIRVIEW PARKWAY)



Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
Segment 4-5_Sandy_Fairview-Blossom Hill	Illuminanace	Fc	0.56	4.1	0.0	N/A	N/A
Intersection 5_Sandy Blvd & Blossom Hill Rd	Illuminanace	Fc	0.73	4.4	0.1	7.30	44.0
Segment 5-6_Sandy_Blossom Hill-Arbor Crest	Illuminanace	Fc	0.48	4.4	0.0	N/A	N/A

Legend

- Existing Cobrahead Style Luminaire
- Existing Ornamental Post-Top Style Luminaire

Value Ranges

	Range			Color
☑ > =	0.9	To < =	10	
☑ > =	0.45	To < =	0.9	
☑ > =	0	To < =	0.45	

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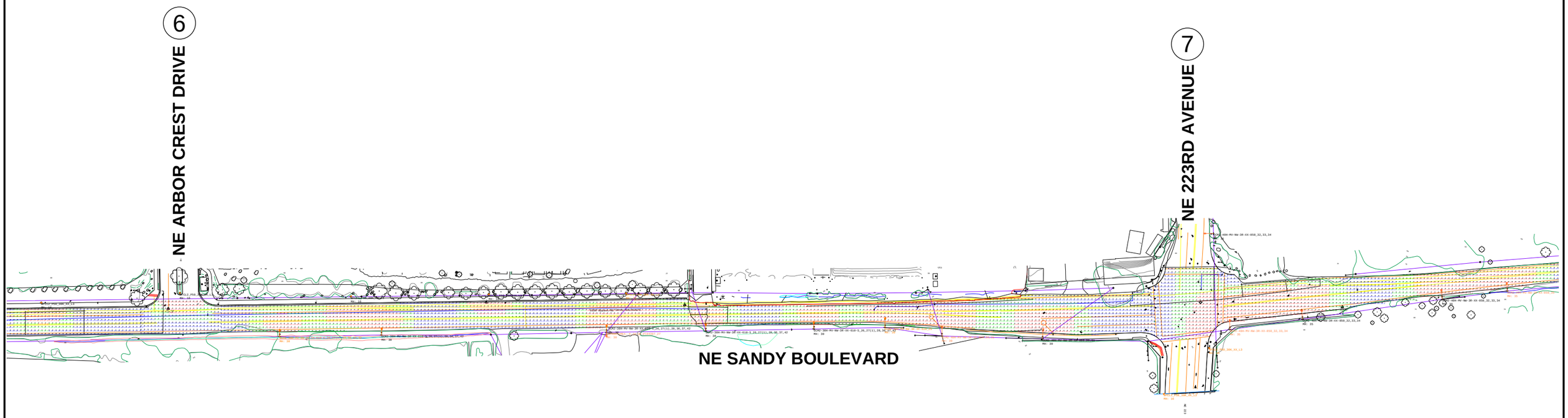
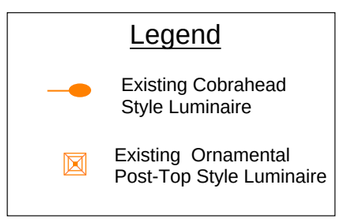
FIGURE 5-2: EXISTING LIGHTING RESULTS (NE SANDY BOULEVARD, EAST OF FAIRVIEW PARKWAY TO EAST OF BLOSSOM HILL ROAD)



Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
Segment 5-6_Sandy_Blossom Hill-Arbor Crest	Illuminanace	Fc	0.48	4.4	0.0	N/A	N/A
Intersection 6_Sandy Blvd & Arbor Crest Dr	Illuminanace	Fc	0.66	4.1	0.1	6.60	41.0
Segment 6-7_Sandy_Arbor Crest-223rd	Illuminanace	Fc	0.92	4.9	0.1	9.20	49.0
Intersection 7_Sandy Blvd & 223rd Ave	Illuminanace	Fc	0.80	3.2	0.1	8.00	32.0
Segment 7-8_Sandy_223rd-230th	Illuminanace	Fc	0.62	2.5	0.0	N/A	N/A



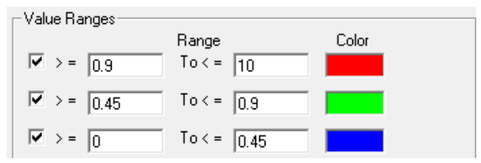


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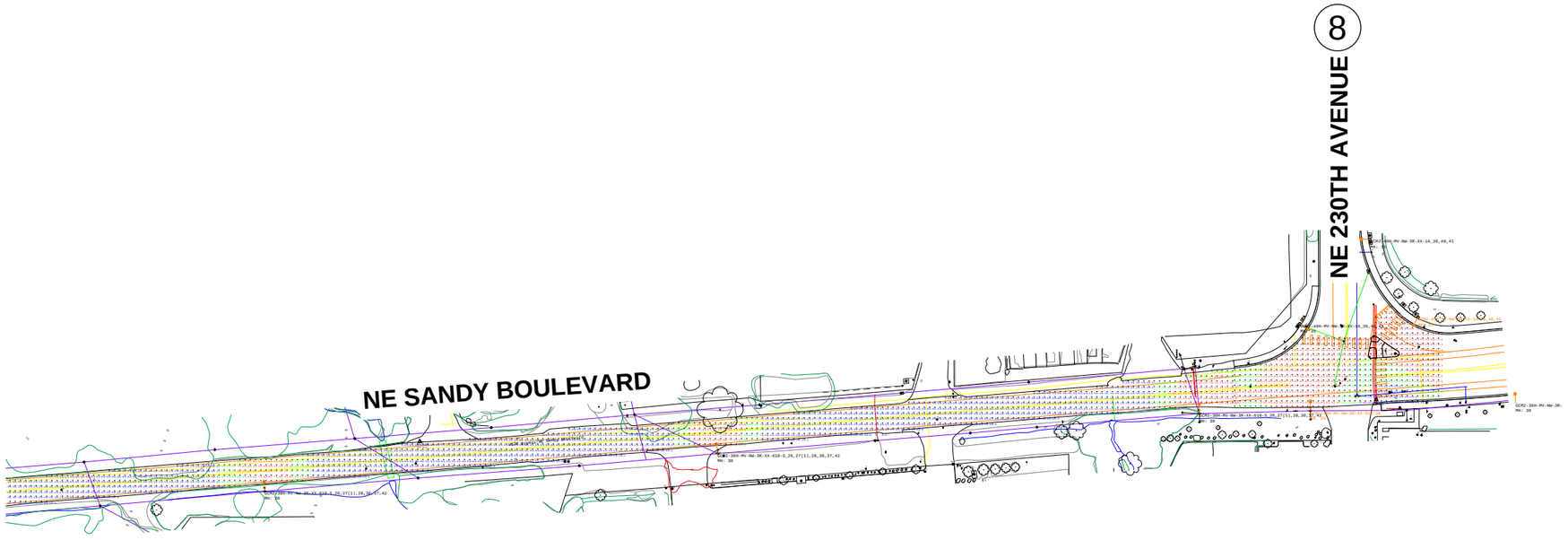
FIGURE 5-3: EXISTING LIGHTING RESULTS (NE SANDY BOULEVARD, EAST OF BLOSSOM HILL ROAD TO EAST OF 223RD AVENUE)



Calculation Summary							
Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
Segment 7-8_Sandy_223rd-230th	Illuminanace	Fc	0.62	2.5	0.0	N/A	N/A
Intersection 8_Sandy Blvd & 230th Ave	Illuminanace	Fc	1.36	3.0	0.3	4.53	10.0

Legend

Existing Cobrahead Style Luminaire

Value Ranges

	Range		Color
☑ > = 0.9	To < =	10	
☑ > = 0.45	To < =	0.9	
☑ > = 0	To < =	0.45	

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FIGURE 5-4: EXISTING LIGHTING RESULTS (NE SANDY BOULEVARD, EAST OF 223RD AVENUE TO 230TH AVENUE)

Table 4: Light Levels Standards and Achieved Light Levels – Pedestrian Crossings

Location	Target Values			Achieved Light Levels		
	Average Illuminance (fc)	Uniformity (Avg. to Min)	Vertical Illuminance (fc)	Average Illuminance (fc)	Uniformity (Avg. to Min)	Vertical Illuminance (fc)
RRFB Crossing, Sandy Blvd east of 201st Ave, - Sta. 325+42	0.9	3.0	1.0	2.1	2.3	1.7 (EB) / 4.2 (WB)
PHB Crossing, Sandy Blvd at 205th Ave, - Sta.338+85	0.9	3.0	1.0	1.9	1.4	1.4 (EB) / 1.4 (WB)
RRFB Crossing, Sandy Blvd east of Fairview Pkwy, - Sta. 356+33	0.9	3.0	1.0	1.1	1.3	1.5 (EB) / 1.1 (WB)
RRFB Crossing, Sandy Blvd east of Blossom Hill Rd. - Sta. 364+50	0.9	3.0	1.0	1.0	1.2	1.0 (EB) / 1.0 (WB)
RRFB Crossing, Sandy Blvd west of Harbor Crest Dr. - Sta. 371+00	0.9	3.0	1.0	1.1	1.8	1.2 (EB) / 1.3 (WB)
Unsignalized Crossing, Sandy Blvd west of NE 230th Ave. – Sta. 399+35	0.9	3.0	1.0	0.9	1.3	1.5 (EB) / 1.9 (WB)

As shown in Tables 2-4, the proposed lighting analysis indicates that the minimum average maintained light level requirements are met. The uniformity values at some intersections and roadway segments are slightly higher than the recommended values; however, they are lower than the existing uniformity values, which is an improvement. The slightly higher uniformity values represent a compromise among achieving average maintained light levels, roadway configuration, location of pedestrian crossings, proposed luminaires, and uniformity values. A graphical output of the lighting analysis results is provided in the Lighting Analysis Results Roll plot, which is included as part of this project submittal.

Appendix G: Protected Intersections

The following section describes protected intersections, a category of roadway intersections that are designed with the intention to protect vulnerable road users. Protected intersections are an evolving concept and have become increasingly seen by transportation practitioners as a design treatment that can help improve the safety of vulnerable road users (VRUs). Protected intersections employ Safe Systems Approach principles and are consistent with the goals and objectives of the recently completed Multnomah County Transportation Safety Action Plan, such as separating users in space, to reduce the chance of conflicts between vehicles and vulnerable road users as well as delineating space between people walking and traveling by bicycle. Conventional intersections often do not provide separation between different road users, increasing the potential for conflict and serious or fatal injury. Protected intersections are proposed for major intersections on NE Sandy Boulevard as part of the conceptual design report.

On NE Sandy Boulevard, the need for enhanced intersection safety has been demonstrated by:

- **Existing Safety Challenges:** A history of crashes involving people walking and biking, including one pedestrian fatality between 2012 and 2022.
- **Infrastructure Gaps:** Inconsistent or missing sidewalks, particularly near bus stops and residential areas, and limited or difficult crossing opportunities.
- **Visibility and Speed Concerns:** Difficulty turning onto or off the corridor due to traffic speed and poor visibility.

Protected intersections, as proposed for NE Sandy Boulevard, typically include design elements such as:

- Pedestrian islands, reduced crossing distance, and increased crossing setback at crosswalks to improve safety for pedestrians.
- Updated striping to increase visibility of people walking and biking.
- Curbed separation of bike lanes and sidewalks from the roadway to improve safety for people walking and biking.
- Dedicated turn lanes and signal phasing to reduce turning conflicts.
- Decreased corner radii to reduce vehicle speeds.
- Mountable truck apron (if applicable) to allow for large vehicle turning movements while preserving decreased corner radii for most roadway users.

Notably, the recommended protected intersections at **201st Ave, Fairview Pkwy, and 223rd Ave** are specifically identified to include truck aprons. The following sections include details that pertain to the benefits of protected intersections and typical improvements they are composed of.

Key Features

Pedestrians

Protected intersections are designed to enhance safety and comfort for pedestrians, offering a significant improvement over conventional intersection designs. While they provide dedicated spaces similar to traditional intersections, they incorporate several key elements to minimize conflicts and improve the user experience, directly addressing pedestrian concerns identified along Sandy Boulevard:

- **Exclusive Pedestrian Zones**: Pedestrians are provided with clearly defined, exclusive spaces within the intersection. These zones are designed to be spacious enough to comfortably accommodate multiple users.
- **Physical Buffering and Separation**: Hardscaping and physical barriers are utilized to create a buffer between pedestrians and motor vehicle traffic, significantly reducing the risk of collisions.
- **Reduced Crossing Distances and Increased Setbacks**: Crosswalks are designed to be shorter, and the setback from the roadway is increased, further enhancing pedestrian safety. Decreased corner radii also help line up sidewalks, crosswalks, and curb ramps.
- **Clear Indication of Mixing Zones**: Areas where pedestrians might interact with other users (such as vehicles or cyclists) are clearly marked. High-visibility continental striping is used for crosswalks, serving as a visual cue for potential conflict points.
- **Pedestrian Refuge Islands**: Both mid-street pedestrian islands and islands located between vehicle and bicycle travel lanes serve as safe havens, allowing pedestrians to cross the intersection in stages.
- **Enhanced Wayfinding and Accessibility**: Features such as tactile strips, distinct coloring, and vertical elements provide visual and tactile cues that guide pedestrians, including those with visual impairments, through the intersection. Yellow tactile truncated domes are located at the approach of pedestrian paths, where pedestrian paths become mixing zones with vehicle users as well as indicating the directionality of the path. Tactile yellow striping may also serve to guide users along the edge of the pedestrian path where it serves as a boundary between the bicycle zone and the pedestrian zone.
- **Prioritized Signalization**: Protected intersections often include signalization features that prioritize pedestrians, such as a Leading Pedestrian Interval (LPI) or "no turn on red" policies, which reduce conflicts with turning vehicles.

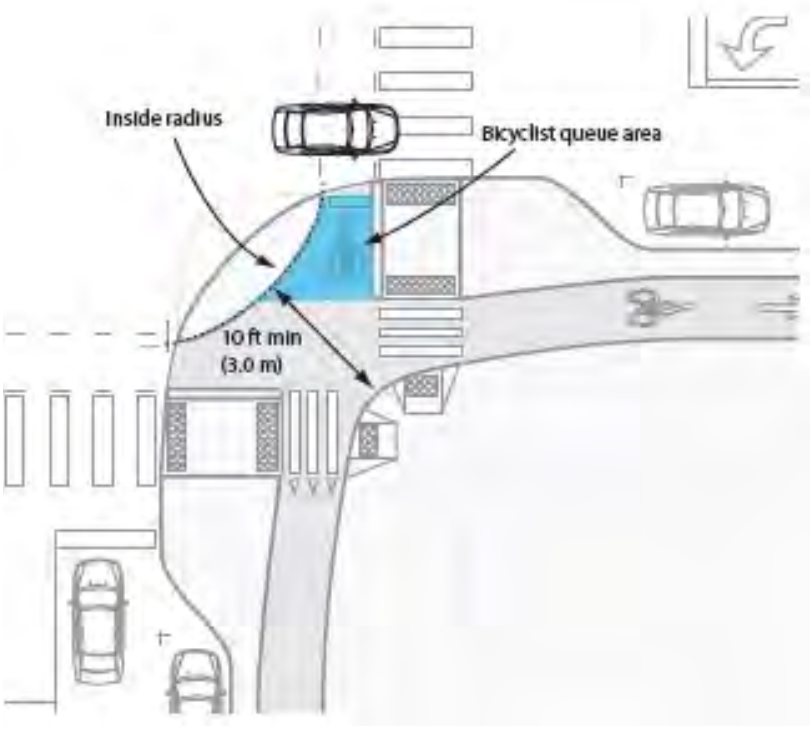
Figure 27. Protected intersection corner in Bend, OR.

Bicyclists

Similar to pedestrians, bicyclists also have exclusive zones within a protected intersection that aim to increase their safety and comfort. The bicycle facility approaching the protected intersection may be located at street level; however, once it reaches the protected intersection, it either becomes vertically (grade) or laterally separated. If grade-separated, bicyclists can share the same space as pedestrians and be protected at the corner by a barrier or curb. Green paint and/or cross striping are used to indicate mixing zones, helping keep all users aware of potential conflict.

- **Separation:** Approaching the intersection, the bicycle facility may be at street level. Within the intersection itself, the design can provide vertical (grade) or lateral separation. If grade-separated, bicyclists might share space with pedestrians, protected by a barrier or curb at the corner. The preferred alternative for Sandy Blvd, Raised Separated Bike Lanes, directly supports this enhanced separation (see page 48).
- **Mixing Zones:** Where bicyclists and other users (pedestrians, vehicles) may interact, clear visual cues such as green paint or high-visibility continental striping are used to define these "mixing zones," alerting all users to potential conflicts.
- **Navigation:** Ample space is provided within the intersection for bicyclists to navigate comfortably. Within the bicycle zones located inside the intersection, there is an inside radius, allowing for bicyclists to make left turn movements.
- **Turning:** Corners may include dedicated turn pockets for bicyclists, allowing those not turning to pass safely while others wait.
- **Specific Design for Sandy Blvd:** Protected intersection designs in the Safer Sandy Conceptual Report include ramps to bring bicyclists down to street level when they are crossing vehicle lanes and driveways and then to bring them back up to the curb level. Mountable curb extensions provide a barrier between the vehicle lane and the bicycle lane, increasing security for bicyclists while accommodating freight turning movements.

Figure 28. Diagrammed typical corner of a protected intersection with bicycle elements.



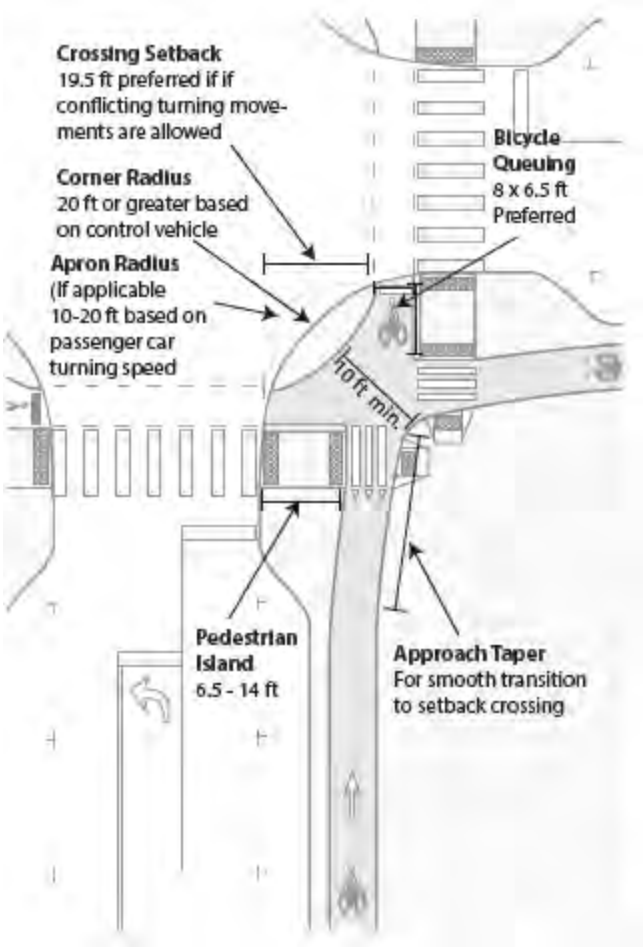
Motor Vehicles

Protected intersections, while primarily designed with vulnerable users in mind, can also enhance the travel experience of motor vehicle users which include passenger vehicles, buses, and freight.

- **Reduced Speeds:** Decreased corner radii are a major component of protected intersections, which naturally slow down vehicle speeds, reducing the severity of potential collisions. Drivers are slowed down by visual cues, such as decreased sight lines as well as the need to make tight turns. This is a critical safety measure for Sandy Boulevard, where speeding has been identified as a concern while not compromising on accessibility for freight vehicles.
- **Dedicated Lanes:** Dedicated turn lanes and optimized signal phasing help to manage vehicle flow, reducing conflicts between through-traffic and turning vehicles.
- **Mountable Truck Aprons:** For larger vehicles, mountable truck aprons provide the necessary space for turning movements without compromising the reduced radii benefits for other users. This ensures that trucks can navigate the intersection safely and efficiently. This is particularly important at intersections identified for freight turning movements on Sandy Blvd, such as 201st Ave, Fairview Pkwy, and 223rd Ave.
- **Predictability:** Clear lane markings and signalization contribute to more predictable vehicle movements, enhancing overall intersection safety. Notably, protected intersections with bicycle facilities on each corner can help reduce turning movement conflicts by avoiding counter-flow bicycle traffic that can be difficult for drivers to anticipate.
- **Mountable Truck Aprons:** Mountable truck aprons are a key design element in protected intersections, particularly when accommodating larger vehicles like trucks and buses. These aprons are typically located at the corners of the intersection and are designed with a lower profile than the adjacent curb, allowing them to

be "mountable." They are designed to be not immediately apparent to most travelers, thus preserving tight turning radius (decreased radius) that slow down most road users, but allowing for a larger turning radius when needed by a large design vehicle. For NE Sandy Boulevard, mountable truck aprons are crucial for intersections like 201st Ave, Fairview Pkwy, and 223rd Ave. They are integrated to increase the separation for bicycles and pedestrians while still accommodating the necessary turning movements of freight vehicles, a critical consideration for this corridor.

Figure 29. Diagrammed typical corner of a protected intersection with motor vehicle elements.



Maintenance Considerations

Drainage

The design of protected intersections incorporates specific features to manage water runoff effectively.

- **Differential Heights:** At protected intersections, there will be distinct heights for the truck apron and the curb. For example, the curb may be set at 6 inches, while the truck apron is at 3 inches.

- **Water Flow:** This difference in elevation is intentionally designed to allow water to drain effectively across the apron and into drainage systems, preventing pooling while maintaining the physical separation provided by the curb.

Sweeping

Considerations for street sweeping operations should also be integrated into the design.

- **Access:** The presence of islands, aprons, and curbs may influence sweeping patterns. Maintenance crews will need to be able to access all necessary areas for cleaning.
- **Obstructions:** The design should minimize areas where debris can accumulate and be difficult to remove. The mountable nature of the aprons can aid in sweeping access compared to a solid, high curb.

ODOT Application of Protected Intersections

The Oregon Department of Transportation is constructing its first protected intersection design at Willamette Drive (OR 43): Marylhurst Drive in West Linn. For more information on this project, see the project website.

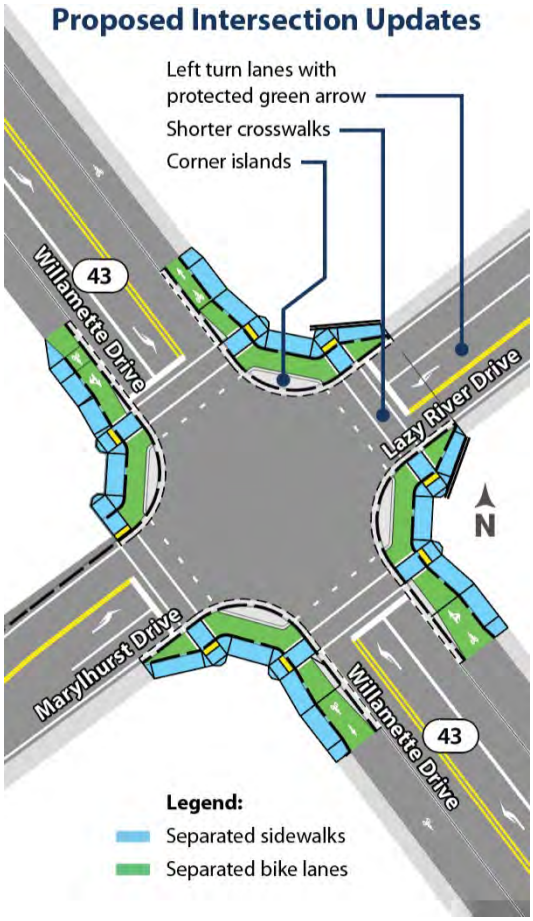


Figure 30. ODOT's first protected intersection

Appendix H: Street Trees and Heat Mitigation

Date: February 2026

To: Arini Farrell, Safer Sandy Project Team

From: Abe Moland, Brendon Haggerty (Healthy Homes and Communities, Environmental Health), Nsilo Berry (REACH, Prevention and Health Promotion)

Subject: Safer Sandy and Extreme Heat

Purpose

Share information about extreme heat exposure in Multnomah County with the Multnomah County Safer Sandy project team to inform project decision-making within the remaining project time frame.

Background and Findings

- In 2025, the Multnomah County Healthy Homes and Communities Team (HHC) finalized the Climate and Health Resilience Plan. The first action item was to identify areas within the county where there is greater heat exposure and less community capacity to respond.
- HHC identified the hottest 5% of the County using surface air temperature data collected in 2023 during the Tri-County heat mapping campaign with technical assistance from CAPA Strategies Inc. HHC also identified four preliminary focus areas, one of which includes parts of Fairview and Wood Village between NE 223rd Avenue and NE 244th Avenue.
- The Safer Sandy Avenue project area:
    - Partially intersects with this focus area at the intersection of Northeast Sandy Blvd and NE 223rd Avenue; and
    - Overlaps with other areas in the County not included in a focus area, but that experience extreme heat ranked in the top 5% of the County (Figure 1 next page).
- Funded segments overlap with some of the hottest stretches along the project corridor, including:
    - NE Sandy Blvd and NE 205th, Slavic Evangelical Church Sulamita
    - Ne Sandy Blvd and Fairview Parkway, Celebrities Parkway Grill
    - NE Sandy Blvd between Quail Road and Blossom Road, including auto lot frontage road

Recommendations

Given the high level of urban heat along the corridor, the planned improvements that will provide community design that will increase local physical activity and exposure, and the opportunity of project investment and momentum, the following suggestions can further improve health:

- Prioritize a combination of low-maintenance trees, shrubs, and groundcovers in cross section and landscaping design (Mirabi & Davies, 2024) in funded project segments, especially where:

- Urban heat is highest at locations along the corridor identified above; and
- Previous project analysis has identified populations that may be more sensitive to heat (older adults, people with chronic health conditions) and have less resources to respond to heat (people living in mobile homes or with low incomes).

- Prioritize funding acquisition for intersection improvements at 223rd next, with emphasis on design elements that can help shade / cool the intersection.
- When possible, prioritize funding and design elements for structural shade and engineered cooling to avoid ongoing needs for maintenance:
  - Expanded shelters at transit stops.
  - High-albedo paving materials to reduce surface heat absorption.
  - Architectural shade structures.

Figure 1. Shading indicates County locations where surface temperatures are in the top 5%.

Appendix I: Signals Plan

LEGEND

CONTROLLERS

(EX / C) *Retain and protect existing controller cabinet*

CABINETS

(EX / SC) *Retain and protect existing service cabinet*

(EX / MS) *Retain and protect existing meter base*

(332S) *Install a model 332S cabinet & control equipment with riser frame, orient louvered door as shown*

POLES

(EX / MP) *Retain and protect existing traffic signal mast arm pole*

(RX / MP) *Remove existing traffic signal mast arm pole and terminal cabinet*

(RX / PP) *Remove existing pedestrian pedestal*

(RX / PS) *Remove existing pushbutton post*

(SM / T) *Install (T=type) standard traffic signal mast arm pole*

(PP / N) *Install pedestrian with frangible base on (N=number) foundation. See TM457 for details.*

SIGNALS

(RX / P/B) *Remove existing pedestrian signal, pushbutton and instruction sign*

(RX / PB) *Remove existing pedestrian pushbutton and instruction sign*

(RX / P) *Remove existing pedestrian signal*

(C/A / Ph) *Install phase (Phase=phase) countdown pedestrian signal with clamshell mount and pushbutton with mount. Include phase (Ph=phase) audible pedestrian signal.*

RRFB

(AL / AR) N *Install (N=Number) aluminum (18"x30") diagonal downward pointing arrow plaque (W16-7P) ASTM type IX sheeting*

(AL / P) N *Install (N=Number) aluminum (36"x36") pedestrian crossing sign (W11-2) ASTM type IX sheeting*

(CC) *Install actuated beacon system controller cabinet*

(PBH) *Install audible pedestrian pushbutton with mount ("PUSHBUTTON TO TURN ON WARNING LIGHTS" sign R10-25)*

(SOL) *Install solar panel energy source*

(RRFB) N *Install (N=Number) RRFB rapid flashing bar*

GENERAL NOTES

1. *Traffic signals to include pedestrian led intervals (LPI) where possible. LPI details to be evaluated and included in future submittals.*

LEGEND

NE SANDY BLVD. AT NE 201ST AVE.
NE SANDY BLVD. AT STA. 325+42

NE SANDY BLVD. EAST OF NE 201ST AVE.
NE SANDY BLVD. AT STA. 332+70

NE SANDY BLVD. AT NE 205TH AVE.
NE SANDY BLVD. AT STA. 338+85

NE SANDY BLVD. AT FAIRVIEW PKWY.
NE SANDY BLVD. AT STA. 344+00

NE SANDY BLVD. EAST OF FAIRVIEW PKWY.
NE SANDY BLVD. AT STA. 356+33

NE SANDY BLVD. WEST OF NE ARBOR CREST DR.
NE SANDY BLVD. AT STA. 367+80

NE SANDY BLVD. AT NE 223RD AVE.
NE SANDY BLVD. AT STA. 386+00

NE SANDY BLVD. WEST OF NE 230TH AVE.
NE SANDY BLVD. AT STA. 399+35

DRAFT DESIGN ACCEPTANCE PLANS INFORMATION ONLY

HWY: N/A
M.P.: N/A

UNIT FILE CODE
XXXXX

ACCOMPANIED BY DWGS:
####, ####.

DFI/TSSU NO.
N/A

GLOBAL Transportation Engineering
227 SW Pine St, Suite 220
Portland, Oregon 97204

NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo
Drafter: T. Molina
Reviewer: M. Leal
Checker: M. Leal

LEGEND

SHEET NO.
MA01

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

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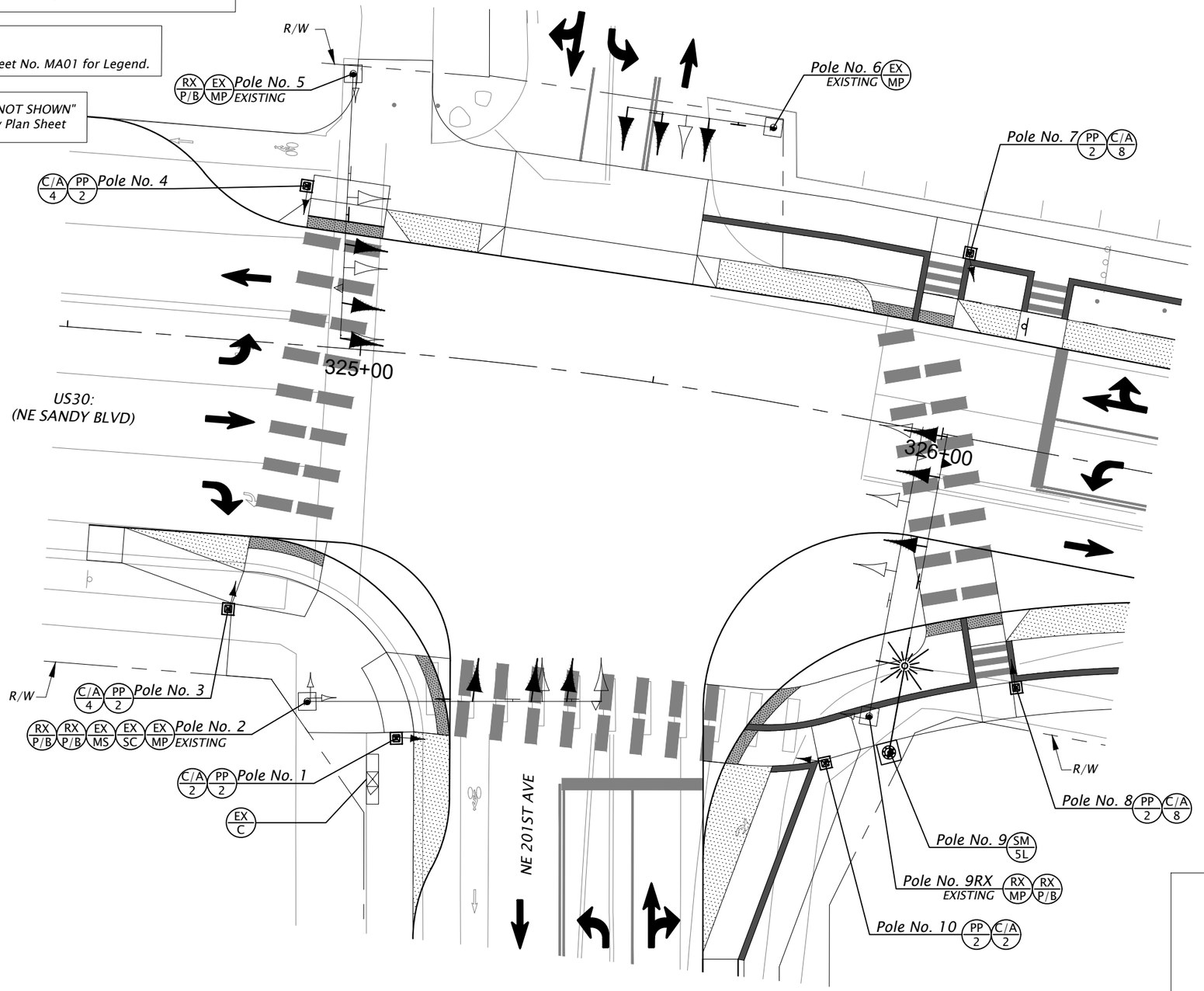
Plotted: 4/17/26 at 2:16pm By: tracy.molina

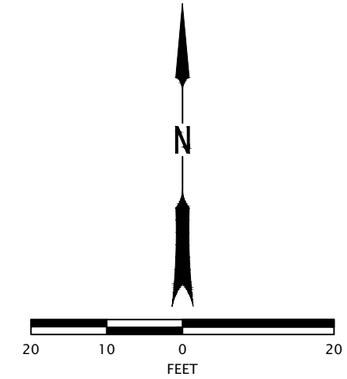
NOTE:
See Plan Sheet No. MJ02 for Pole Entrance Chart.

NOTE:
See Plan Sheet No. MA01 for Legend.

"UTILITIES NOT SHOWN"
See Utility Plan Sheet

SIGNAL PLAN
NE SANDY BLVD. AT NE 201ST AVE
NE SANDY BLVD. AT STA. 325+42
(FAIRVIEW)





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NE SANDY BLVD
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MULTNOMAH COUNTY

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SIGNAL PLAN

SHEET NO.
MB01

ROTATION: 0° SCALE: 1"=20'

File: L:\GTE-Projects\2024\P24-074 (Sandy Blvd Gresham City Limits - 230th Ave project)\ACAD\MB01-MB03_Signal Plans for Sandy @ 201st Ave.dwg TAB:MB01
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EXISTING UTILITIES
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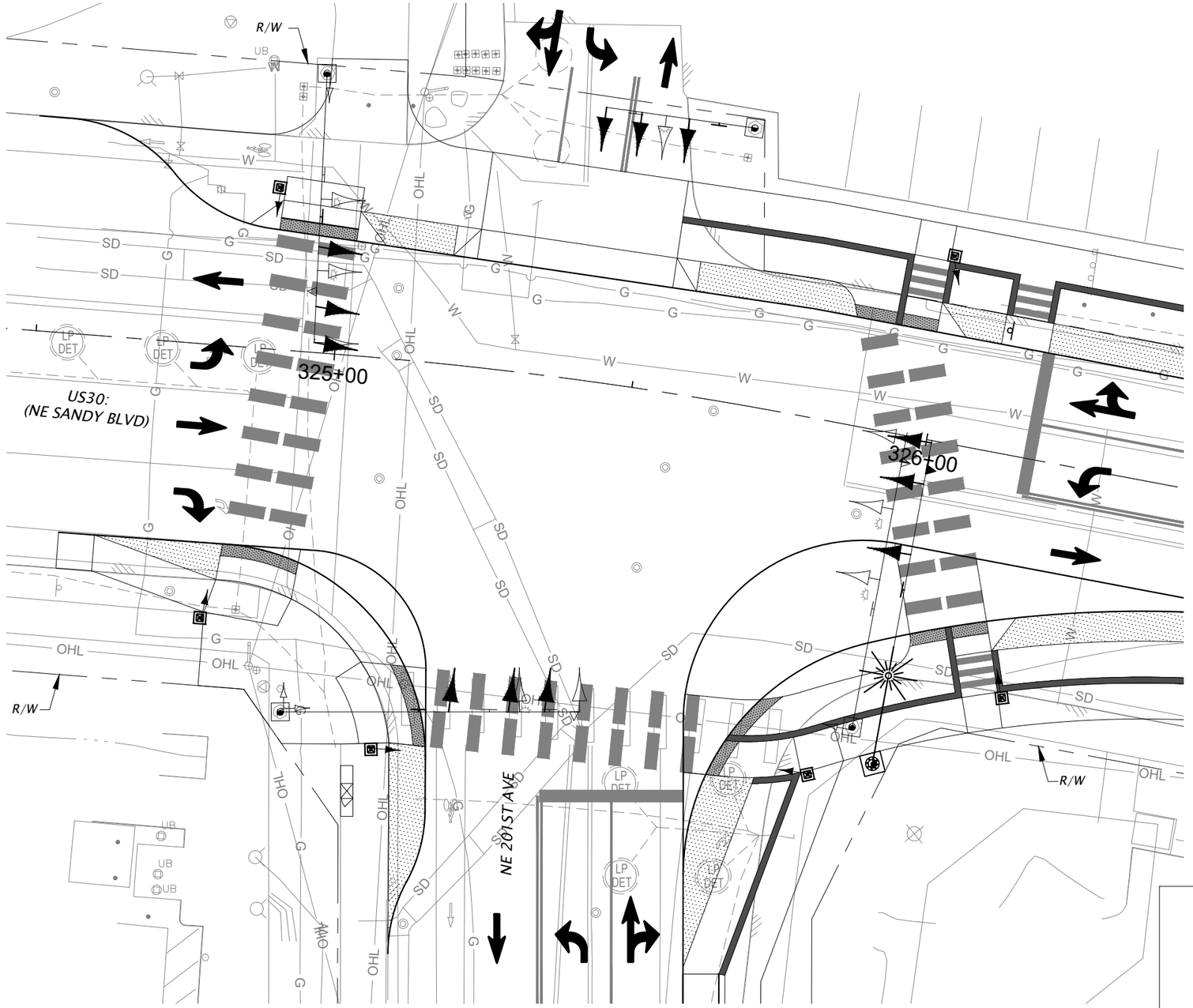
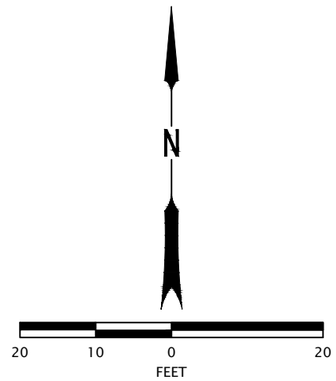
NE SANDY BLVD. AT STA. 325+42
(FAIRVIEW)





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GLOBAL Transportation Engineering
227 SW Pine St, Suite 220
Portland, Oregon 97204

OREGON DEPARTMENT OF TRANSPORTATION

NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo	Reviewer: M. Leal
Drafter: T. Molina	Checker: M. Leal

HWY: N/A M.P.: N/A	
UNIT FILE CODE XXXXX	
DFI/TSSU NO. N/A	**EXISTING UTILITIES**
Traffic Section Approval	SHEET NO. MB02

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

ROTATION: 0° SCALE: 1"=20'

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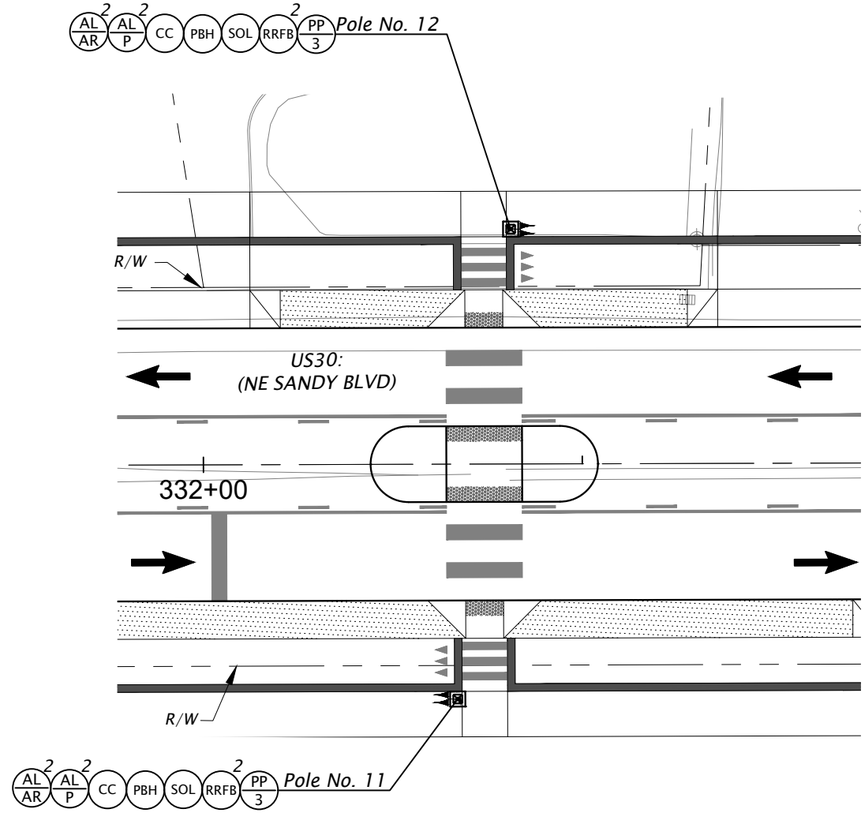
Plotted: 4/17/26 at 2:16pm By: tracy.molina

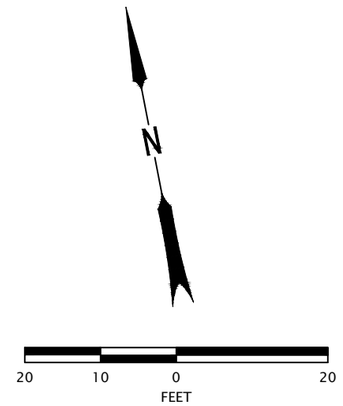
NOTE:
See Plan Sheet No. MJ02 for Pole Entrance Chart.

NOTE:
See Plan Sheet No. MA01 for Legend.

"UTILITIES NOT SHOWN"
See Utility Plan Sheet

FLASHING BEACON PLAN
NE SANDY BLVD. EAST OF NE 201ST AVE
NE SANDY BLVD. AT STA. 332+70
(FAIRVIEW)





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NE SANDY BLVD
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Designer: P. Kuo
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FLASHING BEACON PLAN

SHEET NO.
MC01

ROTATION: 0° SCALE: 1"=20'

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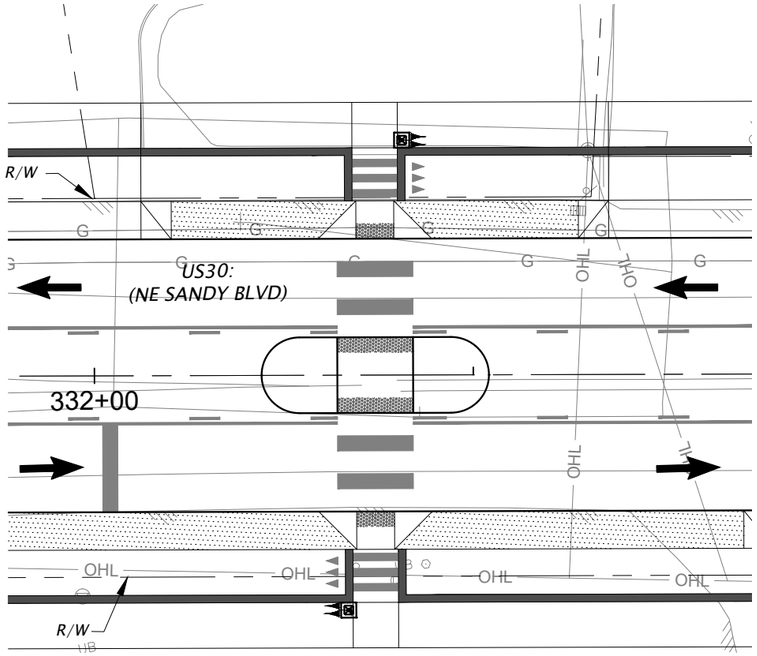
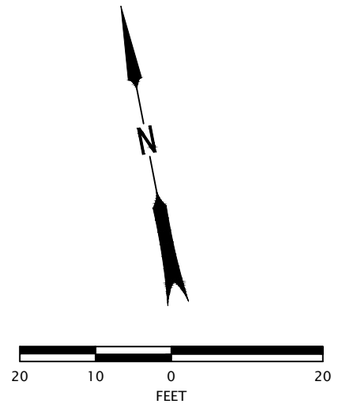
NE SANDY BLVD. AT STA. 332+70
(FAIRVIEW)





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227 SW Pine St, Suite 220
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NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

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Drafter: T. Molina	Checker: M. Leal

HWY: N/A M.P.: N/A	
UNIT FILE CODE XXXXX	
DFI/TSSU NO. N/A	**EXISTING UTILITIES**
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NOTE:
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NOTE:
See Plan Sheet No. MA01 for Legend.

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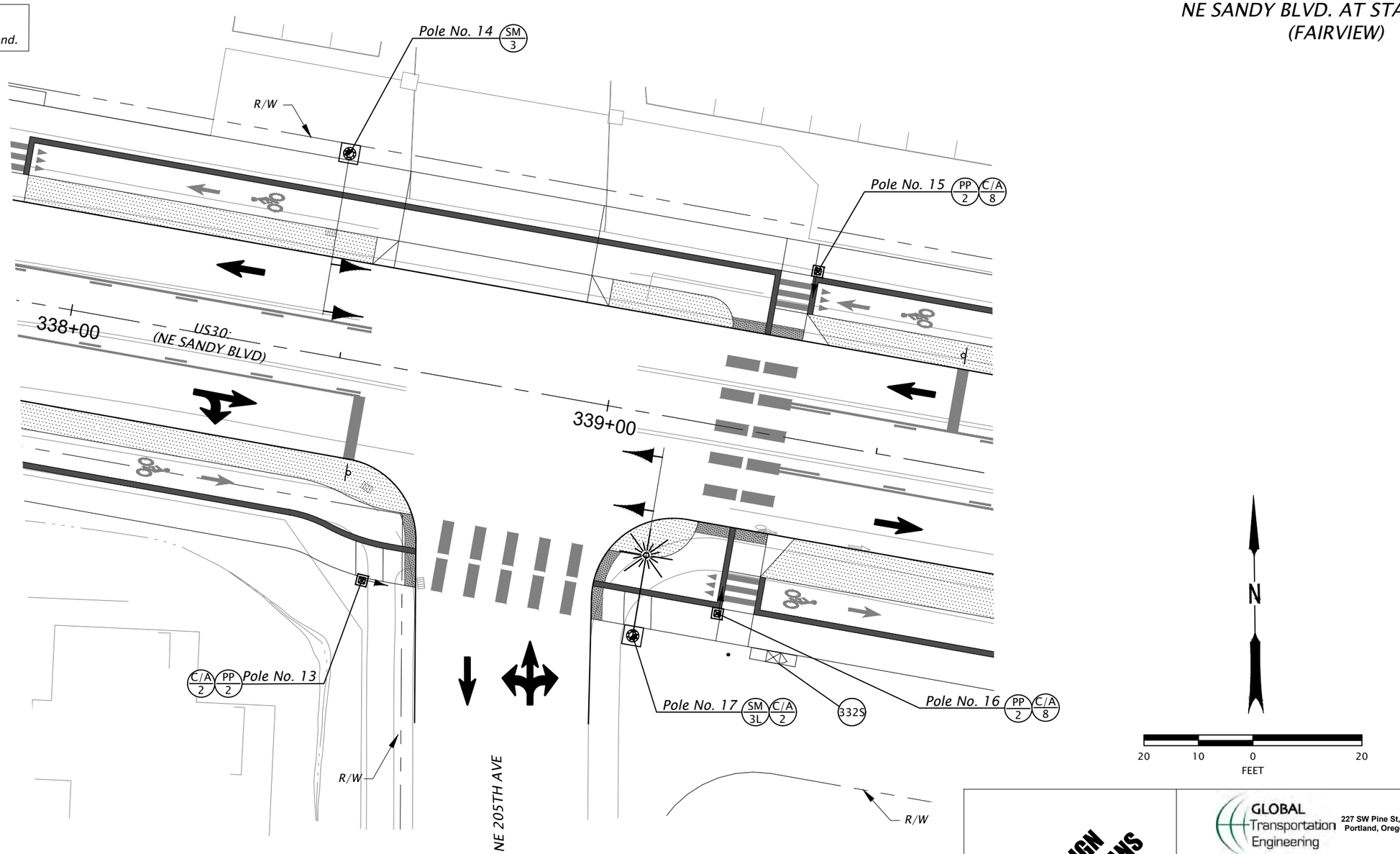
See Utility Plan Sheet

SIGNAL PLAN
NE SANDY BLVD. AT NE 205TH AVE
NE SANDY BLVD. AT STA. 338+85
(FAIRVIEW)



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SIGNAL PLAN

SHEET NO.
MD01

ROTATION: 0° SCALE: 1"=20'

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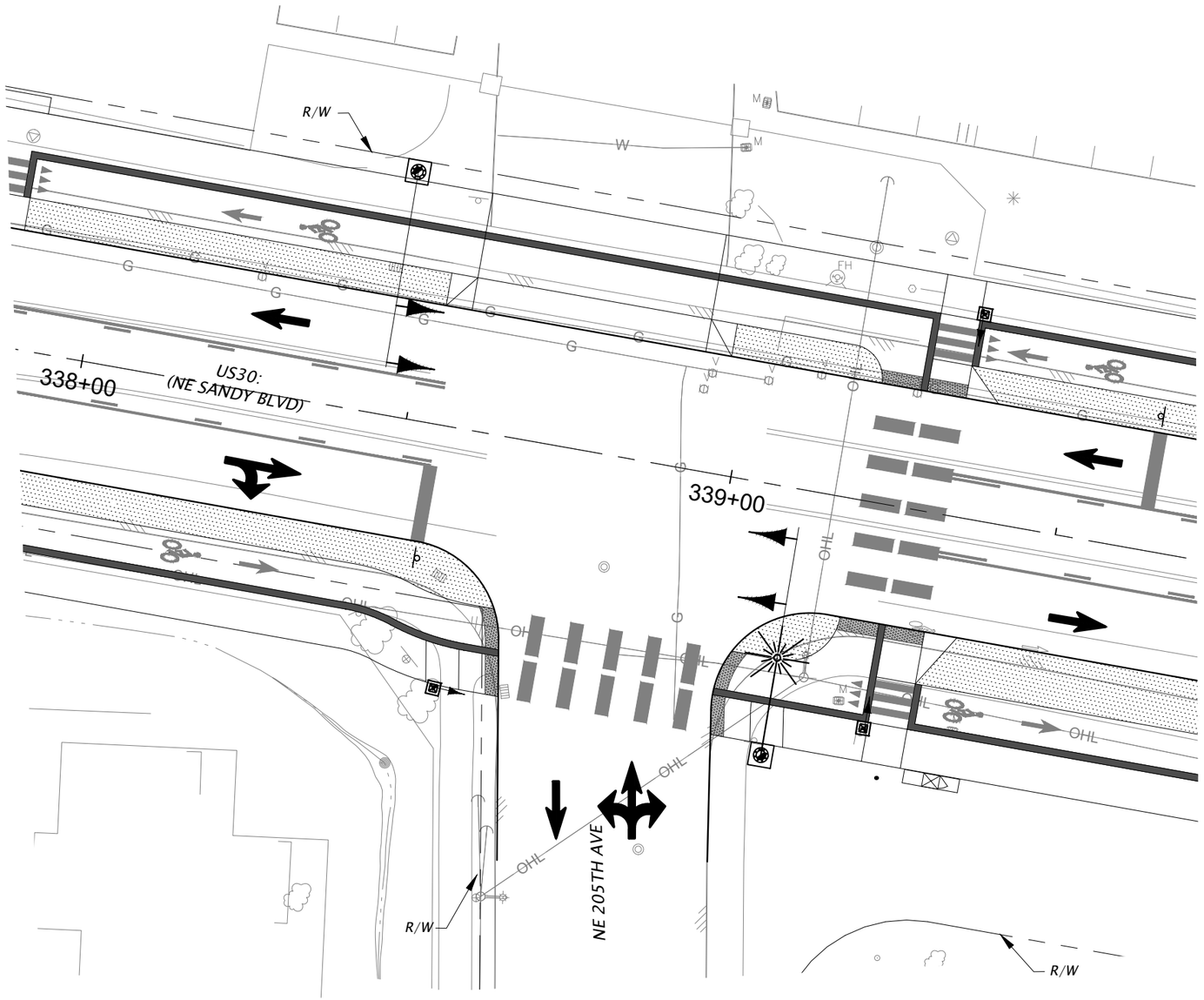
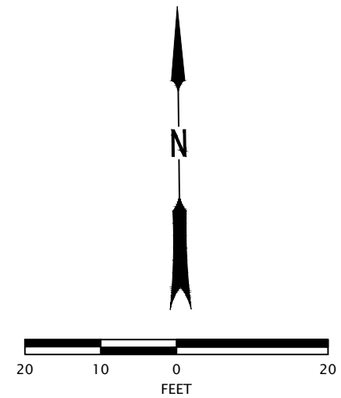
(FAIRVIEW)





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MD02

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NOTE:
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"UTILITIES NOT SHOWN"
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SIGNAL PLAN
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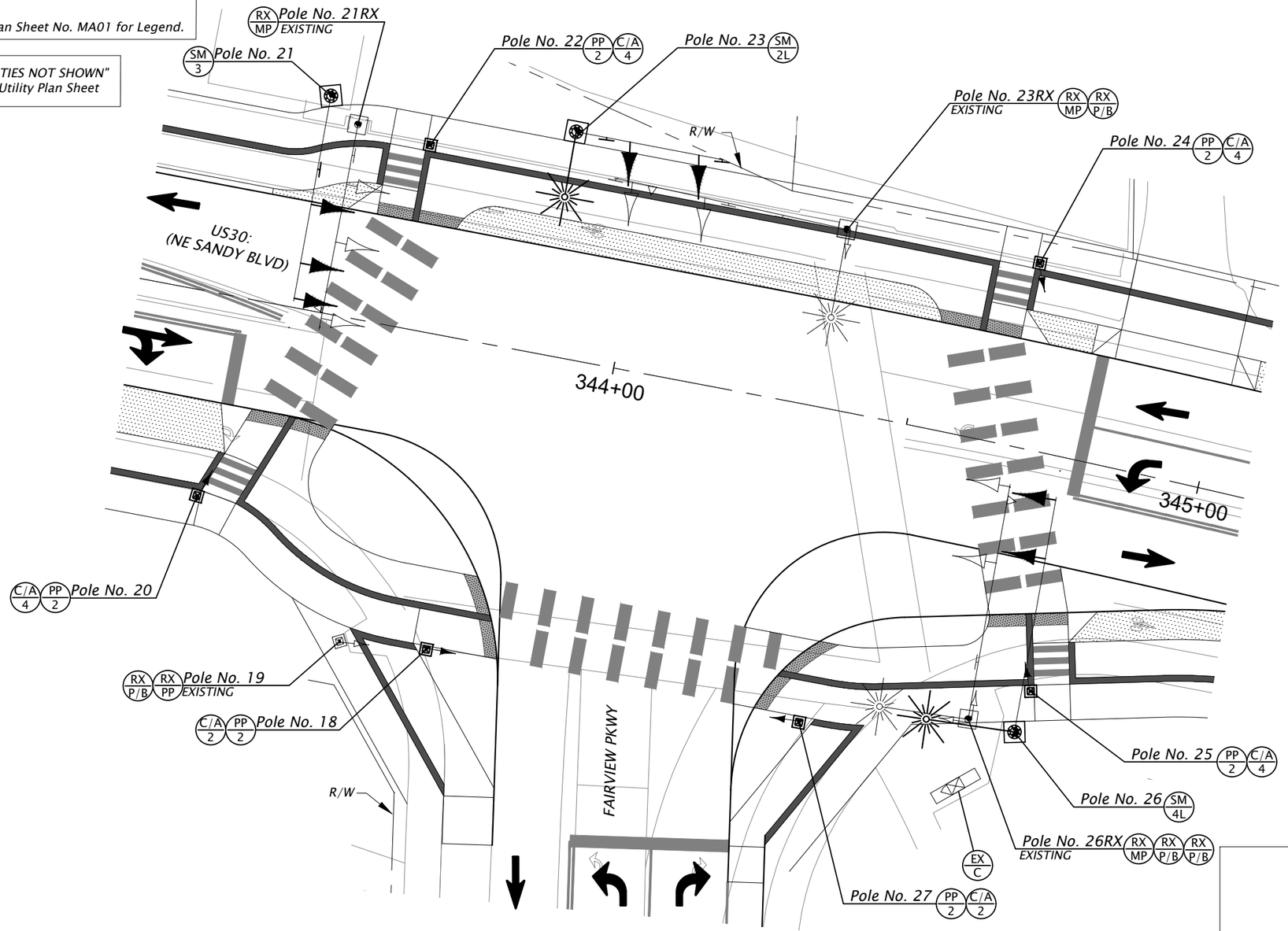
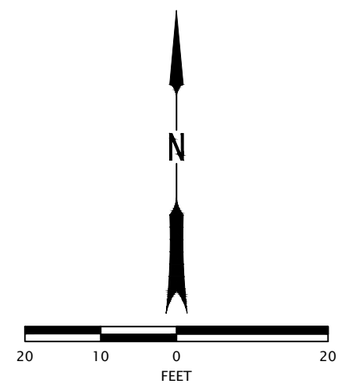
NE SANDY BLVD. AT STA. 344+00
(FAIRVIEW)





DRAFT DESIGN
ACCEPTANCE PLANS
INFORMATION ONLY

HWY: N/A
M.P.: N/A

UNIT FILE CODE
XXXXX

DFI/TSSU NO.
N/A

Traffic Section Approval

GLOBAL Transportation Engineering
227 SW Pine St, Suite 220
Portland, Oregon 97204

NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo
Drafter: T. Molina
Reviewer: M. Leal
Checker: M. Leal

SIGNAL PLAN

SHEET NO.
ME01

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

ROTATION: 0° SCALE: 1"=20'

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EXISTING UTILITIES
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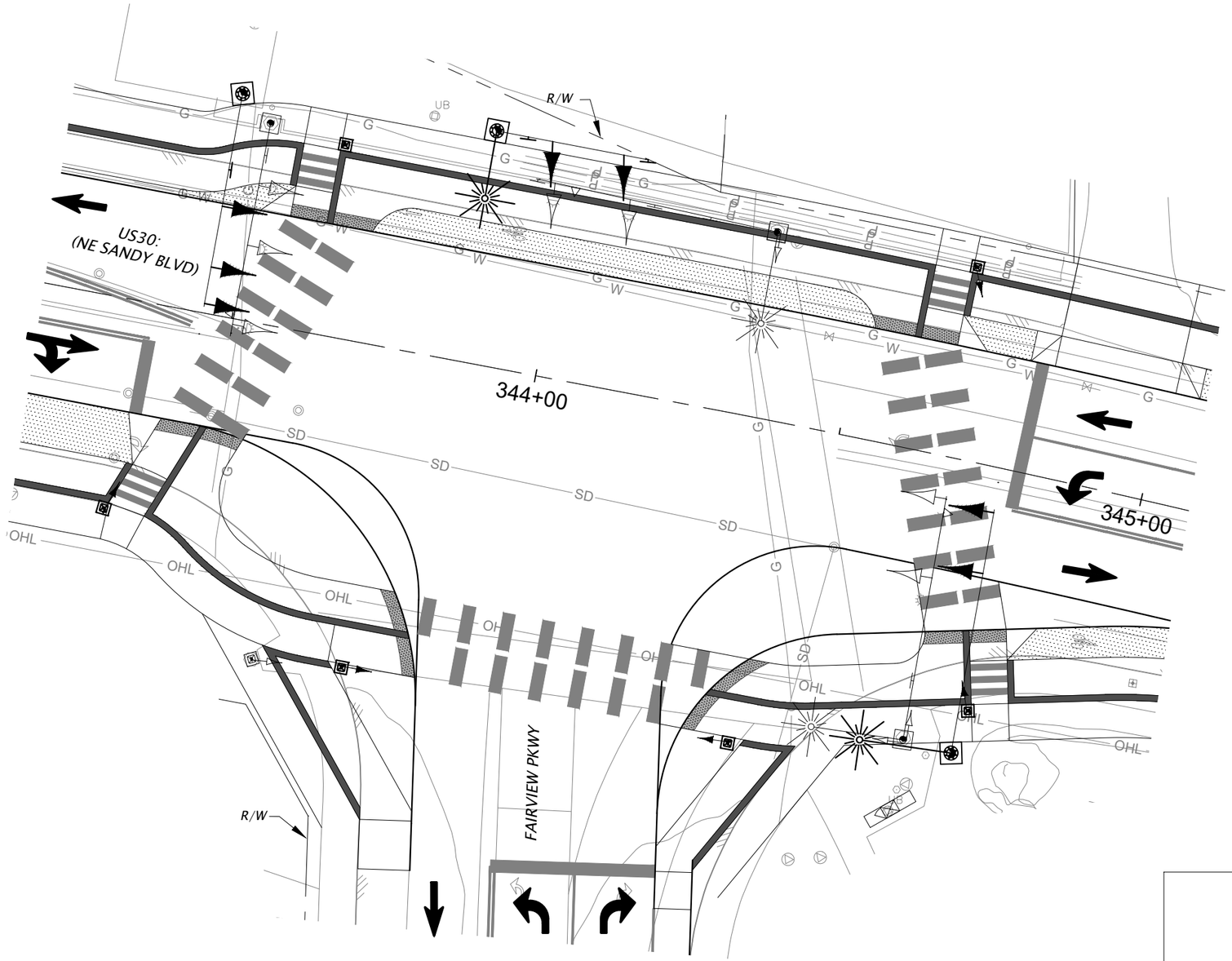
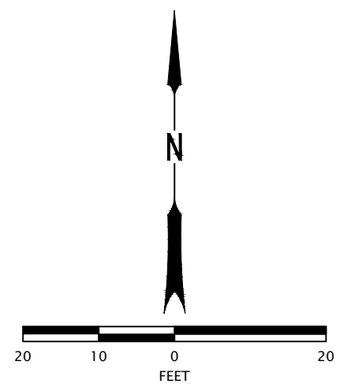
NE SANDY BLVD. AT STA. 344+00
(FAIRVIEW)





DRAFT DESIGN
ACCEPTANCE PLANS
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GLOBAL Transportation Engineering
227 SW Pine St, Suite 220
Portland, Oregon 97204

OREGON DEPARTMENT OF TRANSPORTATION

NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo	Reviewer: M. Leal
Drafter: T. Molina	Checker: M. Leal

EXISTING UTILITIES — SHEET NO. ME02

HWY: N/A
M.P.: N/A

UNIT FILE CODE
XXXXX

DFI/TSSU NO.
N/A

Traffic Section Approval

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ROTATION: 0° SCALE: 1"=20'

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NOTE:
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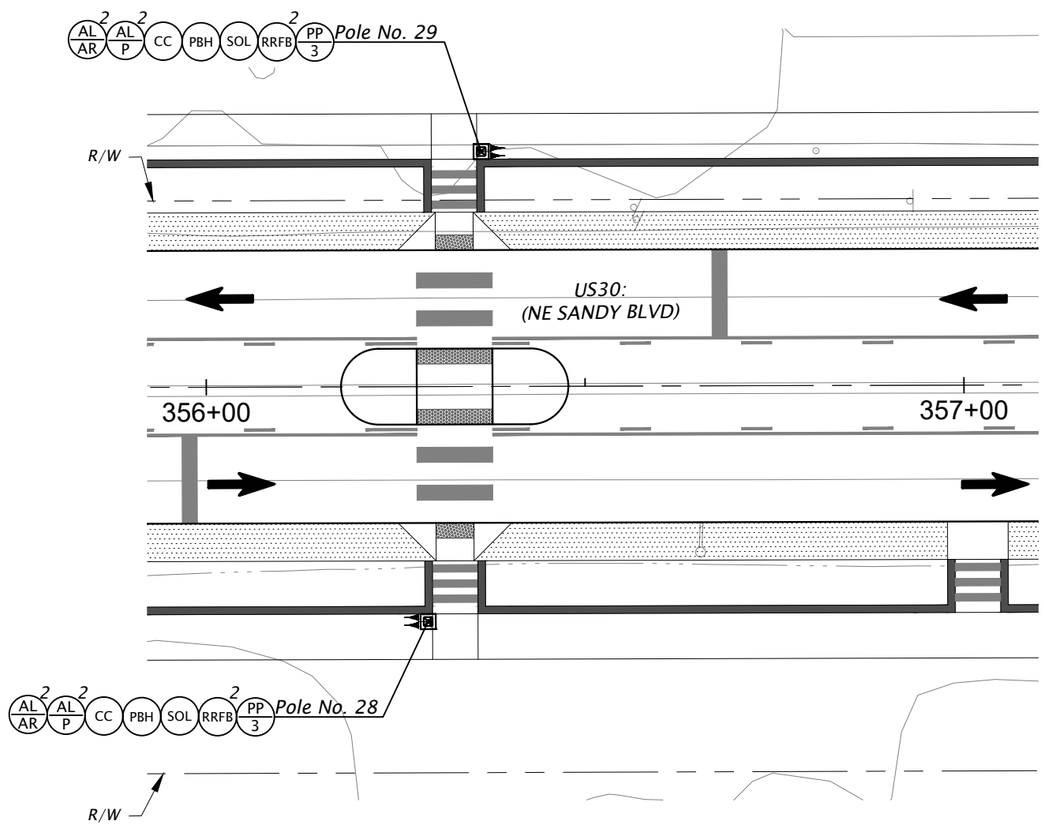
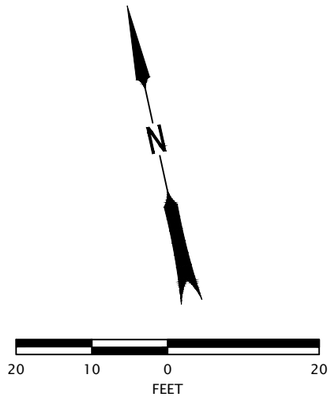
FLASHING BEACON PLAN
NE SANDY BLVD. EAST OF FAIRVIEW PKWY
NE SANDY BLVD. AT STA. 356+33
(FAIRVIEW)





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Designer: P. Kuo
Drafter: T. Molina
Reviewer: M. Leal
Checker: M. Leal

FLASHING BEACON PLAN

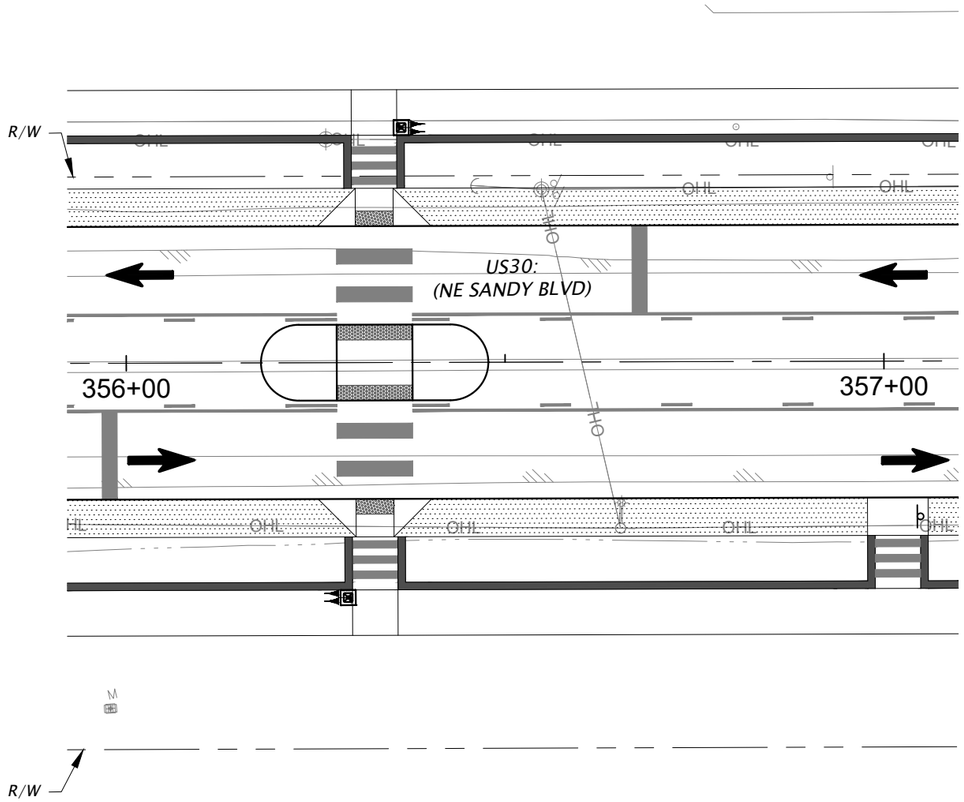
SHEET NO.
MF01

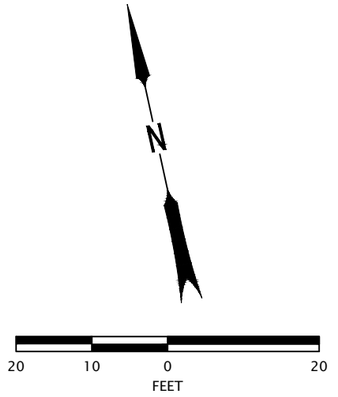
FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

ROTATION: 0° SCALE: 1"=20'

File: L:\GTE-Projects\2024\P24-074 (Sandy Blvd Gresham City Limits - 230th Ave project)\ACAD\MF01-MF02_RRFB Plans for Sandy @ Quail Midblock.dwg TAB:MF01
Plotted: 4/17/26 at 2:17pm By: tracy.molina

EXISTING UTILITIES
NE SANDY BLVD. EAST OF FAIRVIEW PKWY
NE SANDY BLVD. AT STA. 356+33
(FAIRVIEW)





Traffic Section Approval

HWY: N/A
M.P.: N/A

UNIT FILE CODE
XXXXX

DFI/TSSU NO.
N/A

DRAFT DESIGN ACCEPTANCE PLANS INFORMATION ONLY

GLOBAL Transportation Engineering
227 SW Pine St, Suite 220
Portland, Oregon 97204

NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo
Drafter: T. Molina
Reviewer: M. Leal
Checker: M. Leal

EXISTING UTILITIES

SHEET NO.
MF02

FINAL ELECTRONIC DOCUMENT
AVAILABLE UPON REQUEST

ROTATION: 0° SCALE: 1"=20'

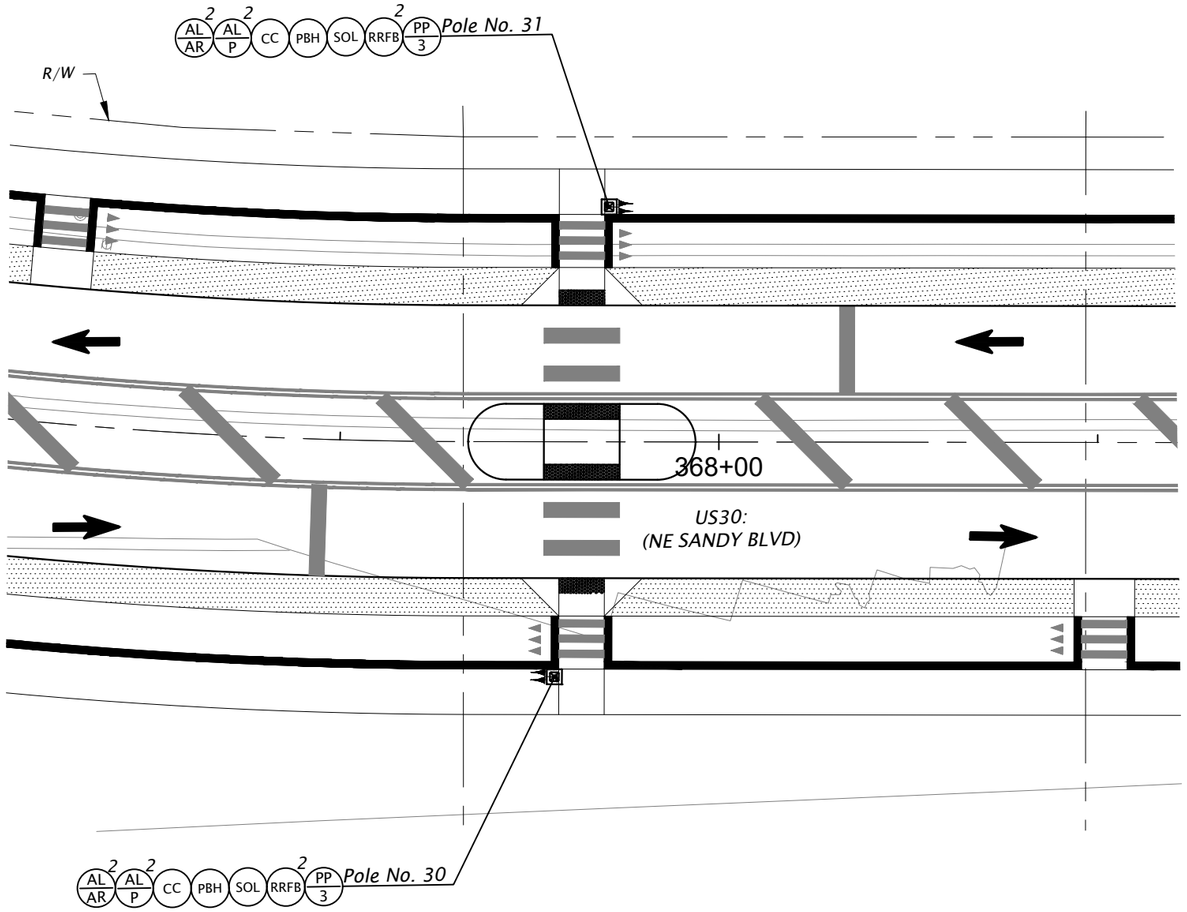
File: L:\GTE-Projects\2024\P24-074 (Sandy Blvd Gresham City Limits - 230th Ave project)\ACAD\MF01-MF02_RRFB Plans for Sandy @ Quail Midblock.dwg TAB:MF02
Plotted: 4/17/26 at 2:17pm By: tracy.molina

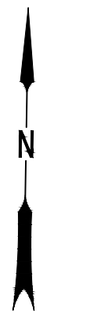
NOTE:
See Plan Sheet No. MJ02 for Pole Entrance Chart.

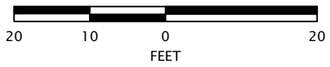
NOTE:
See Plan Sheet No. MA01 for Legend.

"UTILITIES NOT SHOWN"
See Utility Plan Sheet

FLASHING BEACON PLAN
NE SANDY BLVD. WEST OF NE ARBOR CREST DR.
NE SANDY BLVD. AT STA. 367+80
(FAIRVIEW)







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NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

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Drafter: T. Molina	Checker: M. Leal

HWY: N/A
M.P.: N/A

UNIT FILE CODE
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DFI/TSSU NO.
N/A

Traffic Section Approval

FLASHING BEACON PLAN

SHEET NO.
MG01

FINAL ELECTRONIC DOCUMENT
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ROTATION: 0° SCALE: 1"=20'

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Plotted: 4/17/26 at 2:17pm By: tracy.molina

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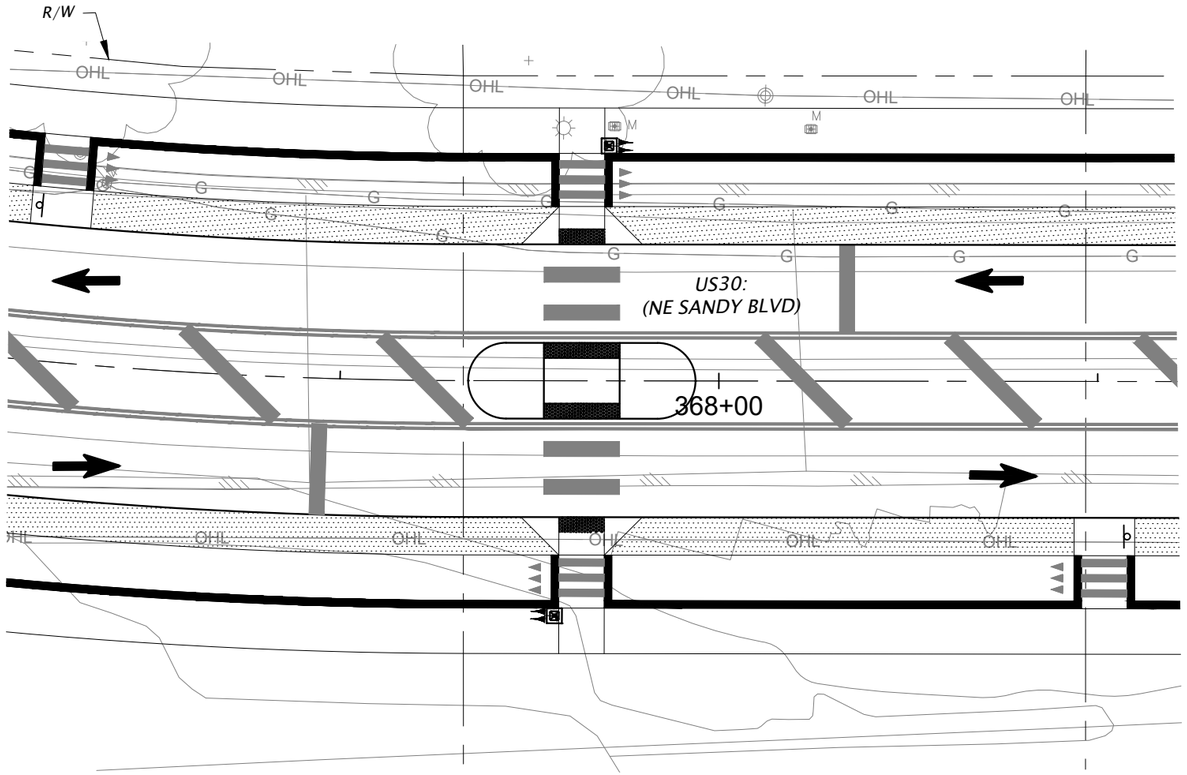
NE SANDY BLVD. AT STA. 367+80
(FAIRVIEW)



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NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

HWY: N/A
M.P.: N/A

UNIT FILE CODE
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DFI/TSSU NO.
N/A

Traffic Section Approval

Designer: P. Kuo
Drafter: T. Molina
Reviewer: M. Leal
Checker: M. Leal

EXISTING UTILITIES

SHEET NO.
MG02

FINAL ELECTRONIC DOCUMENT
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ROTATION: 0° SCALE: 1"=20'

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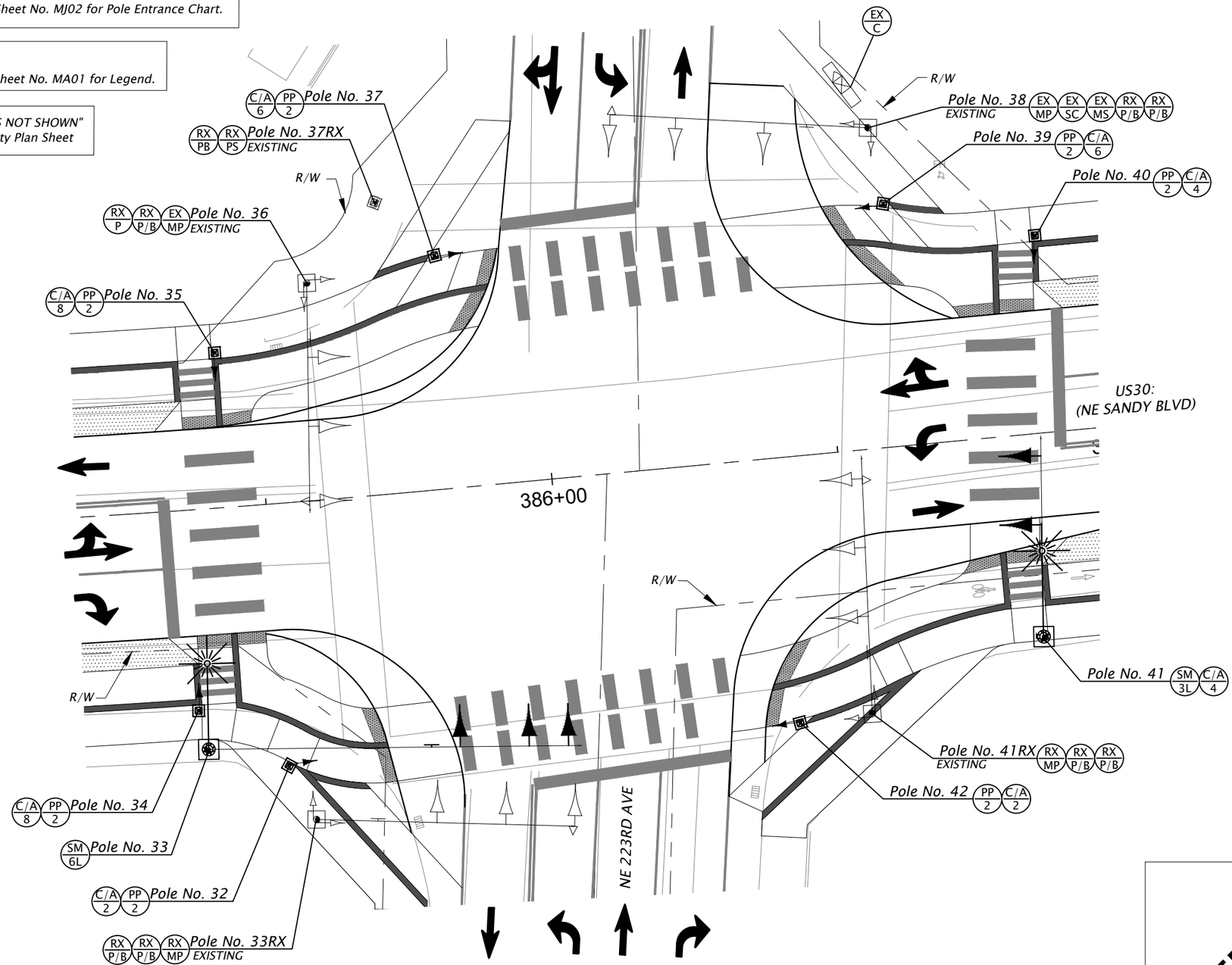
Plotted: 4/17/26 at 2:17pm By: tracy.molina

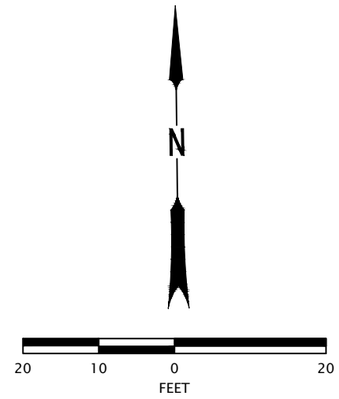
NOTE:
See Plan Sheet No. MJ02 for Pole Entrance Chart.

NOTE:
See Plan Sheet No. MA01 for Legend.

"UTILITIES NOT SHOWN"
See Utility Plan Sheet

SIGNAL PLAN
NE SANDY BLVD. AT NE 223RD AVE
NE SANDY BLVD. STA. 386+00
(FAIRVIEW)





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HWY: N/A
M.P.: N/A

UNIT FILE CODE
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NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo
Drafter: T. Molina
Reviewer: M. Leal
Checker: M. Leal

SIGNAL MODIFICATION PLAN

SHEET NO.
MH01

FINAL ELECTRONIC DOCUMENT
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ROTATION: 0° SCALE: 1"=20'

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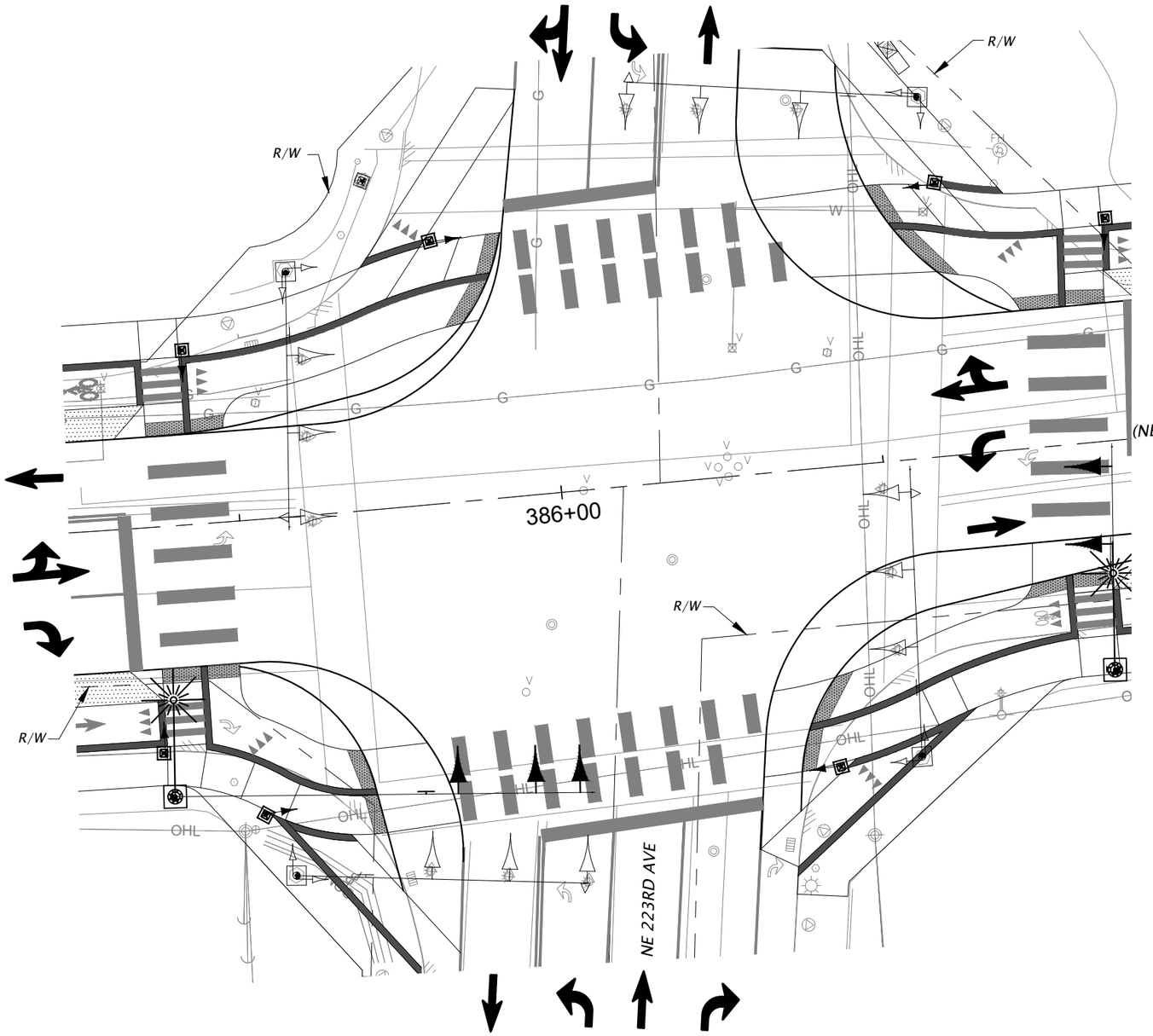
Plotted: 4/17/26 at 2:17pm By: tracy.molina

EXISTING UTILITIES
NE SANDY BLVD. AT NE 223RD AVE
NE SANDY BLVD. STA. 386+00
(FAIRVIEW)


R/W
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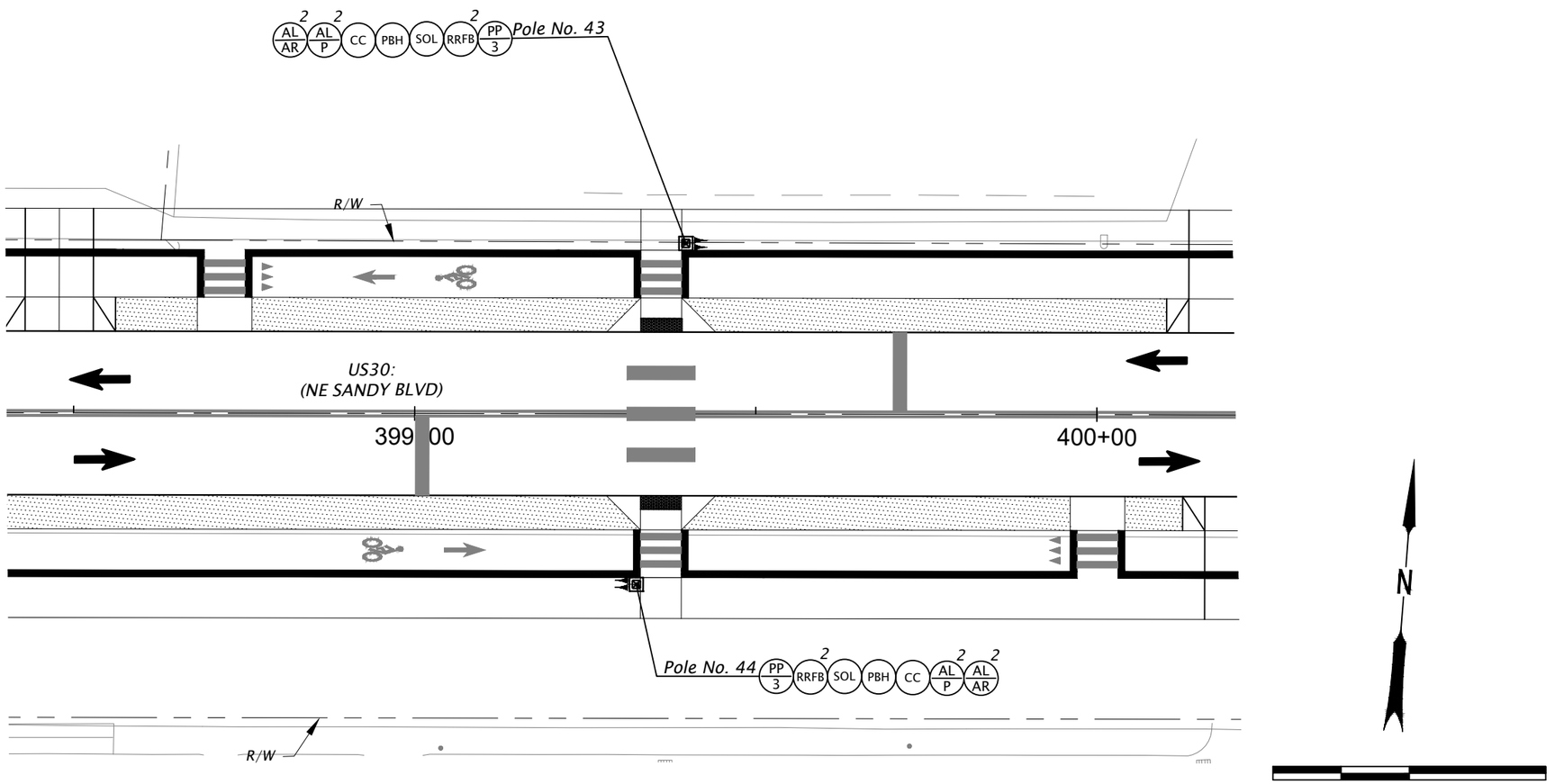
R/W
R/W
386+00
US30:
(NE SANDY BLVD)
NE 223RD AVE
OHL
OHL
OHL

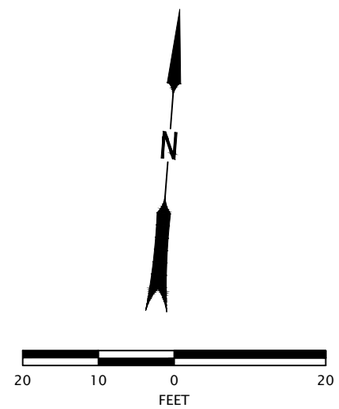
NOTE:
See Plan Sheet No. MJ02 for Pole Entrance Chart.

NOTE:
See Plan Sheet No. MA01 for Legend.

"UTILITIES NOT SHOWN"
See Utility Plan Sheet

FLASHING BEACON PLAN
NE SANDY BLVD. WEST OF NE 230TH AVE
NE SANDY BLVD. AT STA. 399+25
(FAIRVIEW)





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NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo	Reviewer: M. Leal
Drafter: T. Molina	Checker: M. Leal

HWY: N/A
M.P.: N/A

UNIT FILE CODE
XXXXX

DFI/TSSU NO.
N/A

Traffic Section Approval

FLASHING BEACON PLAN

SHEET NO.
MI01

FINAL ELECTRONIC DOCUMENT
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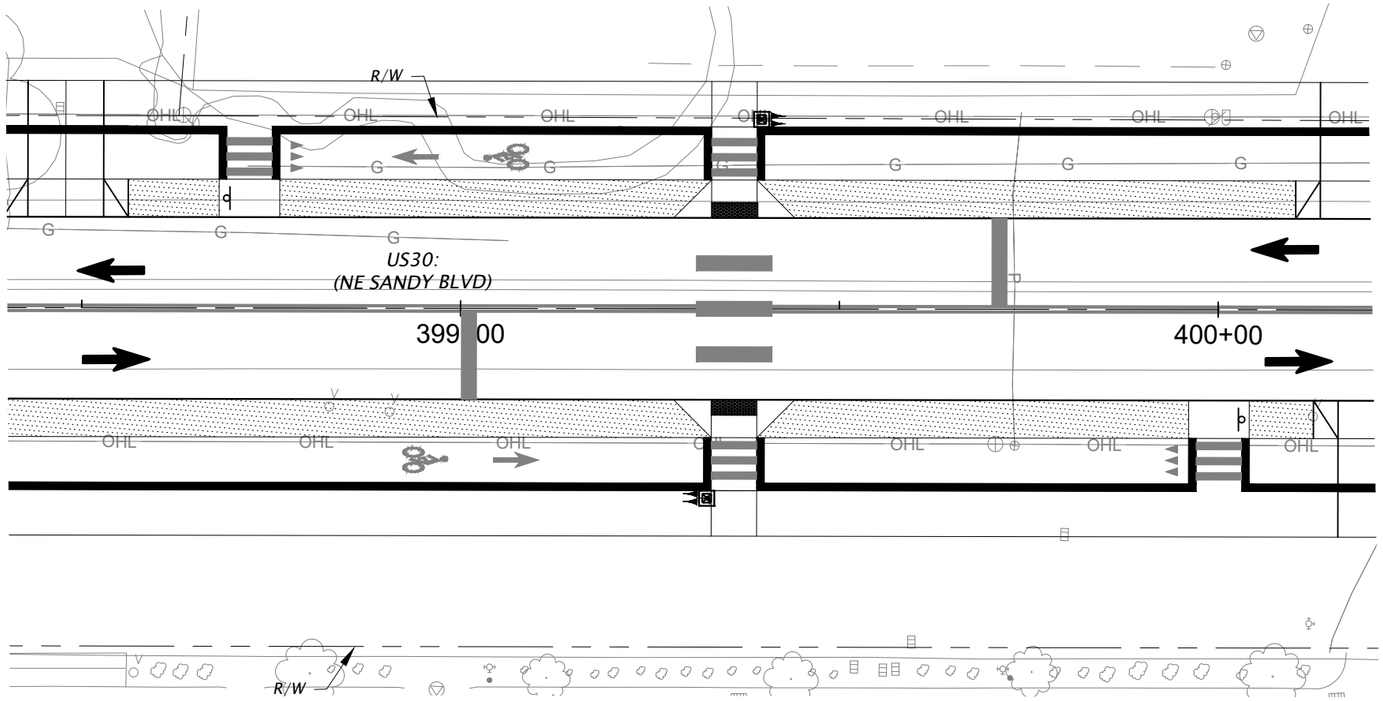
ROTATION: 0° SCALE: 1"=20'

File: L:\GTE-Projects\2024\P24-074 (Sandy Blvd Gresham City Limits - 230th Ave project)\ACAD\MI01-MI02_RRFB Plans for Sandy west of 230th.dwg TAB:MI01
Plotted: 4/17/26 at 2:17pm By: tracy.molina

EXISTING UTILITIES
NE SANDY BLVD. WEST OF NE 230TH AVE
NE SANDY BLVD. AT STA. 399+25
(FAIRVIEW)



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NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo	Reviewer: M. Leal
Drafter: T. Molina	Checker: M. Leal

FLASHING BEACON PLAN

SHEET NO.
MI02

HWY: N/A
M.P.: N/A

UNIT FILE CODE
XXXXX

DFI/TSSU NO.
N/A

Traffic Section Approval

FINAL ELECTRONIC DOCUMENT
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ROTATION: 0° SCALE: 1"=20'

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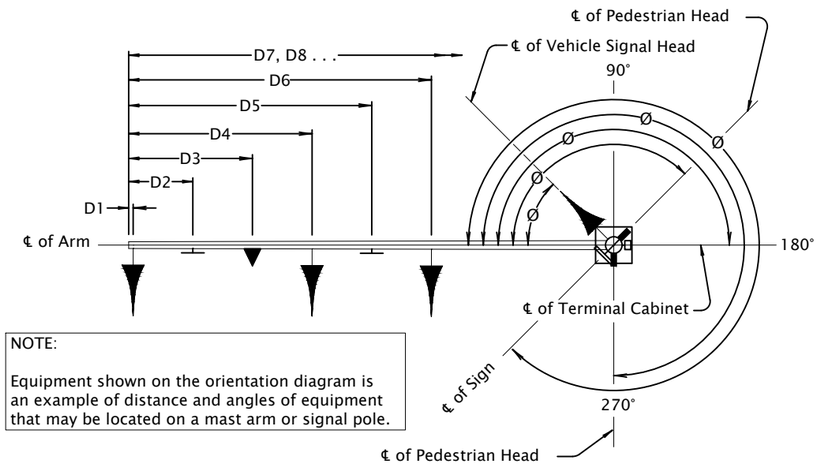
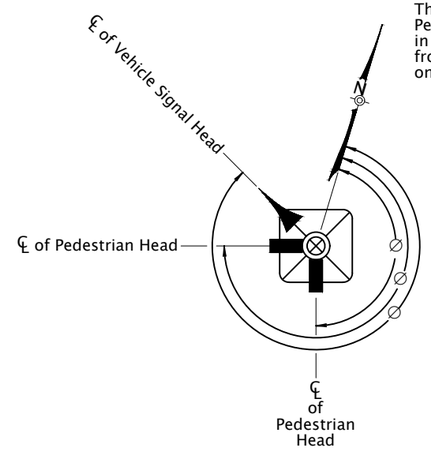


NOTE:

Equipment shown on the orientation diagram is an example of distance and angles of equipment that may be located on a mast arm or signal pole.

MAST ARM POLE ORIENTATION DIAGRAM



The north arrow shown relates to zero degrees on Pedestrian and Vehicle signal poles. Degrees shown in the pole entrance chart show the degrees clockwise from plan sheet north arrow (zero) to equipment located on the pole.

NOTE:

Equipment shown on the orientation diagram is a clarification of angles of equipment that may be located on a pedestrian pedestal or vehicle pedestal.

PEDESTRIAN PEDESTAL / VEHICLE PEDESTAL ORIENTATION DIAGRAM

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HWY: N/A M.P.: N/A	
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NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

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Drafter: T. Molina	Checker: M. Leal

DETAILS — SHEET NO. MJ01

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File: L:\GTE-Projects\2024\P24-074 (Sandy Blvd Gresham City Limits - 230th Ave project)\ACAD\MJ01_Details.dwg TAB:MJ01
Plotted: 4/17/26 at 2:17pm By: tracy.molina

POLE ENTRANCE CHART

		See TM650 thru TM653	EQUIPMENT ON POLE						EQUIPMENT ON MAST ARM (Length in Feet and Equipment Type)									FOUNDATION INFORMATION (See Std. Drg. TM653)		LUMINAIRES					MISC. EQUIP.
POLE NO.	SHEET NO.	TYPE	PED. SIGNAL DEG.	PED. PUSHBUTTON DEG.	TERM. CABINET DEG.	SIGN DEG.	TRAFFIC SIGNAL DEG.	PHOTO ELECTRIC CELL	ARM LENGTH	D 1	D 2	D 3	D 4	D 5	D 6	D 7	D 8	FOUNDATION NUMBER	REQUIRED FOUNDATION DEPTH	ARM LENGTH	ARM DEG.	MOUNTING HEIGHT	FIXTURE TYPE	WATTAGE	ON ARM
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
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HWY: N/A
M.P.: N/A

UNIT FILE CODE
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DFI/TSSU NO.
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OREGON DEPARTMENT OF TRANSPORTATION

NE SANDY BLVD
FAIRVIEW, OREGON

MULTNOMAH COUNTY

Designer: P. Kuo
Reviewer: M. Leal
Drafter: T. Molina
Checker: M. Leal

DETAILS

SHEET NO.
MJ02

File: L:\GTE-Projects\2024\P24-074 (Sandy Blvd Gresham City Limits - 230th Ave project)\ACAD\MJ01_Details.dwg TAB:MJ02
Plotted: 4/17/26 at 2:17pm By: tracy.molina

Appendix J: Public Engagement Summary

Safer Sandy Community Engagement Period Summary

2025 – 2026

Overview

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

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

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

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

Engagement Approach

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

Figure 1. Project engagement phases.

Title VI Requirements

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

The project team incorporated Title VI Program Plan[4] principles throughout the Community Engagement Plan and engagement strategy. This includes intentional efforts to reach and reflect the voices of communities most impacted by transportation decisions (see the "Who we heard from" sections below). These efforts help ensure that the engagement process is inclusive, representative, and aligned with the intent of Title VI.

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

Safer Sandy Community Engagement Summary – Phase 1

Spring 2025

Overview

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

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

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

Key Needs Identified

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

Measures of Success

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

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

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

Outreach efforts also had strong successes:

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

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

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

Survey

Who we heard from

The team received 406 survey responses, offering insight into how people travel and experience NE Sandy Blvd. While this represents a small portion of the estimated 14,781 people living within six square miles of the corridor[5], the responses reflect a diverse range of lived experiences and travel behaviors in the area.

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

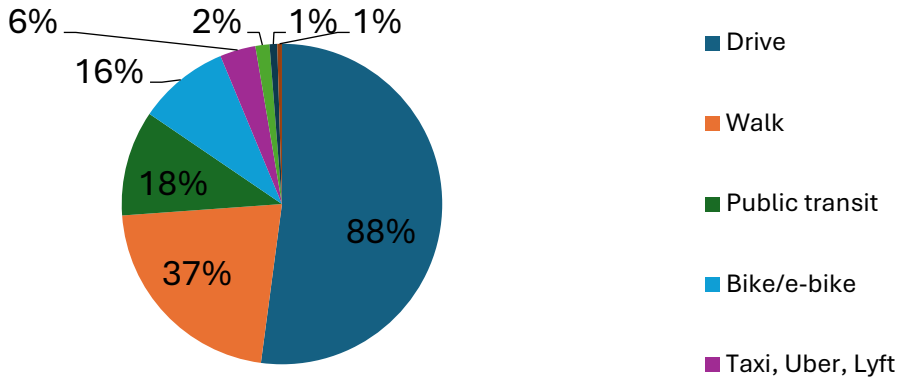


Figure 2. Responses to "How do you get around on Sandy in Fairview?". Note: Participants could select multiple travel options.

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

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

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

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

What we heard

Participant survey responses offered insight into their experiences of NE Sandy Blvd and what their priorities are.

The top safety concerns of survey respondents were poorly maintained roads, lack of sidewalks, and fear of getting hit by a car while walking or biking (Figure 3).

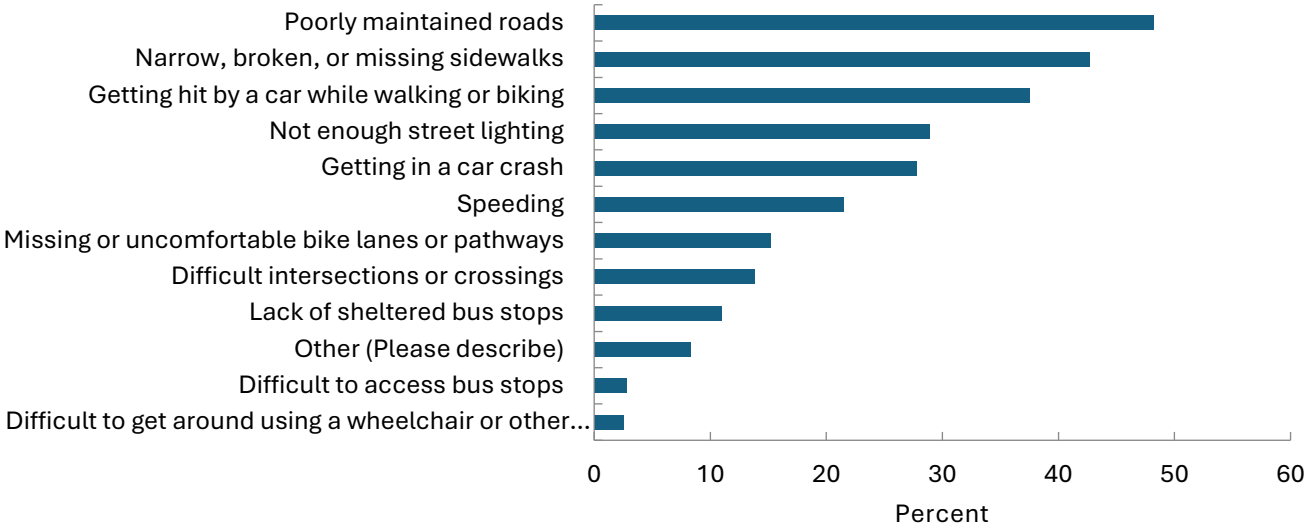


Figure 3. Responses to "We are studying different safety improvement options. Out of this list, what are your top three safety concerns? Please choose up to three."

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

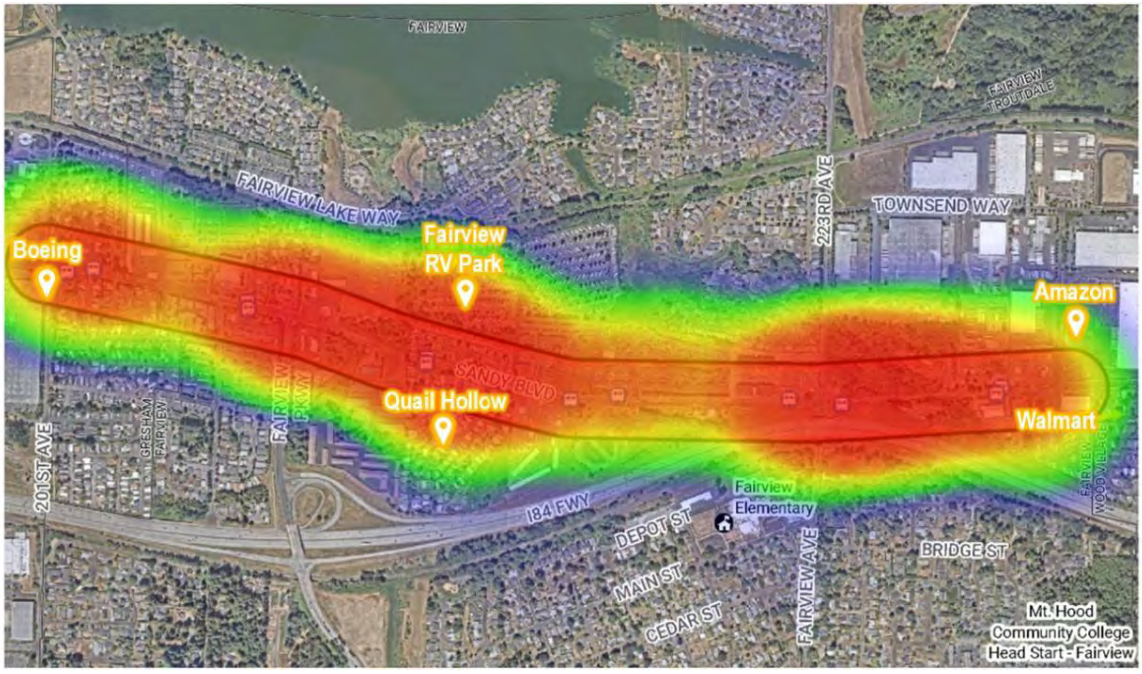


Figure 4. Visualization of survey results for "Where do you feel unsafe walking, rolling, taking public transit, or driving on Sandy?"

Cross Street	Priorities
Area between NE 201st Ave & NE 205th Ave	● Lack of sidewalks- feel unsafe and muddy conditions in the rain. ● Existing crosswalks are not safe because cars do not stop for them. ● *"Feel very unsafe because it's very hard to see the oncoming traffic. Also, I have personally witnessed a young girl within the last year get brutally run over with her dog while using the crosswalk."* ● Existing crosswalks are too far from the TriMet bus stops and school bus stops serving neighborhoods on both sides of NE Sandy Blvd where there is frequent need to cross. ● *"I am a 73-year-old woman; I do not feel safe riding the bus along this route; the bus stops are terrible and there are no crosswalks with lights."* ● Potholes are a concern. ● Speeding through the industrial area.
Fairview Parkway	● Speeding. ● Unsafe bike lanes. ● High traffic volume due to I-84 access. ● Difficulty turning on/off NE Sandy Blvd. ● *"Fairview parkway and Sandy is dangerous for motorists and pedestrians. Many collisions here."*
Quail Hollow/ Fairview RV Park Entrance *21100 & 21401 NE Sandy Blvd*	● Lack of sidewalks. ● Hard to turn on or off NE Sandy Blvd due to traffic, speed, and visibility around bend. ● Lack of safe crossings where residents are frequently crossing the street for bus stops and between neighborhoods on both sides of NE Sandy Blvd.

Fairview Terrace Entrance *NE Arbor Crest Dr*	● Limited visibility and speeding make turning on/off NE Sandy Blvd difficult. ● Parked cars block sightlines.
Meadowlark Entrance *22199 NE Sandy Blvd*	● Limited visibility and speeding make turning on/off NE Sandy Blvd difficult. ● Parked cars block sightlines. ● *"A middle lane will help with getting out of neighborhoods."*
NE 223rd Ave	● Inconsistent sidewalks. ● High traffic, high speed, and heavy freight.
Area between NE 223rd Ave & NE 230th Ave	● Narrow shoulder with limited space for walking and biking. ● *"No sidewalks going west up the hill to 223rd means I have to walk on the side of the road, with very little ground before it gives way to a cliff into a creek and blackberries."* ● Dark at night, making it difficult to see people walking & biking. ● Frequent traffic to Walmart from residents to the west, but sidewalks and bike lanes do not connect through here. ● *"I drive my kid to Fairview elementary every day and see people walking on that road and it is dangerous without a sidewalk. I have to wait for oncoming traffic to pass in order to make space for the pedestrian walking so close to the road."*

Table 1. Responses to "Where do you feel unsafe walking, rolling, taking public transit, or driving on NE Sandy Blvd?"

Engagement Activities

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

Community Interviews

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

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

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

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

Organization	Feedback
Reynolds School District	• Shared the locations of school bus stops along the corridor; two of the four are within the funded construction section. • The bus stop closest to the school (21800 NE Sandy Blvd at Fairview Terrace) would be walkable, but the heavy freight traffic and lack of consistent sidewalks make it feel unsafe. • The district avoids having kids cross NE Sandy Blvd when getting on and off the bus because traffic does not always stop for school buses. • Preference to have the bus stop in traffic with sidewalks to ensure cars cannot pass on the right- which has happened multiple times.
Smith Memorial Presbyterian	• Concern for weekly food pantry guests and volunteers, some who regularly walk, bike, and roll to the event; including one neighbor who pushes their baby stroller in front of their wheelchair. • Request adding a sidewalk on the east side of 223rd so that NE Sandy Blvd is fully connected to Bridge Street.
Oregon Trucking Association	• It is important to retain lane widths (10-12 feet) for freight. • Preference for bike and pedestrian routes to be different or at least physically separated from freight routes; avoid bikes next to freight whenever possible. • Push buttons for pedestrian crossings can be difficult for trucks to stop suddenly. Predictable pedestrian crossings at traffic lights that are synchronized together are better for freight. • Lighting along the corridor is helpful for drivers to see people walking, biking, or rolling.
Fairview Terrace HOA	• It is difficult to pull out onto NE Sandy Blvd or turn into the neighborhood because of the speed of NE Sandy Blvd and the lack of visibility from parked cars. • Request to extend the red curb and no parking area to improve the sightlines. • Inconsistent sidewalks make it difficult to comfortably pass people walking, biking, or rolling.

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

Community Conversations

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

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

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

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

The Fork

Food Cart Pod

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

Priorities included:

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

Smith Memorial Presbyterian Church's Food Pantry

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

Priorities included:

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

Quail Hollow & Fairview RV Park Residents

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

Priorities included:

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

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

Lideres Naturales (Natural Leaders) Meeting

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

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

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

Safer Sandy Community Engagement Summary – Phase 2

Fall 2025

Overview

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

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

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

Top Priorities We Heard

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

Measures of Success

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

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

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

Outreach efforts also had strong successes:

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

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

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

Survey

Who we heard from

The team received 457 total survey responses, offering insight into how people feel about the proposed improvements along NE Sandy Blvd. While this represents a small portion of the estimated 14,781 people living within six square miles of the corridor[6], the responses reflect a diverse range of lived experiences and travel behaviors in the area.

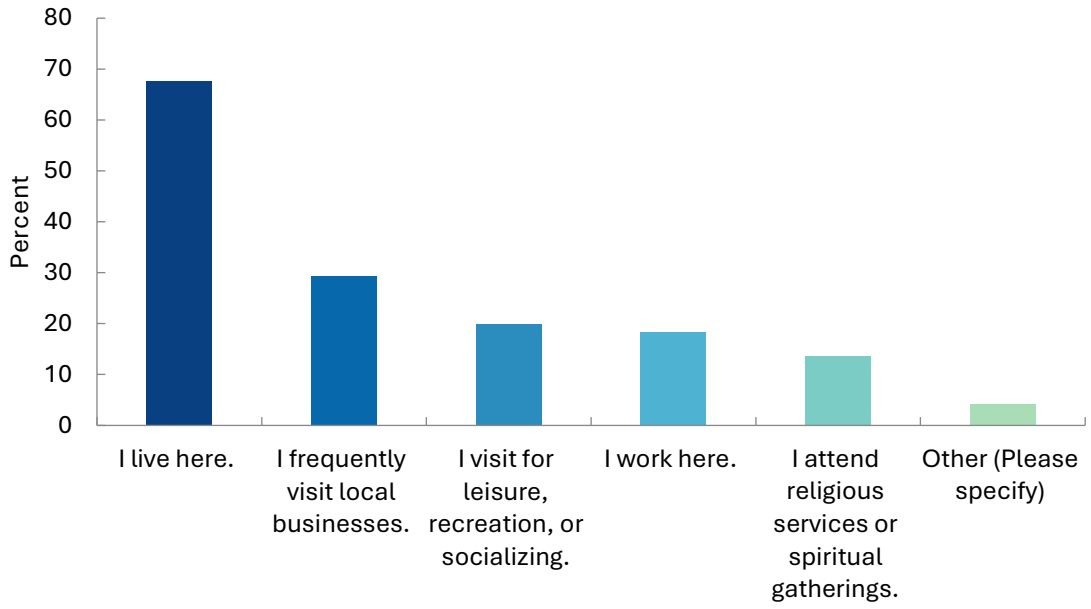


Figure 2. Responses to "What's your connection to this area?" Note: Participants could select multiple options.

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

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

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

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

What we heard

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

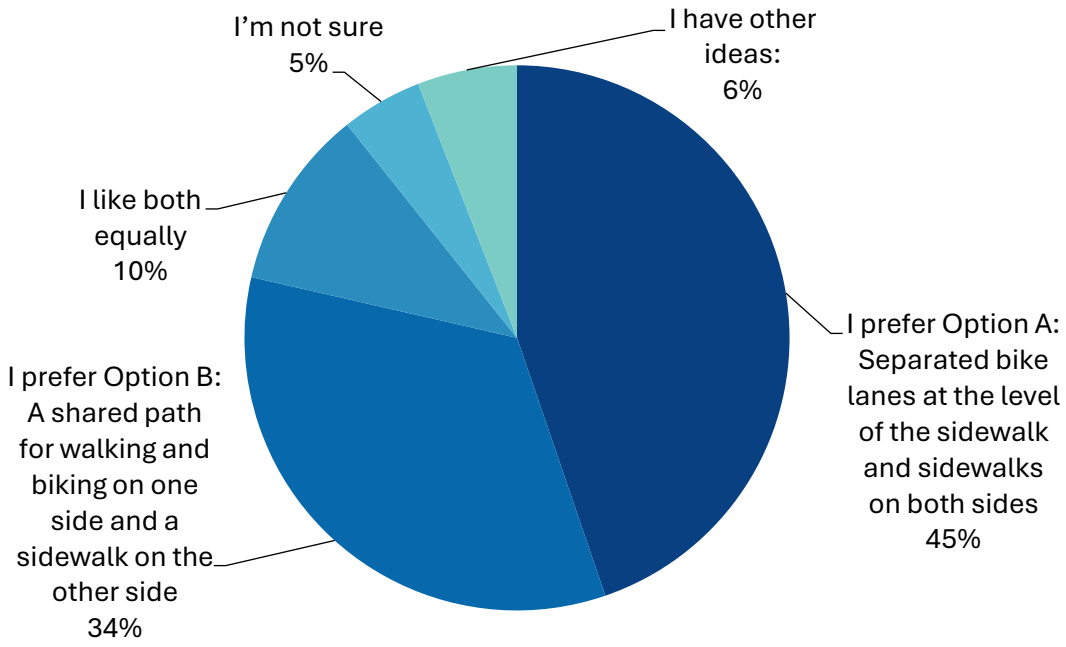


Figure 3. Responses to "How would you like to travel on NE Sandy Blvd in Fairview?"

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

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

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

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

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

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

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

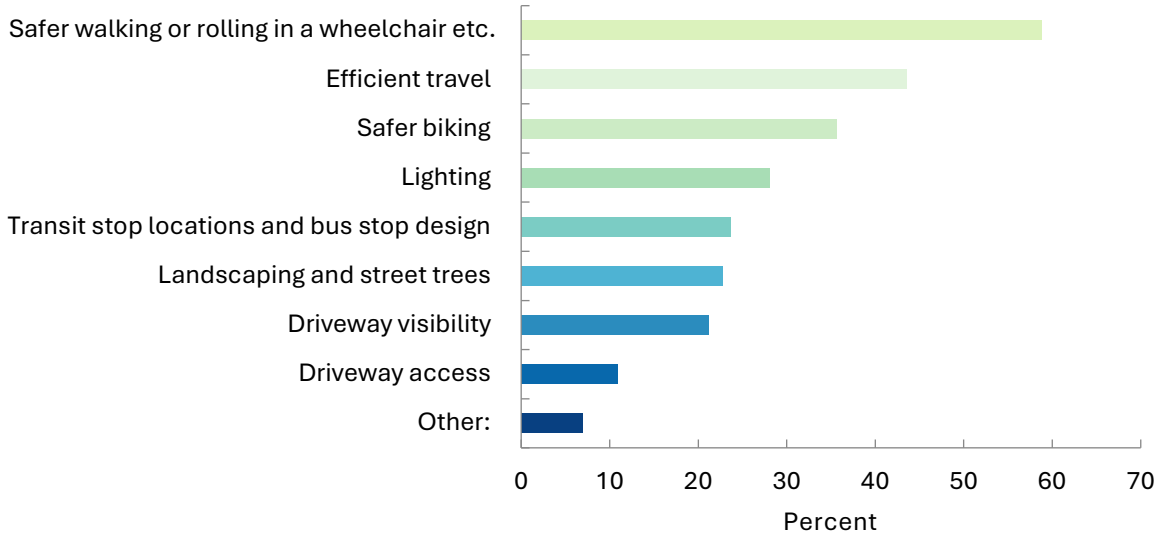


Figure 4. Responses to "What matters most to you about these design options?" Note: Participants could choose up to three priorities.

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

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

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

Segment 1: 201st Ave to Fairview Pkwy	● Many said this is too many crosswalks in a short distance; only 1 or 2 are needed. ● One person suggested putting the crosswalks next to intersections with lights so cars can see pedestrians at night. ● *"I live in Rolling Hills. A crosswalk here would be very helpful."*
Segment 2: Fairview Pkwy to Blossom Hill Rd	● Some said this is too many crosswalks in a short distance. ● A few people said bus stops and crosswalks should align since there are no other destinations to go to. ● A couple people said the crosswalk at Blossom Hill Rd. is completely unnecessary and should be removed.
Segment 3: Blossom Hill Rd to 223rd Ave	● A couple people said there needs to be sidewalks before there are crosswalks. ● A few people said there is nothing on the south side of Sandy for people to need to cross before 223rd. ● One person suggested that the east-bound TriMet bus stop should be moved to the wider, safer location where the old freeway ramp to I-84 was.
Segment 4: 223rd Ave to 230th Ave	● One person said only the 223rd cross is needed.

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

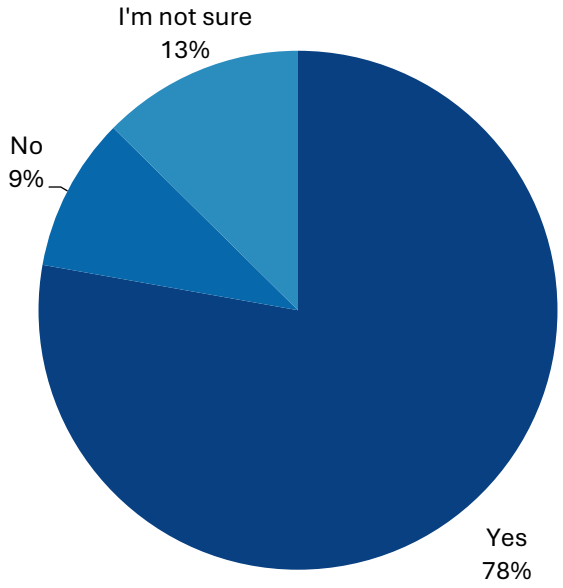


Figure 5. Responses to "Would you support removing the parking lane on the north side of Sandy Blvd between Blossom Hill Rd and 223rd Ave?"

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

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

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

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

Engagement Activities

Community Conversations

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

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

Smith Memorial Presbyterian Church

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

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

Comments included:

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

Quail Hollow & Fairview RV Park Residents

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

Comments included:

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

CELs Engagement

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

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

Russian & Ukrainian communities comments included:

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

Spanish community comments included:

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

Safer Sandy Community Engagement Summary – Phase 3

Winter 2026

Overview

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

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

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

Top Priorities We Heard

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

Measures of Success

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

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

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

Outreach efforts also had strong successes:

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

Survey

Who we heard from

The team received 365 total survey responses, offering insight into how people feel about the proposed improvements along NE Sandy Blvd. While this represents a small portion of the estimated 14,781 people living within six square miles of the corridor[7], the responses reflect a diverse range of lived experiences and travel behaviors in the area.

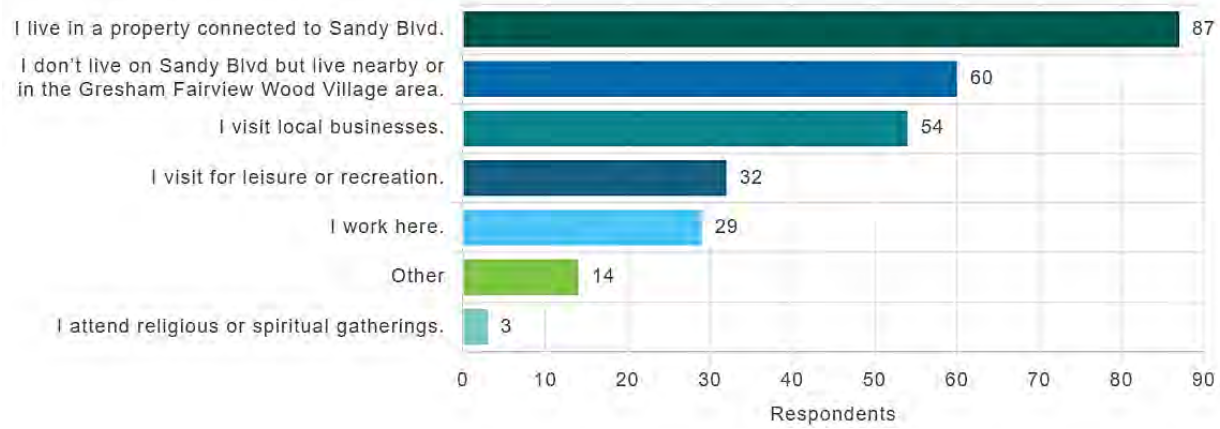


Figure 2. Responses to "What's your connection to this area?" Note: Participants could select multiple options.

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

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

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

What we heard

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

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

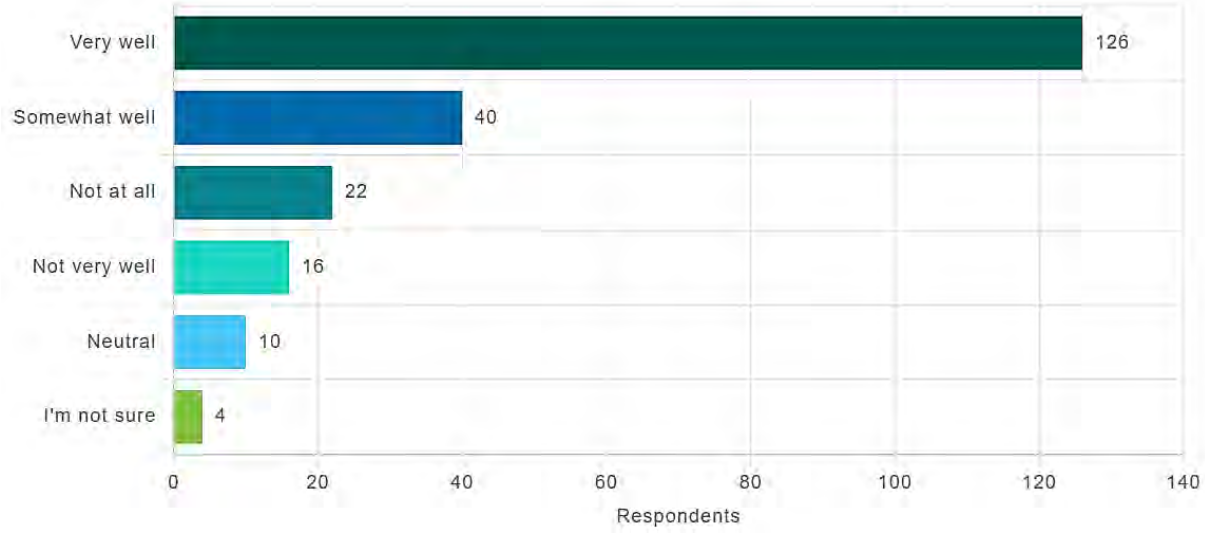


Figure 3.

Responses to "Do you support the proposed improvements?"

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

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

"Very well" or "Somewhat well"	• Many people agreed that there is a need for safer options to walk, bike, and take transit. • Many people liked the center turn lane to keep traffic moving efficiently. • A few people shared concerns for the cost. • A couple people asked if Sandy Blvd was wide enough for these improvements. • *"I work in this area and see the imperfections of the pedestrian system. I'm constantly driving, and people run across the road to get to the bus stop.*[8]
"Not very well" or "Not at all"	• Many people don't feel bike lanes are needed here. • Some people are worried the road will be confusing for drivers. • Some feel adding bike lanes will make more car traffic. • Some people had cost concerns.

[8] This response was translated from Russian.

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

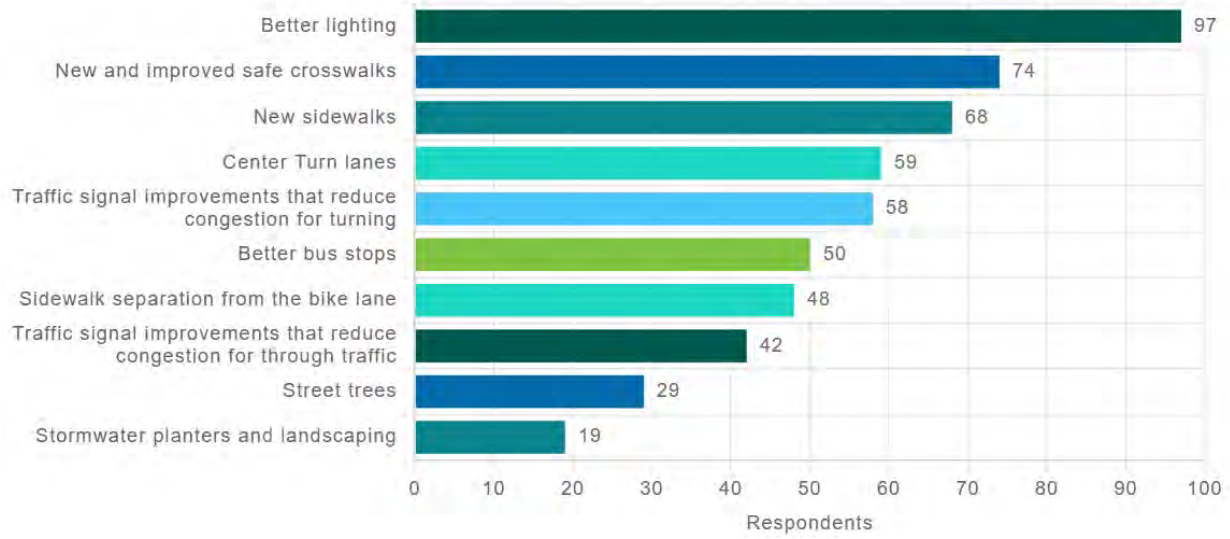


Figure 4. Which of the following features are the most important to you" Note: Participants could choose up to three priorities.

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

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

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

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

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

Engagement Activities

Community Conversations

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

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

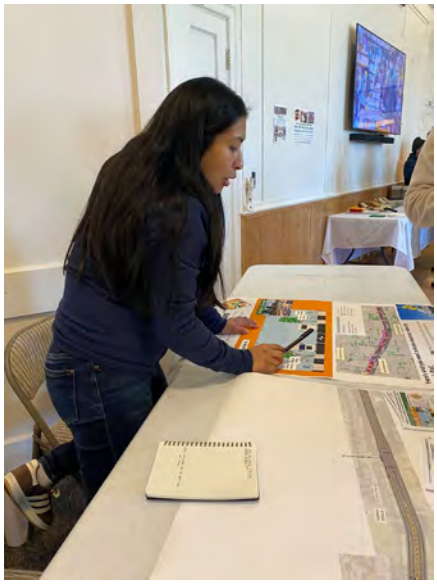
Fairview Terrace HOA

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

Comments included:

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

Smith Memorial Presbyterian Church



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

Comments included:

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

Quail Hollow & Fairview RV Park Residents

Project staff joined a weekly coffee hour hosted by Quail Hollow Mobile Home Park at the Quail Hollow clubhouse, with residents from the Fairview RV Park joining as well. Staff provided updates on the project, answered questions, and conducted a discussion to gather feedback from 22 participants.

Comments included:

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

CELs Engagement

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

Russian & Ukrainian communities comments included:

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

Spanish community comments included:

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

Appendix K: Survey Results

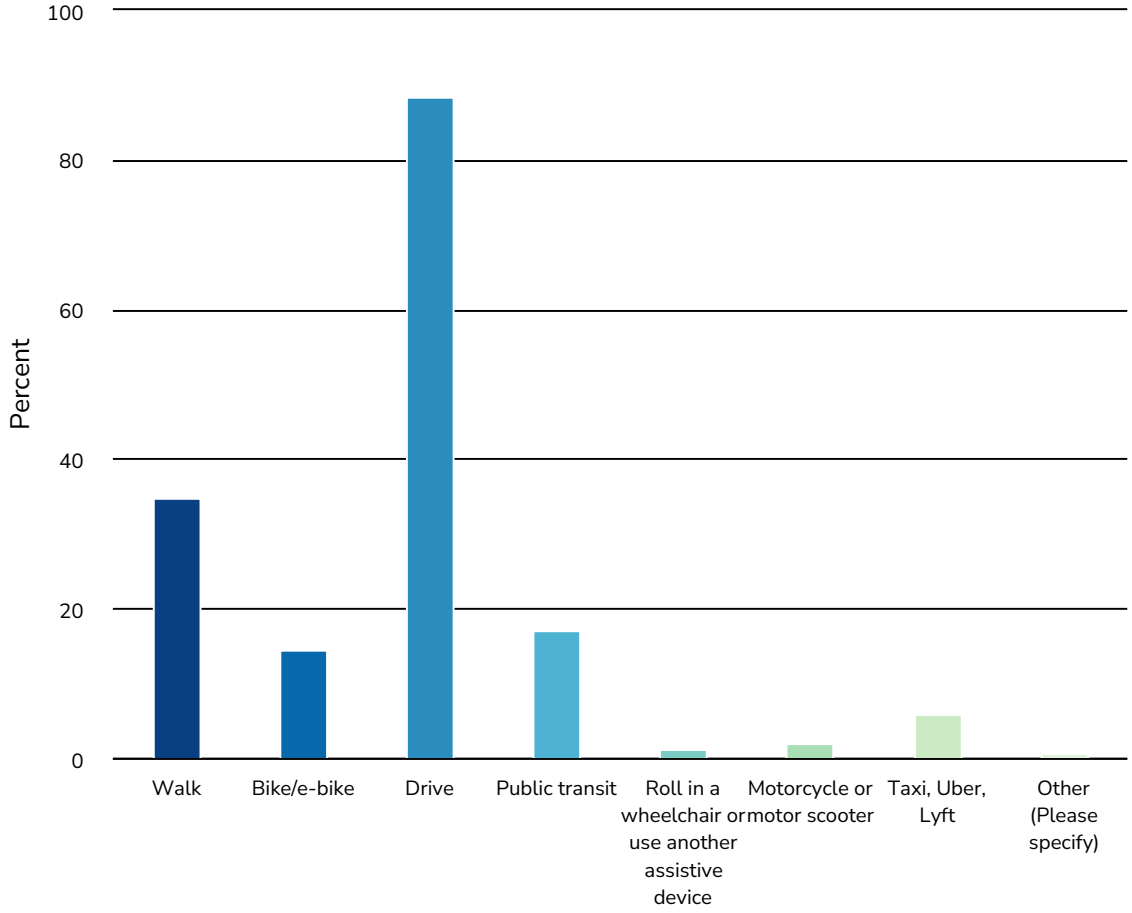
Report for Safer Sandy

Response Counts

Completion Rate:	**92.4%**		
	Complete		389
	Partial		32

Totals: 421

1. How do you get around on Sandy in Fairview? Select all that apply.



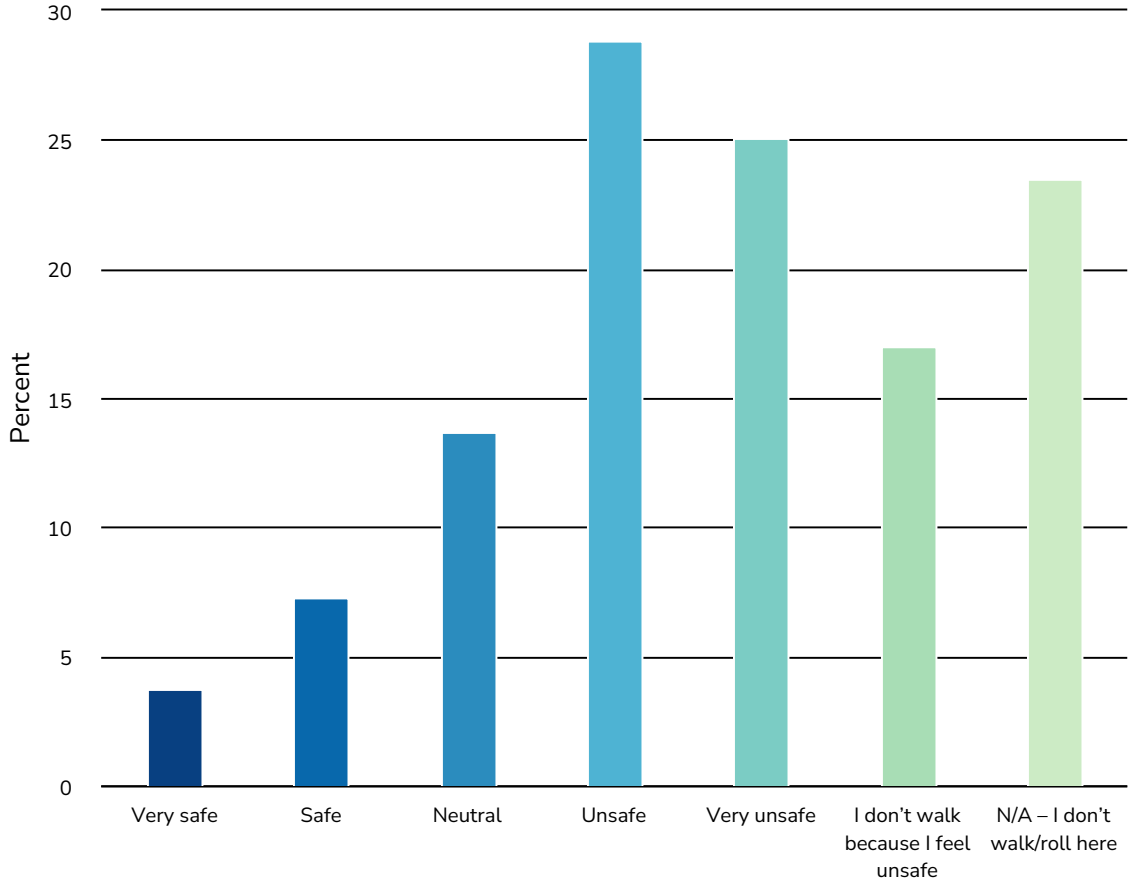
Value	Percent	Responses
Walk	34.8%	140
Bike/e-bike	14.7%	59
Drive	88.6%	356
Public transit	17.2%	69
Roll in a wheelchair or use another assistive device	1.2%	5
Motorcycle or motor scooter	2.2%	9
Taxi, Uber, Lyft	6.0%	24
Other (Please specify)	0.7%	3

Statistics

Total Responses	402

Other (Please specify)	Count
I see other people walking on Sandy, and it scares me	1
Walk with a child in a stroller	1
ride as passenger	1
Totals	3

2. How do you feel walking or rolling (using a wheelchair or other mobility device) on or across Sandy Blvd in Fairview? Select up to two.

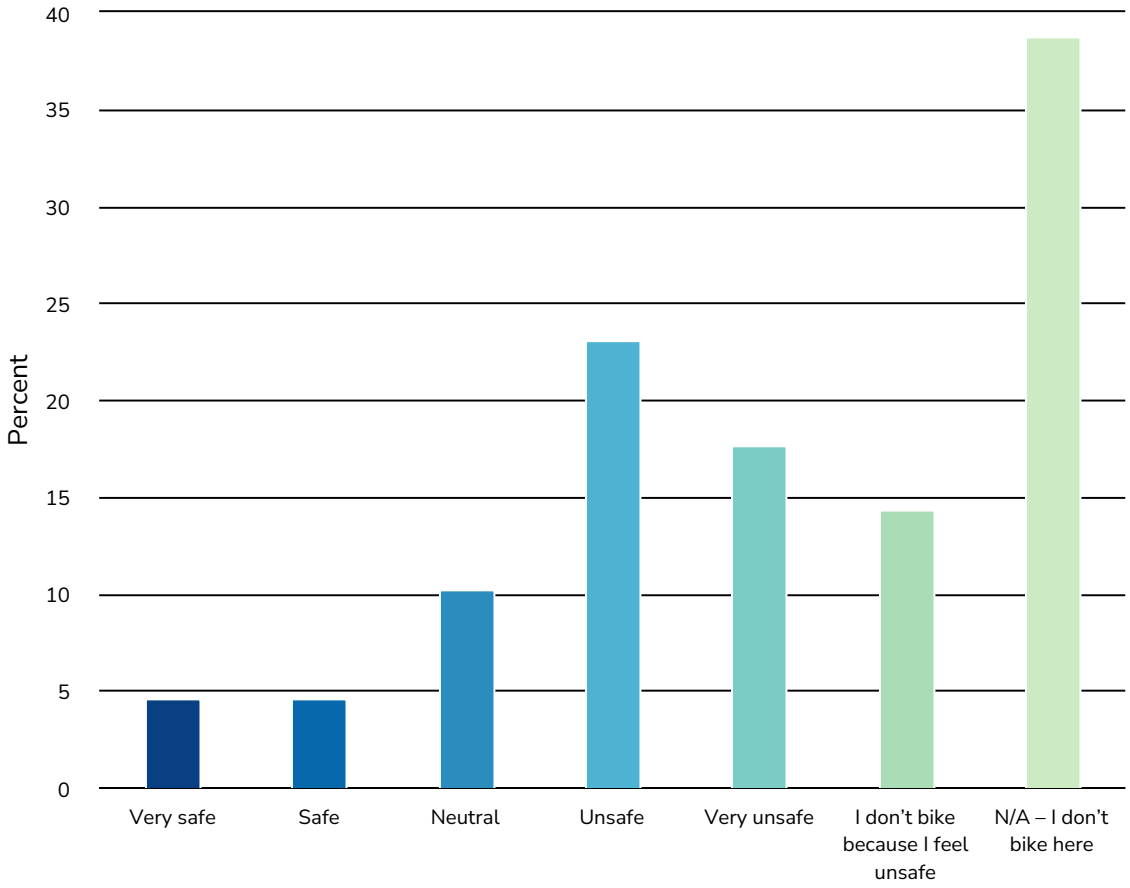


Value	Percent	Responses
Very safe	3.8%	15
Safe	7.3%	29
Neutral	13.7%	54
Unsafe	28.9%	114
Very unsafe	25.1%	99
I don't walk because I feel unsafe	17.0%	67
N/A – I don't walk/roll here	23.5%	93

Statistics

Total Responses	395

3. How do you feel bicycling on Sandy Blvd? Select up to two.

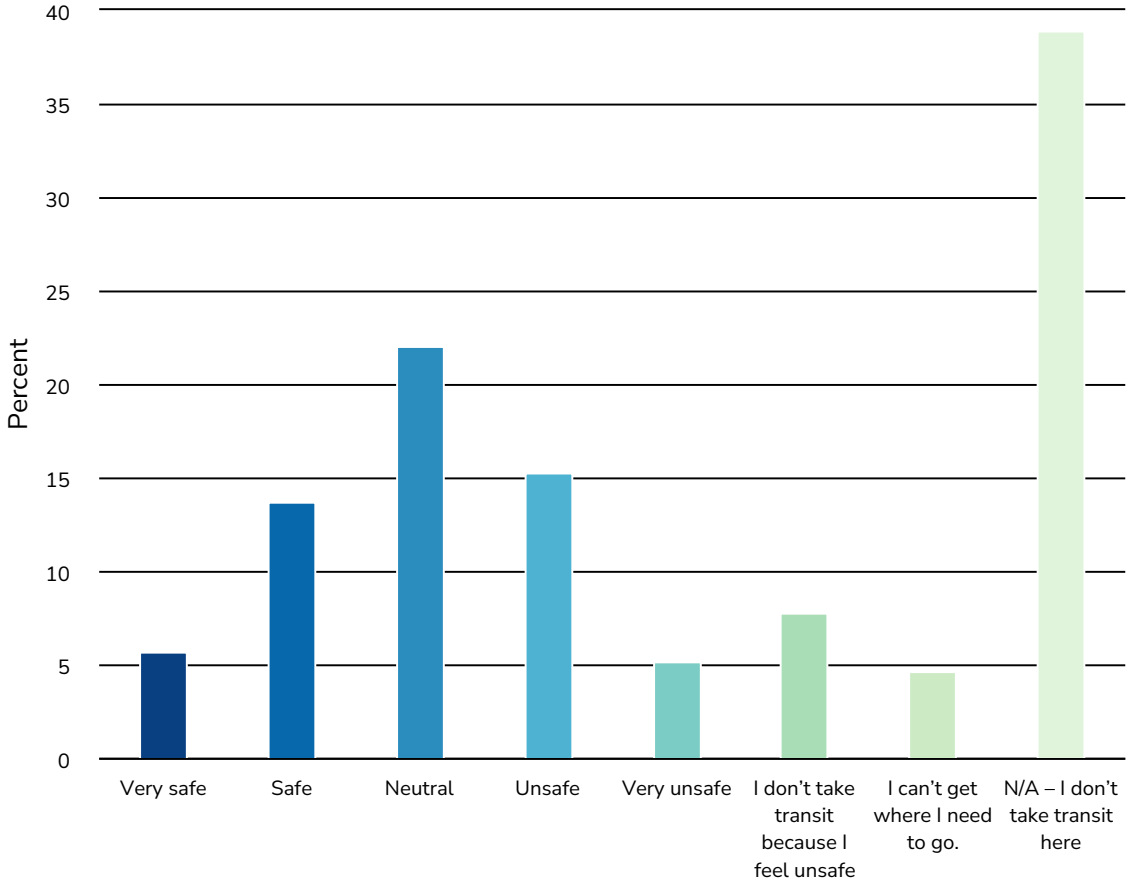


Value	Percent	Responses
Very safe	4.6%	18
Safe	4.6%	18
Neutral	10.3%	40
Unsafe	23.1%	90
Very unsafe	17.7%	69
I don't bike because I feel unsafe	14.4%	56
N/A – I don't bike here	38.8%	151

Statistics

Total Responses	389

4. How do you feel taking transit on Sandy in Fairview? Select up to two.

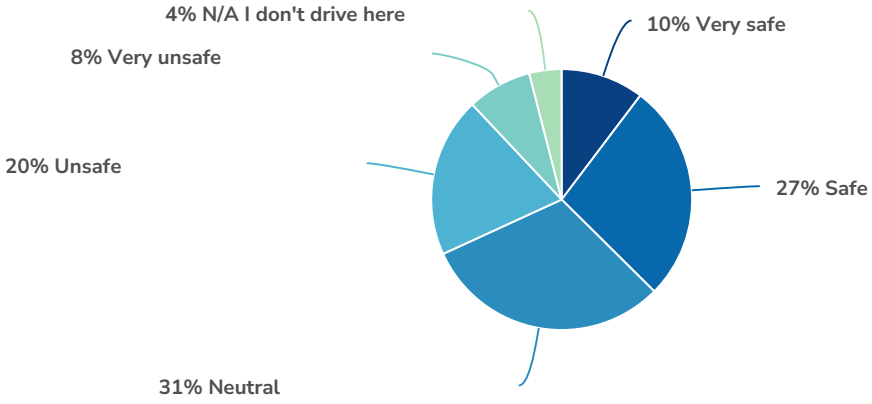


Value	Percent	Responses
Very safe	5.7%	22
Safe	13.8%	53
Neutral	22.1%	85
Unsafe	15.3%	59
Very unsafe	5.2%	20
I don’t take transit because I feel unsafe	7.8%	30
I can’t get where I need to go.	4.7%	18
N/A – I don’t take transit here	39.0%	150

Statistics

Total Responses	385

5. How do you feel driving on Sandy in Fairview?



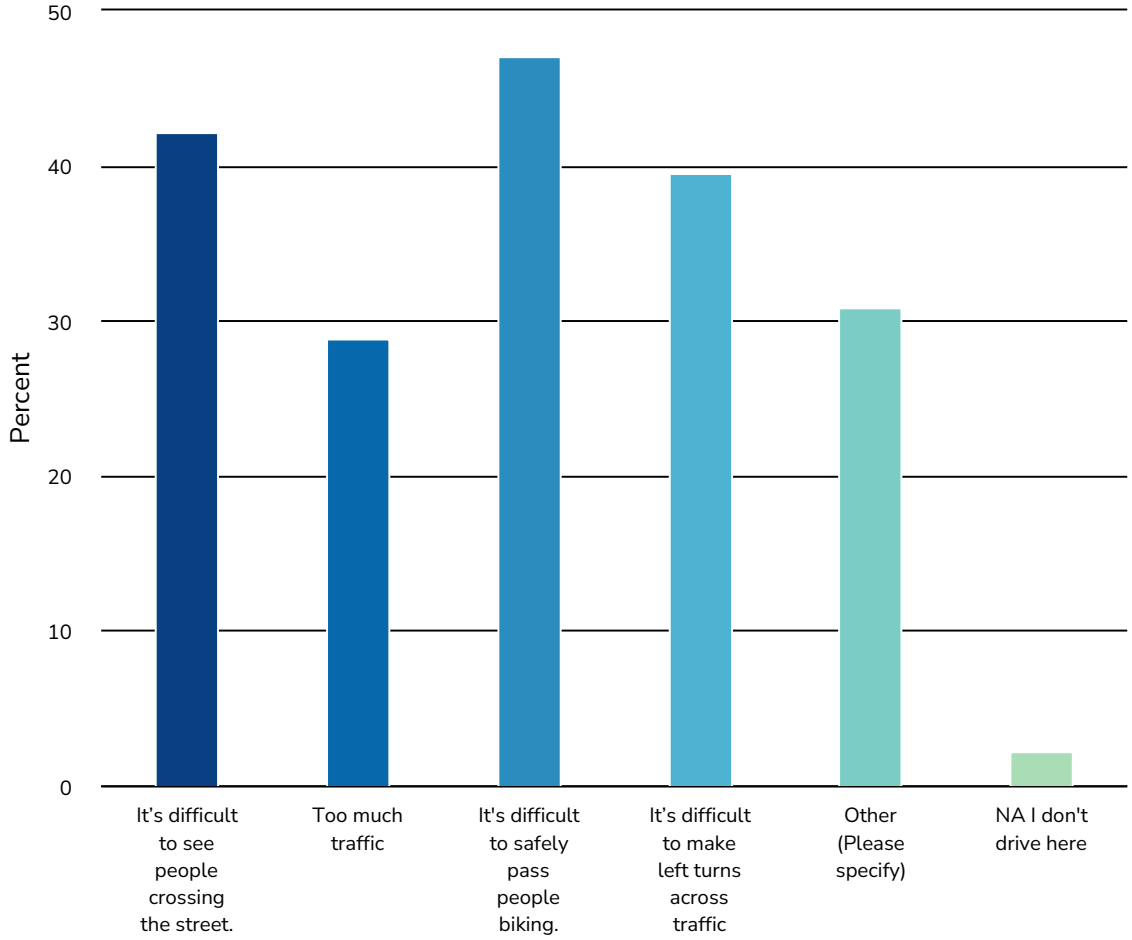
Value	Percent	Responses
Very safe	10.3%	41
Safe	27.1%	108
Neutral	30.7%	122
Unsafe	19.8%	79
Very unsafe	8.0%	32
N/A I don't drive here	4.0%	16

Totals: 398

Statistics

Total Responses	398

6. If you drive on Sandy, what challenges do you face? Select all that apply.



Value	Percent	Responses
It's difficult to see people crossing the street.	42.2%	146
Too much traffic	28.9%	100
It's difficult to safely pass people biking.	47.1%	163
It's difficult to make left turns across traffic	39.6%	137
Other (Please specify)	30.9%	107
NA I don't drive here	2.3%	8

Statistics

Total Responses	346

Other (Please specify)	Count
Potholes	4
Potholes	3
pot holes	2
A lot of times there are vehicles parked or left abandoned/burned out on the shoulder that also block a bit of the road and make it even more hazardous for vulnerable road users especially pedestrians and those rolling.	1
Abandoned vehicles or homeless crossing the street campers, broken down vehicles unsafeo	1
Amor of potholes	1
Campers and extreme litter make the road exta unsafe	1
Church makes too much traffic	1
Conditions of the road make driving unsafe (potholes)	1
Difficult to exit Fairview Terrace neighborhood	1
Driving this stretch at night is challenging due to inadequate street lights	1
Eastbound in fornt of Boeing is 45mph and that speed feeds into Fairview neighborhood on Sandy, not safe.	1
Está muy angosta partes de la Sandy y no hay banquetas en algunos tramos y la gente camina o va en bicicleta por la calle.	1
FIX THE POTHOLES!!!!	1
Have to swerve all over to avoid the potholes. Already blew out 1 tire from them.	1
Hay muchos ollos es complicado manejar recto	1
Hay partes donde no hay banqueta y hay personas caminando	1
Homeless Camps are sketch.	1
Totals	107

Other (Please specify)	Count
Homeless campers abandon car	1
I don't face any of the above challenges.	1
I don't face challenges. I NEVER see bikes or pedestrians using Sandy	1
I don't have challenges driving on Sandy. Except the silly lines at 205th ish	1
I have to maneuver a lot to avoid a bumpy and holly road it makes unpredictable situations for other drivers and bikers	1
I haven't had any problems.	1
I live on 214th and Sandy, where I turn left or right into my gated neighborhood from sandy blvd. I feel that it is unsafe because people do not stop fast enough when your sitting in the lane trying to make your turn, their for they rear end you in their car going 40-60mph.	1
I've had to slam on my brakes for people turning left without a blinker into Fairview RV park.	1
Illegal homeless encampments	1
Intermittent curbs and sidewalks pedestrians forced to walk in roadways	1
It is ok as is	1
It's a pavement issue not a sight issue plenty of sidewalks and crosswalks with very little pedestrian traffic. There are many potholes and large cracks leading to the failed nature of this road	1
It's difficult to pull out of Fairview Terrace because cars line the street and we can't see what's on coming.	1
La carretera tiene muchos hoyos	1
La gente Camila por esa area y especially peligroso no hay banqueta Para peaton	1
Las carreteras están con ollos, en mal estado ,oscuras	1
Major potholes and overall terrible road conditions	1
Many cars drive faster than the posted speed limit	1
Many pit holes. Side walks needed where there aren't any.	1
Medians in the middle of the road that do not make things safer. They require illogical traffic patterns and limit access to businesses	1
Totals	107

Other (Please specify)	Count
More lighting needed. Also continuous sidewalks with intermittent pedestrian crossings.	1
Narrow land, close to walk and bicycle land, lot of pot holes on street haven't fix for years.	1
Need to widen the road, add more traffic lanes	1
Needs more driving lanes not less!	1
No ai espacio mesero para el peatón	1
No difficulty, leave it alone	1
No problem	1
None, I can drive	1
Nothing. Leave it alone.	1
Nothing..a very safe stretch of road leave it alone	1
Other drivers not paying attention	1
People are speeding.	1
People driving distracted, driving too fast and tailgating	1
People making left turns hold up traffic, new high density apartments don't help.	1
Poorly maintained roadway with a number of sections without sidewalks and poor lighting	1
Pot hole and when the have done construction the aftermath is worse streets just keep getting worse like workers don't care about their performance	1
Pot hole issues and if traveling west on Sandy, I don't like that we get a flashing yellow to turn left but the pedestrians can also walk. I worry someone won't notice the pedestrians.	1
Pot holes are horrible	1
Potholes and people driving under the speed limit.	1
Potholes are INSANE	1
Potholes/ rough road	1
Road has way to many pot holes	1
Totals	107

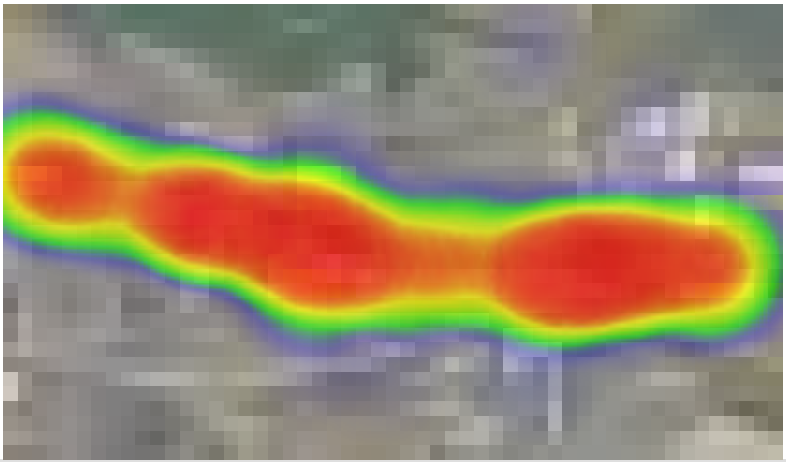
Other (Please specify)	Count
Roads are not good, lots of potholes.	1
Sandy Blvd east of 223rd is extremely difficult to drive due to auto/pedestrian conflict due to lack of sidewalks or bike lanes. Their is a significant amount of pedestrian travel that must walk IN THE TRAFFIC LANE. This has been a major hazard for years.	1
Speeding'	1
The amount of pot holes and lack of sidewalks	1
The bus stop is hindering entrance of Quail Hollow	1
The condition of the road is literally falling apart in some areas, making it a hazard to drive.	1
The lanes are too narrow, speeding drivers, red light runners & way too many potholes.	1
The oncoming headlights are too bright due to lack of street lighting. There is too much traffic at the signal which means cross traffic can't get through efficiently.	1
The pot holes make driving safely a real challenge. The new section by Boeing is a dream. The section from 223rd to the Amazon warehouse is especially unsafe due to no sidewalks, poor lighting and narrow lanes.	1
The pot holes make driving safely a real challenge. The new section by Boeing is a dream. The section from 223rd to the Amazon	1
The pot holes make it unsafe as well when trying to avoid them	1
The road is terrible.	1
The road needs to be repaved. Drove on a nail the other day and poked my tires. Road maintenance is essential.	1
The road quality is awful. Super bumpy and so many potholes it is absurd	1
The street is very narrow and there is no room for pedestrians and cars at the same time.	1
There are enough places to visit that require this kind of overhaul	1
There are sections where there is absolutely no shoulder and pedestrians are in the driving lane around guard rails and overgrown bushes where there's no sidewalk	1
There's a section where I live at that.When the vehicles or the diesel trucks hit it it shakes the apartment. It would be nice of this section is fixed.	1
These questions seem to be designed to be answered in a designed out come.	1
Totals	107

Other (Please specify)	Count
Too many RV camps, and too much debris and general blight along Sandy	1
Too many fucking homeless people	1
Too many poorly repaired sections and pot holes.	1
Too many potholes	1
Too many speeders.	1
Use traffic lights to make everybody safer. Save lives while study goes on and on	1
Very few drivers traveling at or below the speed limit	1
Very seldom use Sandy	1
Walkers and bikes are to close for safety	1
With traffic of all types becoming more prevalent due to the businesses moving in and more occupants coming in I would like to see the road widened. There is much foot traffic between 223rd and 230th with very little room for them. Unfortunately this road is very heavily traveled with bigger vehicles. It is very close to the industrial areas they need. The worst thing you could do is put a sidewalk in with a tree planted between the sidewalk and the road. The trees would heavily obstruct the vision of the larger vehicle operators as they pull out from one street to another. The trees you have planted on Townsend Way obstruct large truck traffic. It makes them drive over the yellow lines to prevent them from hitting trees and damaging their rigs and trees. Please dont copy that idea when you improve Sandy Blvd. The next thing you should look at is widening 223rd north of Sandy. With the apartments construction coming to a close, this winter it will be a crazy thing to see the accidents	1
hard to see pedestrians at bus stop NW corner of sandy/223 when traveling south on 223	1
no challenges at all	1
no great walkways for peds on sandy between 223rd and 230th	1
no issues	1
no sidewalk	1
no sidewalks	1
pot holes are horrible	1
rough road surface, potholes	1
Totals	107

Other (Please specify)	Count
unsafe drivers	1
Немає тротуару	1
Нет никаких трудностей	1
Оскільки в деяких місцях відсутній тротуар, то пішоходи повинні рухатися по краю проїзної частини дороги, а це дуже небезпечно!	1
Totals	107

8. Click on the map to mark where you feel unsafe walking, rolling, taking public transit, or driving on Sandy.

Filter: #8 Question "Click on the map to mark where you feel unsafe walking, rolling, taking public transit, or driving on Sandy."



	Value	Count		Comment
👁	⚠	391		243

ID		Option	Comment
41			
41			
41			
42			
42			
44			Busy intersection
46			No sidewalk
47			
47			
47			

ID		Option	Comment
47			
47			
47			
47			
49			
50			Fairview parkway and Sandy is dangerous for motorists and pedestrians. Many collisions here.
54			no sidewalks going west up the hill to 223rd means i have to walk on the side of the road, with very little ground before it gives way to a cliff into a creek and blackberries
56			busy and intersections are full of trucks going to distribution centers
56			No real walkway/paths for just strolling along, and it's busy and noisy
56			better/safer area to walk and newly installed sidewalks help. I like Marine Drive for walking though
57			Sandy Blvd: Ne 230th ave to Ne 223rd ave needs a side walk to safely walk and bike up that road. I drive my kid to fairview elementary everyday and see people walking on that road and it's dangerous without a sidewalk. I have to wait for oncoming traffic to pass in order to make space for the pedestrian walking so close to the road.
59			Feel very unsafe because its very hard to see the oncoming traffic. Also I have personally witnessed a young girl within the last year be brutally run over with her dog while using the crosswalk
61			Too many j walkers. Especially at night.
61			No sidewalk or real shoulder
62			Too many people pulling out in front of cars. Usually it has to do with the traffic going to and leaving Walmart
63			the entire stretch from 223rd to Walmart I completely avoid on bike or foot if I can avoid it. I literally feel like I'd be risking my life in that section. Fast moving vehicle traffic with very little shoulder is unsafe

ID		Option	Comment
64			Any area with no sidewalk is too dangerous, so I only walk where there is one. I don’t feel unsafe driving anywhere on it.
65			
65			
65			
65			
66			Often see pedestrians & bikes on shoulder, no sidewalk, making this difficult to drive also. This is the way to 84, so frequently drive here.
66			NW and NE corners have no sidewalk . Pedestrians often at bus stop (in front of marine supply) making it difficult to drive south/turn west. Definitely don't want to bike here.
67			No sidewalk
70			Trying to cross Fairview parkway on the south side of sandy. Right and left hand Turners don’t see pedestrians.
71			Very difficult to access Sandy fro Fairview Terrace due to high rate of speed and the amount of traffic now on Sandy
72			
75			Very unsafe, cars are constantly speeding
78			
78			
79			
81			There is no sidewalks whatsoever on Sandy boulevard to a point
83			
85			Unsafe walking from Fairview Terrace anywhere past the sidewalk from Blossom Hill to the Boatman junkyard.
85			Unsafe bus stop that should be moved to the wider area where semi-trailers are abandoned and homeless RVs park.

ID		Option	Comment
85			Sandy is a free-for-all for speeding cars snd motorcyclists.
85			Unsafe crossing Sandy.
85			VERY unsafe walking to Walmart, yet I see women with babies snd strollers along there, plus Townsend produce workers.
86			Sandy Blvd east of 223rd is extremely difficult to drive due to auto/pedestrian conflict due to lack of sidewalks or bike lanes. Their is a significant amount of pedestrian travel that must walk IN THE TRAFFIC LANE. This has been a major hazard for years. It is poorly lit and very difficult to see pedestrians or bicyclists at night.
87			No sidewalks
87			No sidewalks and too narrow to walk along the side of the road.
88			Church traffic is too busy and doesn't let other drivers go and parks illegally in other's spots.
88			Too busy
89			There aren't any sidewalks & traffic is way too close ya. The lanes are too narrow.
90			Narrow, hard to see around parked cars, not well lit, hard to turn left. The intersections get really congested
91			This option doesn't work properly. This whole area needs attention.
92			Pot holes
93			
93			
94			When driving East and taking a right to go south on 223rd (at a red light), it is hard to see the cars driving south on 223rd. It's a blind spot when cars are coming up the 223rd hill at the intersection.
95			Busy intersection. Flashing yellow feels a little unsafe. Lots of cars use the right turn only lane off Sandy to 201st to continue going west on Sandy
95			Road Narrows, lots of people walk in the bike lane, not much light at night and you cannot see people walking on the side of the narrow road

ID		Option	Comment
96			No sidewalks along this area makes it unsafe for people walking
97			
97			
97			
97			
97			
98			Potholes
98			Potholes
100			This area is becoming much more busy with all types of traffic. This needs to be widened and have a safe place for the foot traffic.
101			No sidewalk
101			No sidewalk
101			No sidewalk
101			No sidewalk
101			Horrible for walking biking and driving
102			Cada vez hay más Accidentes por falta de cuidado por parte de los Que manejan! Siempre van Distraidos.
103			no sidewalk
104			Really narrow roadway. No bike or pedestrian path. Very unsafe right here
105			
106			
107			would not walk here at all
107			no sidewalks,no bike lanes

ID		Option	Comment
108			From 223rd westbound to Fairview Pkwy. It is narrow and extremely dark at night. When riding bike, there are places on the north side where it is too narrow to safely ride. On the south side of Sandy, there is no safe place along Sandy to ride or walk.
112			There's a bend with almost a blind left turn that I have seen others have to face making a left while I am behind them. Also, I have seen others go around those making a left in the shoulder.
115			
116			Biking from I-84 path to Sandy is extremely dangerous with a narrow unprotected bike lane and high car speeds.
118			Fix the roads. So many potholes and horrible driving lane.
119			I wouldn't walk, roll, or take public transit anywhere on Sandy
120			I am a 73 year old woman; I do not feel safe riding the bus along this route; the bus stops are terrible and there are no crosswalks with lights.
121			No side walk from 214th going west to 201st.
121			No side walk from 214th going west to 201st.
121			No side walk from 214th going west to 201st.
124			
125			
126			No sidewalk
126			No sidewalk
127			No sidewalks.
127			Potholes.
127			No sidewalks.
127			No sidewalks.

ID		Option	Comment
133			Turning out of Walmart is scary and I believe having intersections to delay traffic so pedestrians can cross without competing with cars would make intersections much safer for pedestrians
134			People driving very fast. Hard left turns against traffic also hard right turns out of Fairview Terrace where I live.
136			Desde la Walmart a 242 no hay banquetas.
137			I don't feel safe using the crosswalk of 201st / Sandy BLVD the cars do not stop nor slow down it is very unsafe.
138			Los carros no se detienen cuando uno tiene el turno de caminar los carros manejan muy rápido y los motociclistas exageran con el ruido de sus motos
140			I travel Sandy usually on my trips from Wood Village to Costco.
142			
143			Unsafe to run walk
143			Unsafe to run /walk
144			
144			
145			Making left turns out of Fairview Terrace
146			I live in Fairview Terrace. It’s becoming more dangerous to get onto Sandy from my community because of the traffic which will only get worse with the opening of the new apartment complex on the corner of 223rd and Sandy.
151			Not enough side walk/ bike lanes along the entire stretch
152			I do not feel unsafe of people are obeying the law
153			No sidewalk
155			Wish the bike lane was separated.
156			People speed here and run these lights often, it is also hard to see bicyclists sometimes
156			Drivers frequently speed here.

ID		Option	Comment
157			No side walks
157			No side walks
159			
161			No sidewalks
162			
162			
162			
162			
162			
163			The lighting is very poor, there is no guardrail, this entire section is lined with blackberries and a drop off, the shoulder sometimes narrows to 1ft or less.
164			
164			
168			This area is so highly trafficked due to the access to I-84 and vehicles drive extremely fast in this area especially but really along this whole stretch of Sandy!
168			Getting into more of the industrial area this section is dangerous as it opens up more on Sandy so vehicles tend to speed up considerably and are no longer only going 5 to 10 mph over the speed limit but 15 to 20 easily
168			This area is so unsafe for cyclists because the road is so incredibly narrow and the vehicle traffic does not respect those rolling. A dedicated bike lane with physical barriers along this entire stretch on at least one side of Sandy would be a godsend!
168			I bike commute to work multiple times weekly along 223rd and cross Sandy each way. It is always a road I triple check looking both ways and that intersection is very dangerous due to limited visibility and high volume, plus people speeding through red lights on the regular!!
169			no good walkways for peds between 223rd and 230th. It can make it difficult for both drivers and peds

ID	Option	Comment
171		205th. Too much traffic. Turning onto or off of Sandy is dangerous.
174		Difficult exiting Fairview Terrace due to traffic and blocked views
175		
177		The whole area
179		Sidewalk
180		See above
181		Sidewalks & turn lane
182		No side walk
184		A middle lane will help with getting out of neighborhoods.
185		Narrow and low visibility
185		Narrow and no visibility
186		Drivers turn in too fast
188		Drivers on Sandy are always too fast here; it's hard to find an opening to turn left in.
188		Pedestrians walking and crossing here are not visible enough, and don't have enough room.
188		Oncoming drivers are always turning right in front of me without looking, people traveling on Sandy often run red lights.
189		
192		
192		
193		
193		
194		Homeless

ID		Option	Comment
194			Homeless
194			Homeless
194			Homeless
194			Homeless
194			Homeless
195			Not safe sidewalks
196			
196			
196			
196			
196			
196			
196			
197			The NW corner of 223rd and Sandy blvd. Needs sidewalk. When I turn down 223rd north bound, there is no side walk and I fear my safety around that blind corner
199			Roads messed up
201			
201			
205			
205			
207			Shoulder is not the the best east of the Shell station
209			It would be nice to add a sidewalk through this portion to connect to the other portions of sidewalk

ID	Option	Comment
210		No safe sidewalks
210		No safe sidewalks
211		No real bike lanes / sidewalk only on one side of road
212		
213		There is no sidewalk to walk on, only grass and pebbles all the way till about 201st
215		need sidewalks
215		need sidewalks
216		No sidewalks
217		Homeless people
217		Cars parking on the street all the time
219		Fix the potholes please
219		The potholes need to be filled. There are a few really bad ones near the 84 on ramp to Portland
221		Narrow, dark.
222		Traffic moves too quickly and with no protected bike path, I don't feel safe bicycling.
222		Not much of a shoulder for waiting for the bus. I feel safer on Halsey, where there's a bus shelter.
225		
226		Very unsafe for peoples who lives on the street, and cars parked on the streets
227		Need to be repaved and more lights. Get the homeless to a site that is safe for them
227		Pot holes
228		dog walking

ID		Option	Comment
230			The crosswalk at Fairview Parkway eastbound is a pedestrians nightmare.....motorists constantly ignore the law in order to make right hand/left hand turns to proceed southbound on Fairview Parkway.
231			Potholes
233			1 lane, narrow, potholes, uncontrolled inntersections
235			
237			Need better side walks
237			
237			
237			
242			No sidewalks, lack of shelter
243			People on roadway
244			lots of homeless
244			traffic
247			Falta de banquetas y visibilidad en la noche
247			Esta muy solo por las noches
248			Crossing Sandy is dangerous
249			Late in the day the traffic increases way more where cars are heard speeding way more leaving me fearful of crashes
251			There is no bike lane around this bend
252			I would love to walk but there’s a lack of sidewalk and it doesn’t feel like a safe walkable area with the traffic
252			Difficult visibility and feeling unsafe trying to make left turns across traffic and sometimes even right turns
256			Yellow triangle sign

ID	Option	Comment
258		I'm trying to cross Sandy Blvd from Quail Hollow at 21100 NE Sandy Blvd in Fairview to the Trimet #21 bus stop to get to Gresham or Parkrose. Too many vehicles pass through on Sandy Blvd, so I'm often forced to exit at the following bus stop and walk back. What can be done to make it easier to walk between there and the bus stop without having to walk a block and a half?
259		
259		
259		
259		
259		
261		Most unsafe
262		Speeding from 223 down
264		
264		
265		Too many trucks for intersections
269		no shoulder for bikes and pedestrians to feel safe when cars are present
272		
272		
272		
272		
272		
272		
272		
273		

ID	Option	Comment
273		
274		
274		
278		
279		people doing drugs or homeless people at the bus stop. trash sometimes
279		no sidewalks
279		no sidewalks and unkept bushes, trash sometimes
280		По всей Sandy
283		
285		
285		
292		Thats the place
294		
294		
294		
296		See comments above re: from 223rd to Amazon.
297		La carretera muy angosta
298		No hay aceras o banquetas
299		Angled street makes it hard to watch both directions
299		
299		Busy intersection can make it hard to watch out for everyone and everything going on
300		

ID	Option	Comment
301		There is no sidewalk
302		No ay donde sentarse Bien o como donde caminar hasta arriba al otro parada de bus y los arboles se have mas escurro por ahi
304		Muchos hoyos y no sé puede dar vuelta a la izquierda
305		Muy inseguro
306		201 a la 205 No hay banqueta, ni carril para ciclistas, cuando llueve por dónde se camina todo es lodo y por la 205 no hay paso peatonal para los que dejamos el transporte público para cruzar hacia el otro lado de la será
307		Muy Estrecha la calle.
308		New sidewalk on North side of Sandy but not on the Southside.
308		No sidewalks on both side of Sandy.
308		No side walk.
312		Відсутні тротуар і велосипедна доріжка
312		Поворот ліворуч на Sandy Blvd у західному напрямку з 223 вулиці на жовтий миготливий сигнал світлофору ніколи не вмикається
312		Відсутній тротуар і велосипедна доріжка
314		
316		There is no bike lane
317		Muchos baches
318		
319		
320		
320		
321		

ID	Option	Comment
321		
322		Por la Walmart
323		
326		
326		
326		
326		
326		
327		Necesita luz y ocupamos banquetas
328		
329		Two hundred and fifth and sandy. When the car's turned right. They can't see you when you're walking across the street
331		
331		
332		Очень плохая дорога
338		please install a center lane/left turn lane the full length of the improvement section
344		No side walk Gravel car tire can easily hit a rock and shoot up Sandy blvd should be constructed to at least 181st
344		No side walk Gravel car tire can easily hit a rock and shoot up
346		The sidewalk are wide enough for people walking
347		
350		
351		

ID	Option	Comment
351		
352		Regular mente es por toda la Sandy
353		
353		
359		Very little shoulder.
360		Por la 201
361		Not lots of restaurants
362		No where
397		Bien
400		Poor visual
431		
433		
433		
433		
436		
437		Poco I seguro muy solo
440		Cruzando la calle a pie
442		Desde Walmart hasta223 la avenida es muy estrecha no hay banqueta y la avenida esta muy reducida esta obscura re la noche .
443		Es insuguro caminar por falta de banquetas
447		
447		
447		

ID		Option	Comment
448			Muy inseguro
449			No sidewalks
449			Unsafe
451			No sidewalk or shoulder to walk keep a safe distance from traffic
451			No sidewalk or shoulder to walk keep a safe distance from traffic
451			No sidewalk or shoulder to walk keep a safe distance from traffic
454			En la 223 y Sandy no siento seguridad bajo El puente cuando Camino
455			HomelessTrash and road damage
455			HomelessTrash and road damage
455			HomelessTrash and road damage
455			HomelessTrash and road damage
455			HomelessTrash and road damage
455			HomelessTrash and road damage
457			De wualmart Asta 223 y 201
459			Crossing Sandy Bl either way is hazardous and scary. At 205th and Sandy, vehicle drivers don't pay attention to pedestrians walking across 205th. There needs to be traffic signal at that intersection. Traffic from Boeing at shift change has left me waiting upwards of 5 minutes to cross the street. Help us, please.
459			Crossing Sandy Blvd to take 21 bus back home to 205th & Sandy.
460			
460			
461			
461			
462			

ID	Option	Comment
462		
462		
463		
463		
465		
467		Here to many people crossing the street because there is a bus stop and not Safe for Us/them.
467		No sidewalk these area. These days , I saw people working on Pruning trees. Cutting grass.
467		Here same thing , not sidewalks. Not save for walk.
468		
468		
469		
470		
472		
473		Change speed limit on 223rd to 30-35 especially 223 going north
474		
475		Por la Walmart
476		No sidewalk to Jacksons
479		There is very little sidewalk
481		unsafe crossing here for bus stop
484		
485		If we want to go left sometimes there’s cars that come from the right and they don’t signal and just turn left, I’ve seen multiple cars almost crash

ID	Option	Comment
487		
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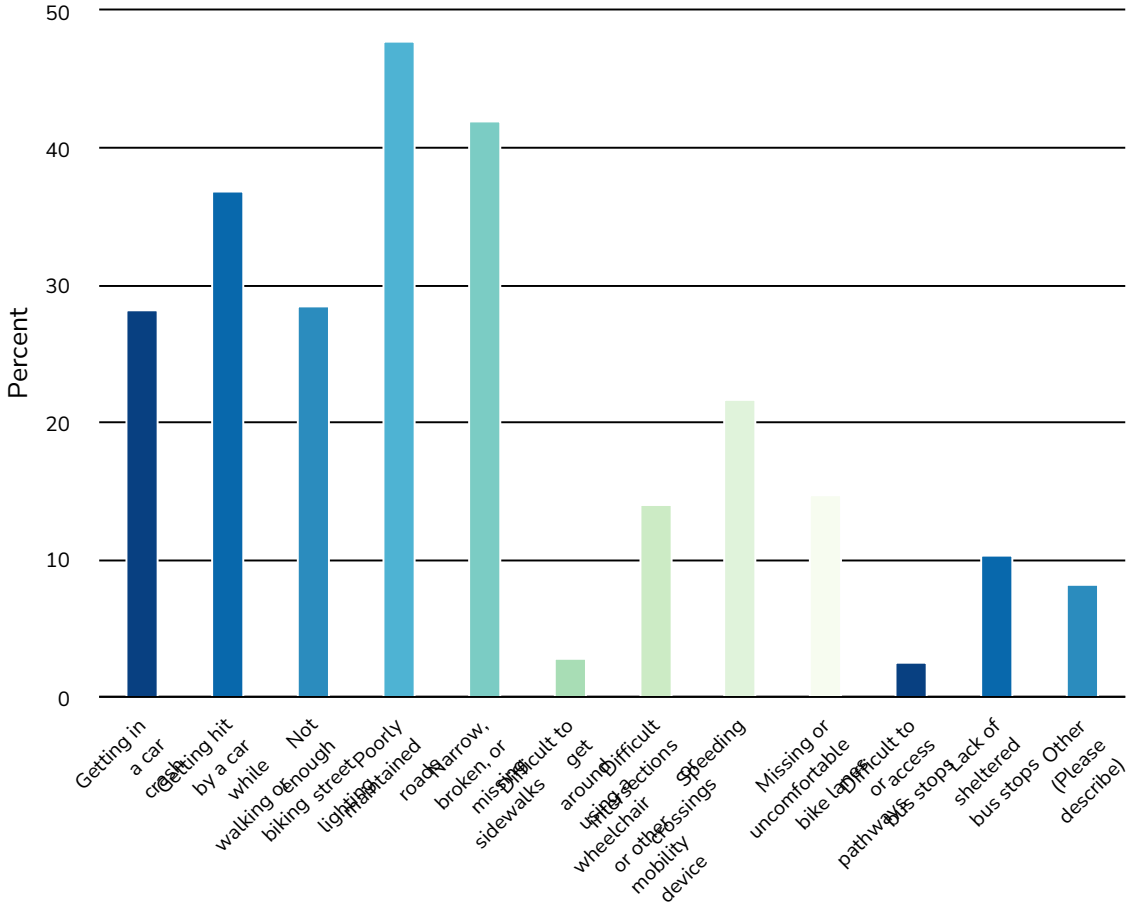
ID	Option	Comment
506		
509		
510		

9. We are studying different safety improvement options. Out of this list, what are your top three safety concerns? Please choose up to three.



Value	Percent	Responses
Getting in a car crash	28.3%	109
Getting hit by a car while walking or biking	36.9%	142
Not enough street lighting	28.6%	110
Poorly maintained roads	47.8%	184
Narrow, broken, or missing sidewalks	42.1%	162
Difficult to get around using a wheelchair or other mobility device	2.9%	11
Difficult intersections or crossings	14.0%	54
Speeding	21.8%	84
Missing or uncomfortable bike lanes or pathways	14.8%	57
Difficult to access bus stops	2.6%	10
Lack of sheltered bus stops	10.4%	40
Other (Please describe)	8.3%	32

Statistics

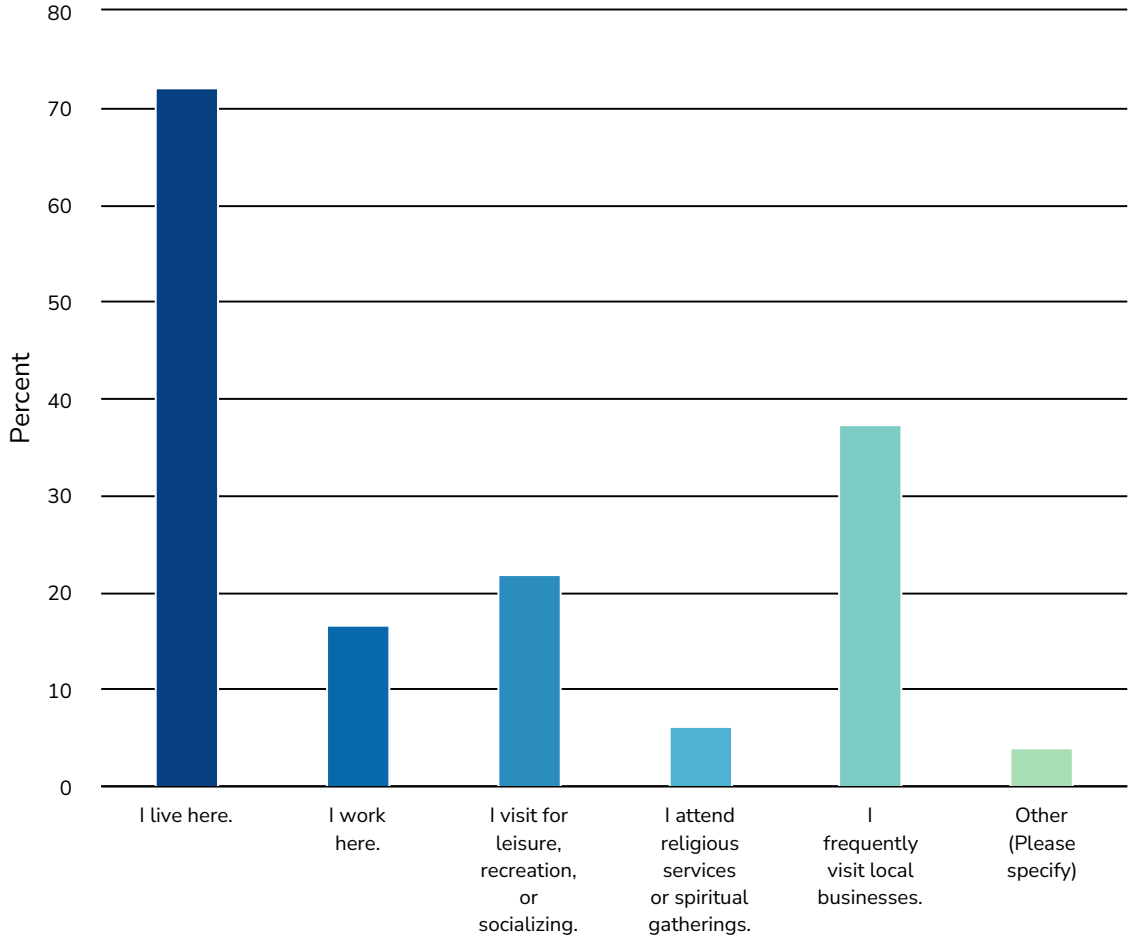
Total Responses	385

Other (Please describe)	Count
All of them!	2
Accidentally hitting a walker or roller who has to be in the street	1
Totals	32

Other (Please describe)	Count
Challenges making left turns.	1
DO NOT INCLUDE ANY NEW BIKE LANES. THE NEW Warehouse has caused a huge increase in 18 wheeler large truck traffic. Help the CAR traffic NOT the bikes or walkers	1
East County matters!	1
Getting killed by a homeless crackhead or stepping on a needle or getting drugged by one.	1
Hitting somebody	1
I cant go for a walk with my brother becasue he's in a wheelchair and there's no sidewalk	1
I don't feel unsafe	1
I have no problems	1
I wish the traffic light at 223rd and Sandy would use the flashing yellow light for left turns. Too many times I sit at a red light with zero oncoming traffic instead of being able to turn.	1
Muchos homeless	1
Needs more car lanes where there is space	1
No middle lane especially with the new apartment complex off of 223rd and Sandy. There's been an increase on traffic.	1
No problems for .me	1
None, don't lower the speed	1
None, it's fine leave it alone	1
RV Camps and meth heads	1
There are illegally parked cars. On 205th and sandy.	1
Too many medians and illogical access points to businesses	1
Traffic is increasing all the time to where it is sometimes very difficult to get out of the Fairview Terrace development.	1
Very difficult to access Sandy from side streets between Fairview Parkway and 223rd	1
Visibility at intersections, roadside distractions homeless	1
Totals	32

Other (Please describe)	Count
You need to add more exits on the freeway! There are no exits between 181st and 42nd!!!!! It forces people to get off at 181st and use side streets to get where they are going! Why has this not been a priority years ago! None of our freeways are improved! It's crazy! Same infrastructure that's been in place for decades!	1
cross walk electronic signals out dated.....confusing to drivers, as they change to "dont walk" within seconds leaving pedestrian in middle of intersection	1
hitting people or pets	1
i have none of these concerns, drive safely and pay attentionto where you are going.	1
lack of center turn lane	1
lack of crosswalks	1
no way to easily exit/enter Quail Hollow	1
Ничего. Всё хорошо там	1
Totals	32

11. Which of the following best describes your connection to this area? Select all that apply.

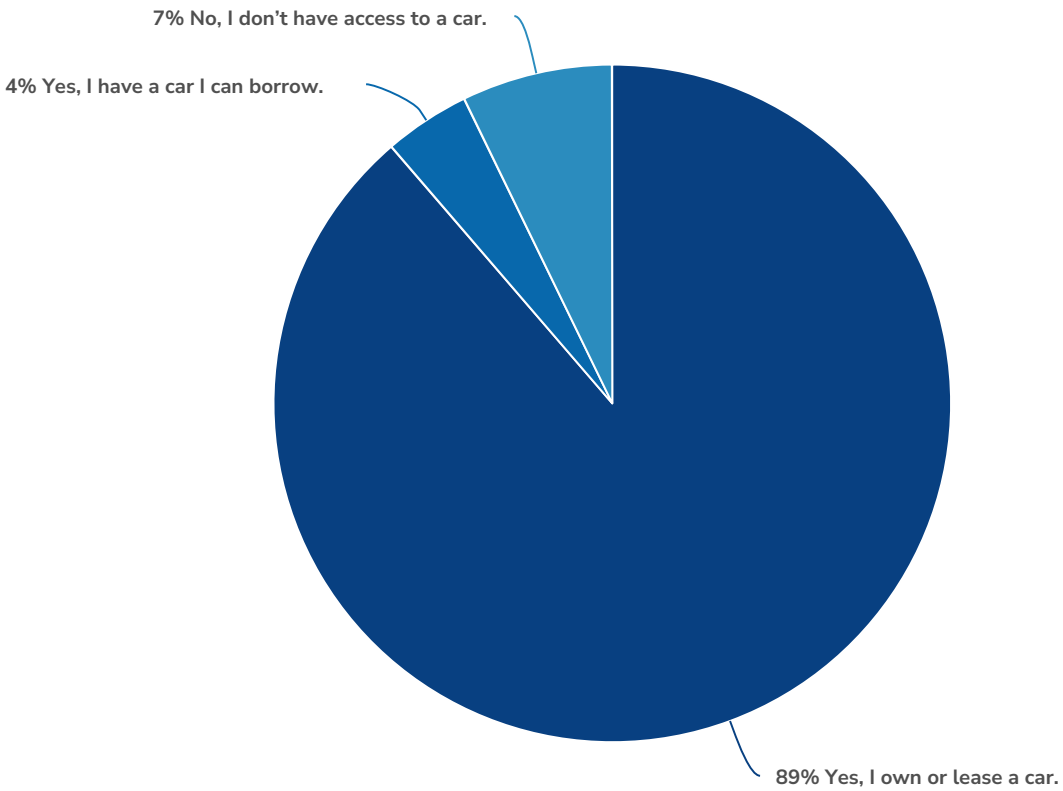


Value	Percent	Responses
I live here.	72.1%	269
I work here.	16.6%	62
I visit for leisure, recreation, or socializing.	22.0%	82
I attend religious services or spiritual gatherings.	6.2%	23
I frequently visit local businesses.	37.3%	139
Other (Please specify)	4.0%	15

Statistics

Total Responses	373

12. Do you have access to a car?



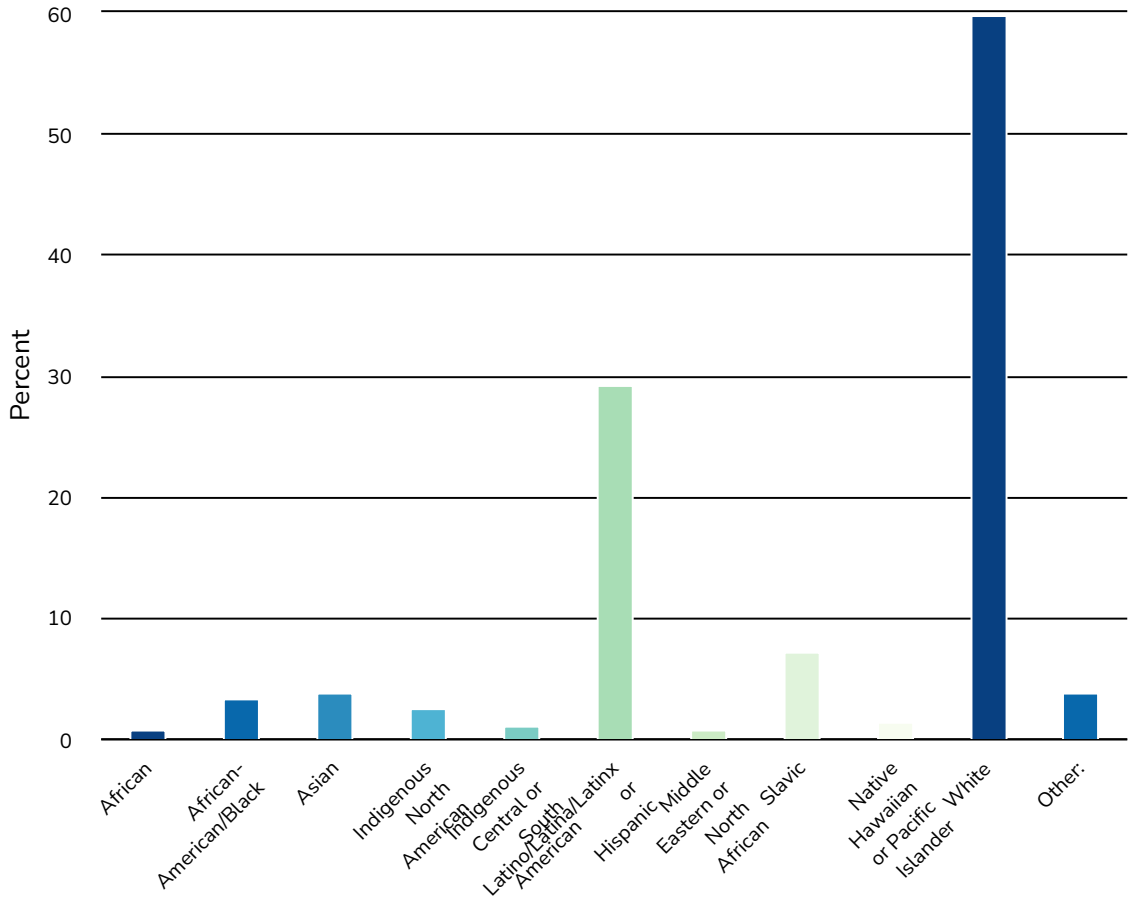
Value	Percent	Responses
Yes, I own or lease a car.	88.7%	321
Yes, I have a car I can borrow.	4.1%	15
No, I don't have access to a car.	7.2%	26

Totals: 362

Statistics

Total Responses	362

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



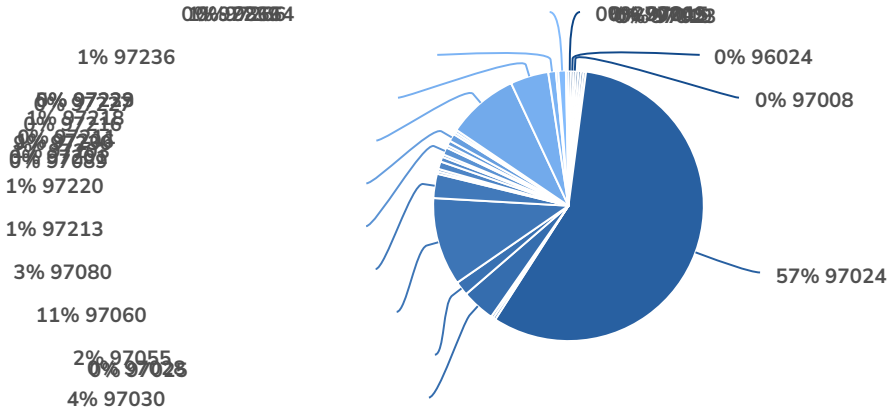
Value	Percent	Responses
African	0.8%	3
African-American/Black	3.4%	12
Asian	3.9%	14
Indigenous North American	2.5%	9
Indigenous Central or South American	1.1%	4
Latino/Latina/Latinx or Hispanic	29.2%	104
Middle Eastern or North African	0.8%	3
Slavic	7.3%	26
Native Hawaiian or Pacific Islander	1.4%	5
White	59.8%	213
Other:	3.9%	14

Statistics

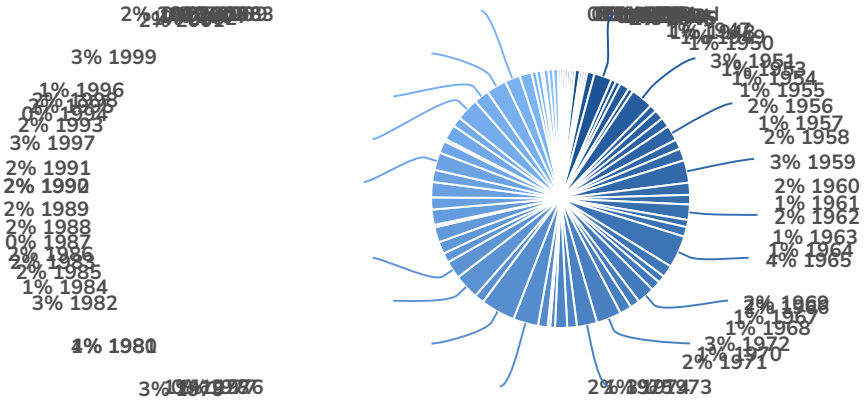
Total Responses	356

Other:	Count
American	1
Care not to share	1
Doesn't matter	1
Human	1
Irish	1
Mixed	1
NA	1
None of your business!!	1
it doesn't matter	1
ukrainian	1
Українка	1
Українці	1
українець	1
Totals	13

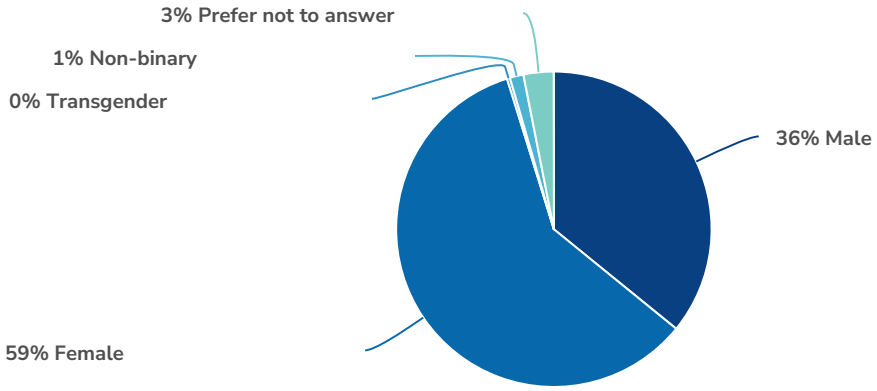
14. What is your home zip code?



15. In what year were you born?



16. What gender do you identify as?

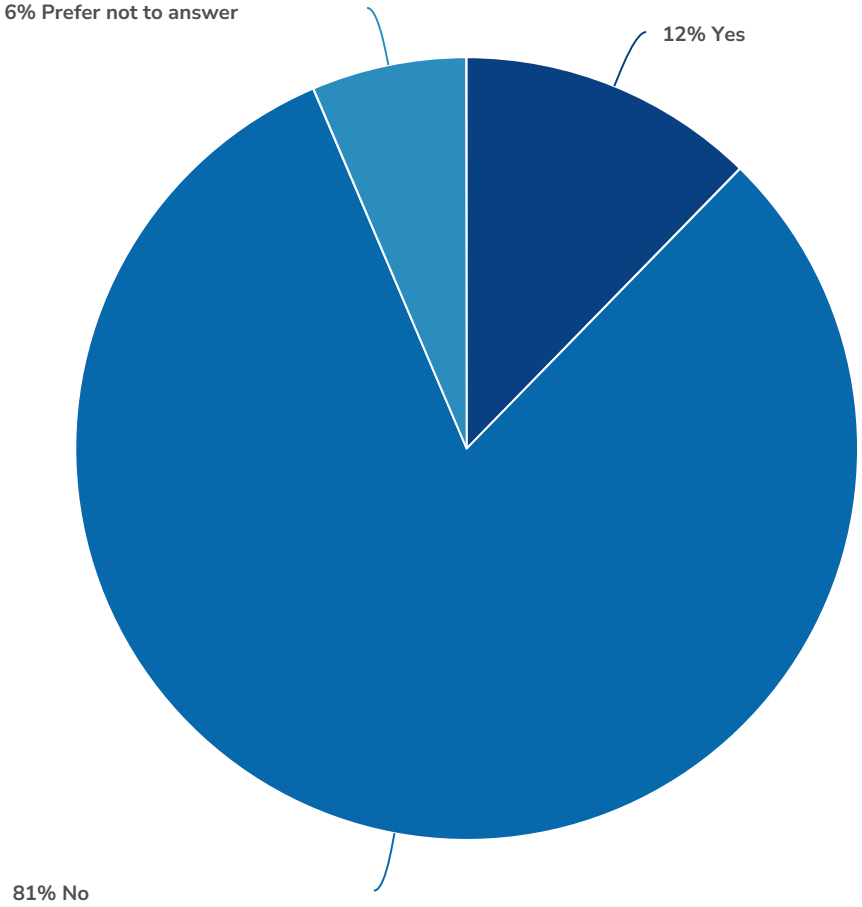


Value	Percent	Responses
Male	35.9%	128
Female	59.4%	212
Transgender	0.3%	1
Non-binary	1.4%	5
Prefer not to answer	3.1%	11

Totals: 357

Prefer to self describe:	Count
Totals	0

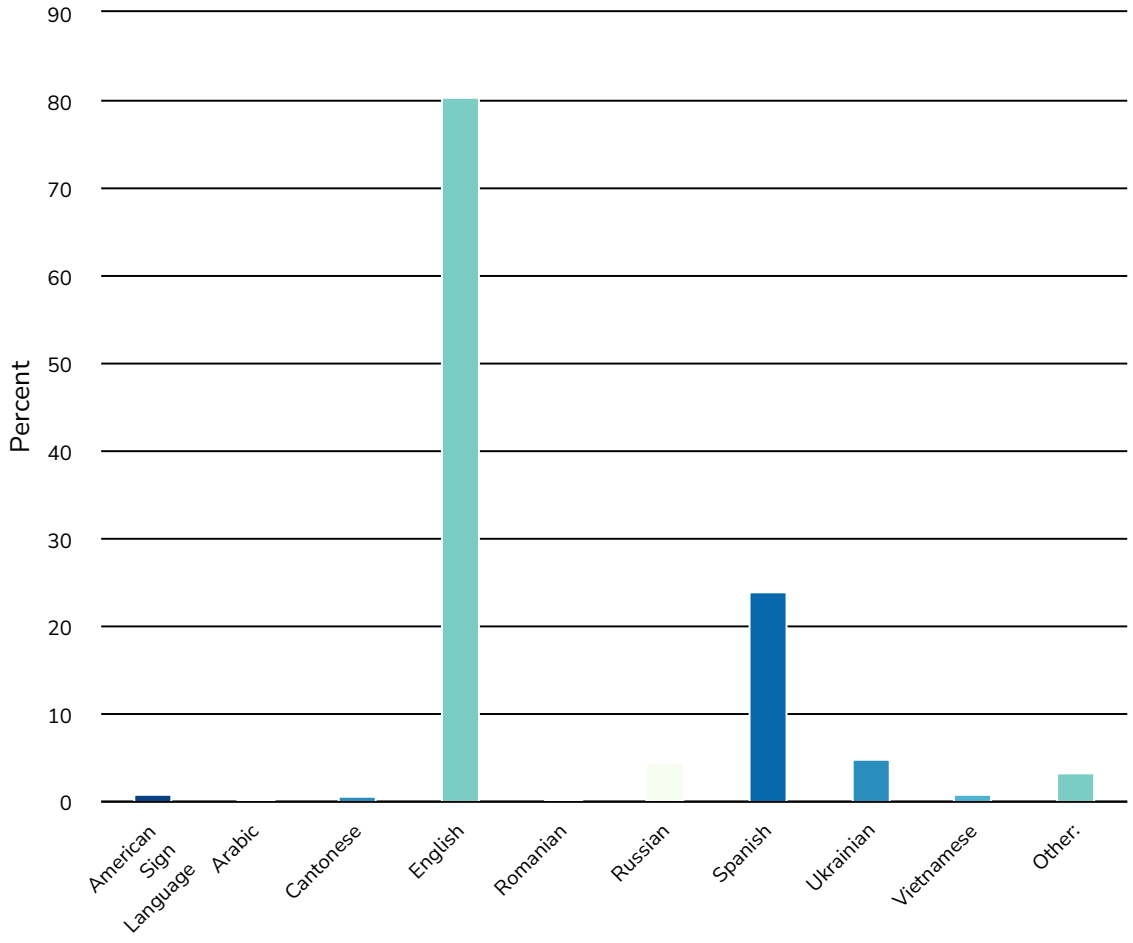
17. Do you have a disability?



Value	Percent	Responses
Yes	12.3%	44
No	81.2%	290
Prefer not to answer	6.4%	23

Totals: 357

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



Value	Percent	Responses
American Sign Language	0.8%	3
Arabic	0.3%	1
Cantonese	0.6%	2
English	80.5%	284
Romanian	0.3%	1
Russian	4.5%	16
Spanish	24.1%	85
Ukrainian	4.8%	17
Vietnamese	0.8%	3
Other:	3.4%	12

Statistics

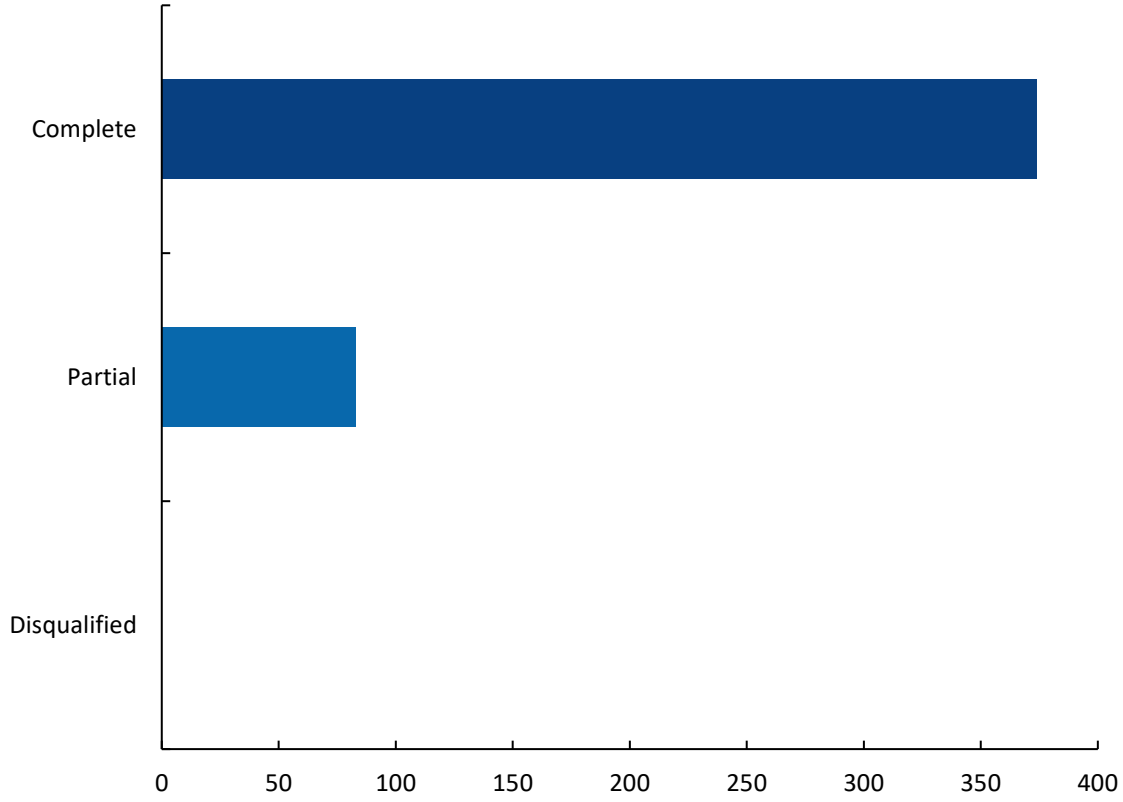
Total Responses	353

Other:	Count
Again none of your business!!	1
Doesn't matter	1
English	1
Español	1
Esperanto	1
Farsi	1
French	1
German	1
Gibberish	1
Italian	1
Mien	1
farsi	1
Totals	12

Report for Safer Sandy Survey #2

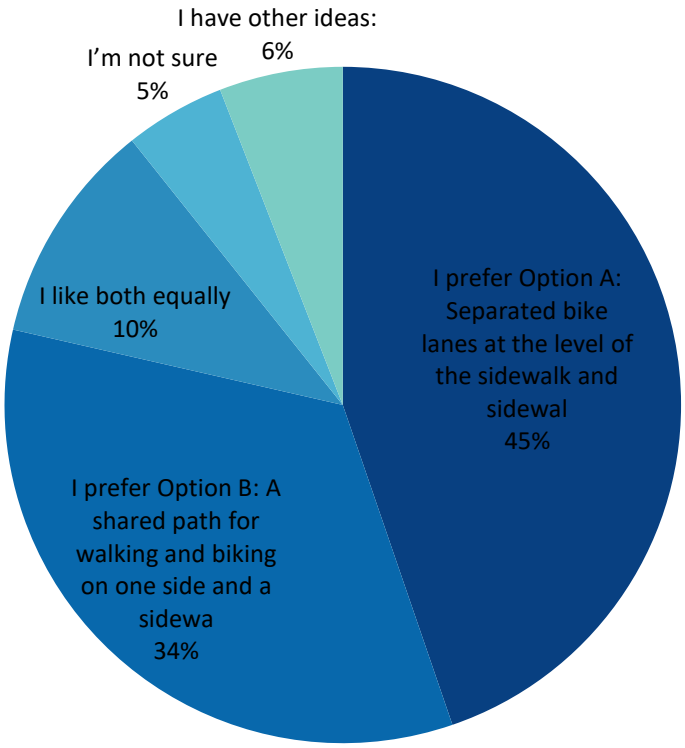
Safer Sandy Survey #2

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 offf 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

	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.
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	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.
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 witht he 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 Be 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. Becasue 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 pothols 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 casue 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 sepate 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 safet
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 lens. I force multiple accidents and issues arriving 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 sidwalk.
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.

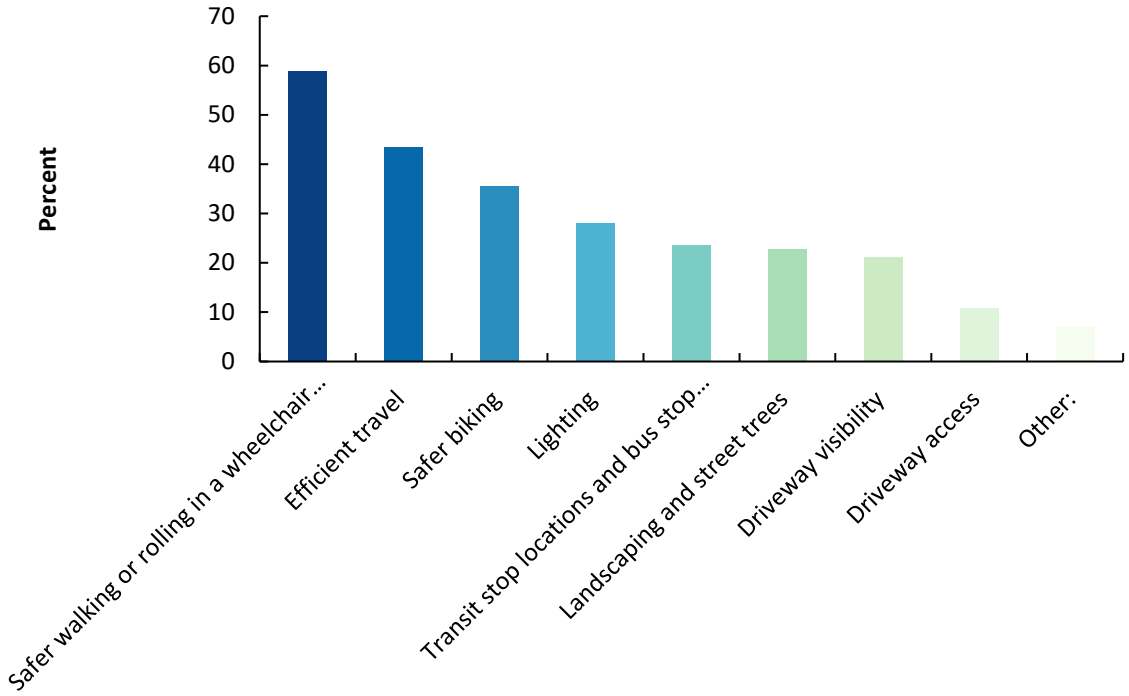
660	Any bike lane is likely to be used by scooters as well, those would be better separated from the pedestrian traffic.

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 usless 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.

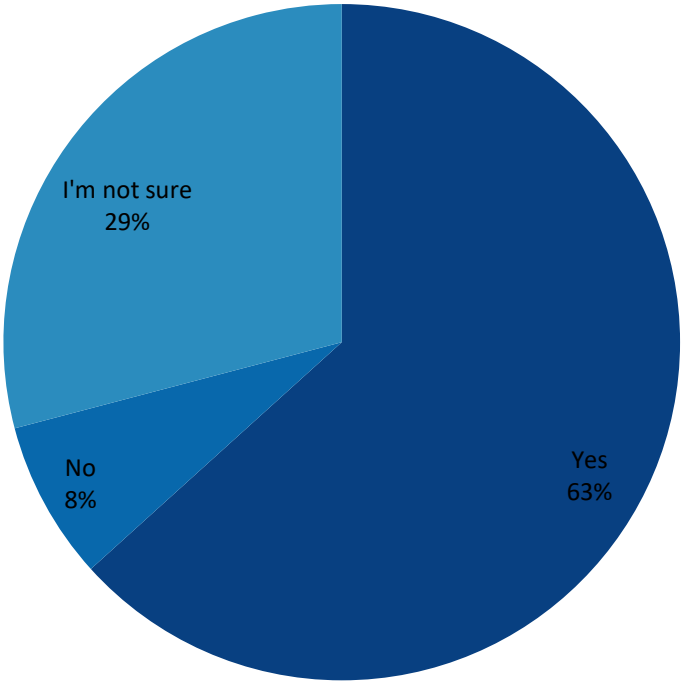


Value	Percent	Count
Safer walking or rolling in a wheelchair or other mobility device	58.8%	253
Safer biking	35.6%	153
Transit stop locations and bus stop design	23.7%	102
Landscaping and street trees	22.8%	98
Efficient travel	43.5%	187
Driveway access	10.9%	47
Driveway visibility	21.2%	91
Lighting	28.1%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

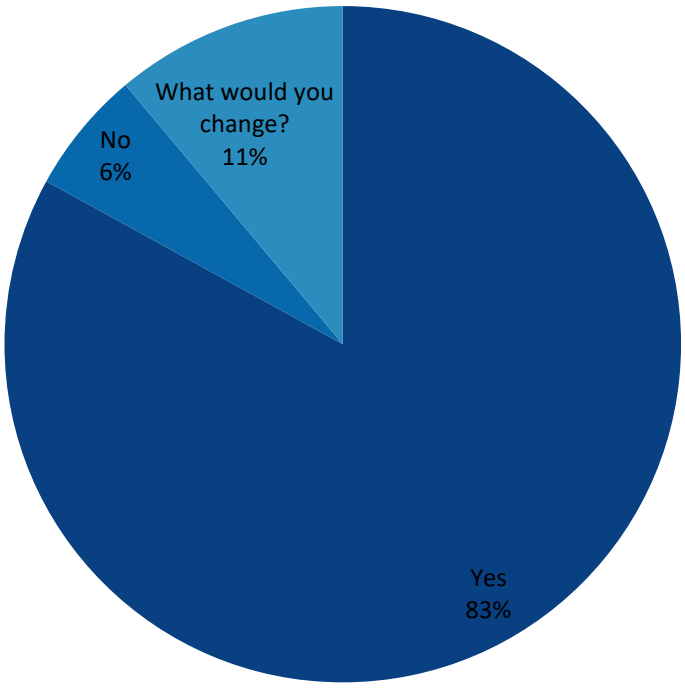
231	Si
232	Make sure they have a flashing light to stop cars if it is just a posted sign cars never stop for me, especially at night.
235	Nope, but I'm happy that pedestrian safety is important and I'm happy we are having these conversations.
236	I'm just happy that we are doing more things for pedestrian safety so I'm loving all of this
242	Нет
244	нет
248	If one of these cross walks is linked in some way to access to marine drive, that would be helfpul 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 dogsgs.
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

	быстрее к этому привыкнут. И не будет никакой путаницы. Автомобили. Пешеходы. Велосипеды.
566	Crosswalks seem clustered too close together
575	Are there bus stops where these proposed crossings are ❓ otherwise, do they lead to businesses ❓ if not they're not needed.
576	priority to add crosswalk at Rolling Hills Mobile Terrance and RV Park
585	priority to add crosswalk between 205th ave and 206th pl
603	cross narrow crosswalk
613	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
615	Toda la calle de la Walmart
623	Si por que mi hijo tiene que cruzar la calle para esperar el autobis escolar . Y si hay màs cruces peatonaes estarà mas seguro wue los estudiantes y publico en general cruzen seguros .
631	No speed reduction
635	No, everything looks great
641	Si
648	Si

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 one 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 blossem hill rd and quail hollow are questionable. Quail hallow 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?

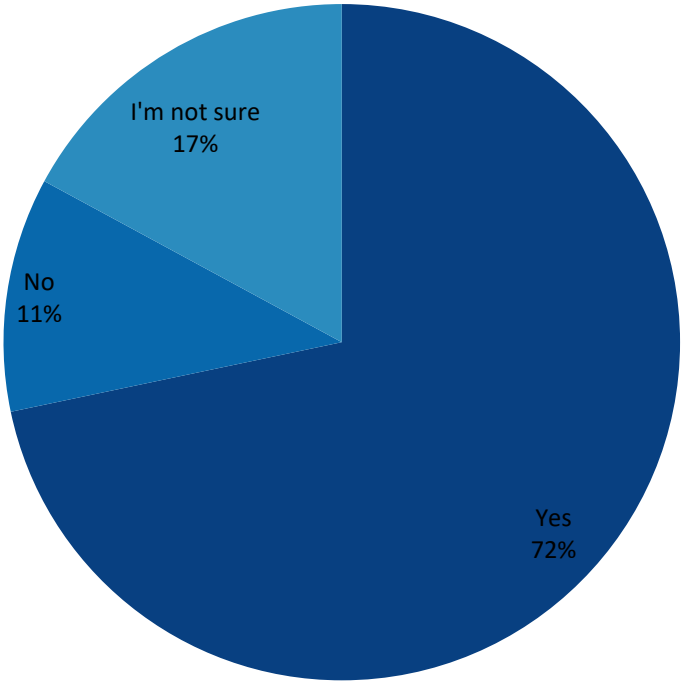
ResponseID	Response
40	Да
86	see above
105	center turn lane
117	Pedestrian walkway should be east of entrance as well as the bus stop.
120	The residents that live at quail Hollow already put up with random people walking through the park hanging out at the bus stop stealing our things stealing out of 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 familar 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 NIT 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 toblossom 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 in proving traffic flow and more car lanes.
533	Si
534	Mas 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

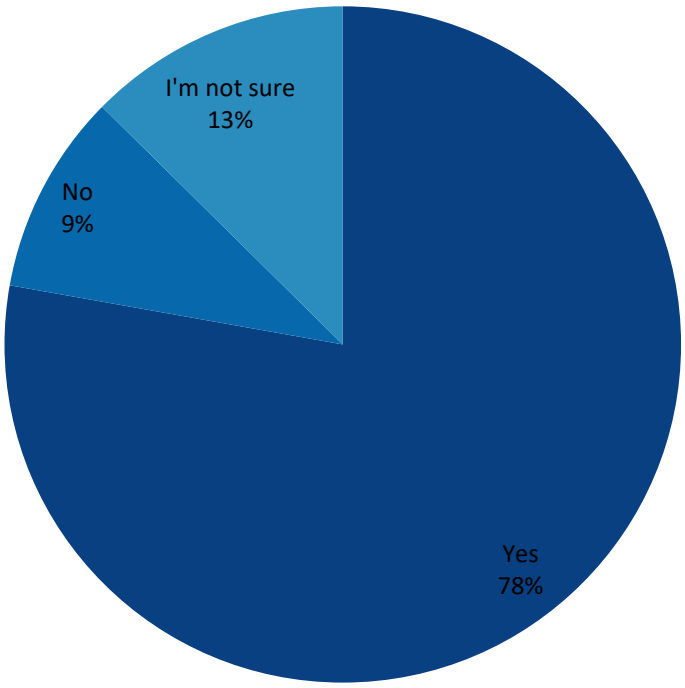
12.If no, what would you change?

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	Нет
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

	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.
165	Additional mid block crossing
166	I realize people want to bike and walk but thete are those of us who want a nice and uninterrupted ride in our vehicles.
172	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.
192	not at this time
199	For segment 3, I have concerns about crosswalk being too near the entry space for large trucks and trucking entrance to south of Sandy
205	Glad consideration for possible improvements for bus stops. Don't see much/any possibility for improvement(s) further east due to land availability.
209	Great idea! No one parks there. A turn lane is needed.
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.
230	I think the area between Blossom Hill and 223rd is fine on the north side as it is.

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 soemthing 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	Нет
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	Нет
244	нет
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 intersectio to support this

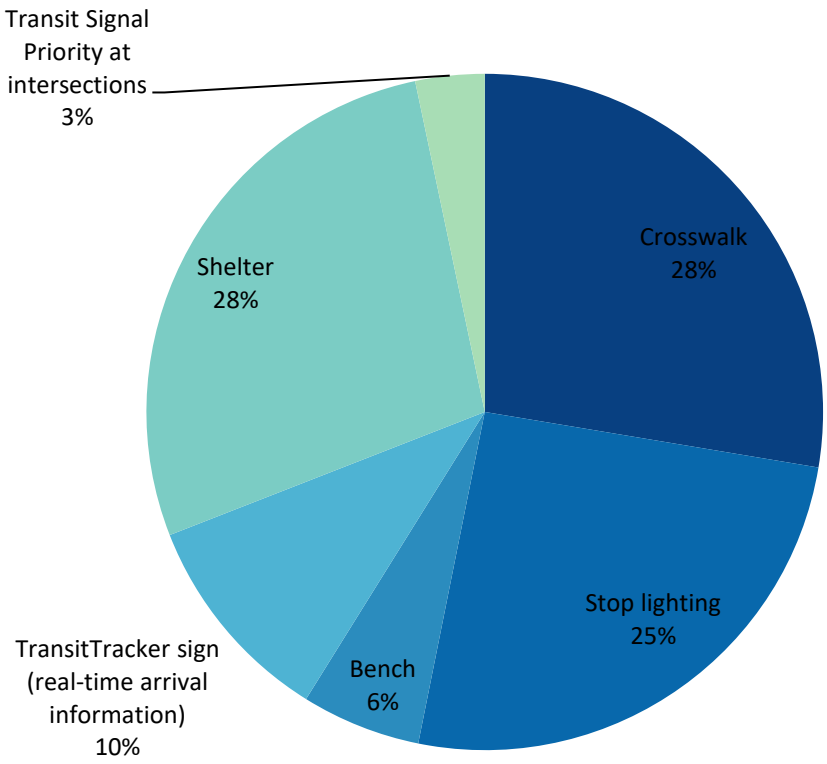
282	Use high vis crosswalk lines and possibly crosswalk lights with audio
285	As long as there is some form of sidewalk/bikeway in this segment, it will be a welcome improvement. It has been unsafe for years.
295	One to two more crosswalks ate needed. Seven blocks between crossroads is too much.
301	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	нет
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	Нет
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 desciciòn . 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 is segment is very dangerous for walking and biking.
634	Нет
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	Нет
639	Нет
640	Нет
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	Нет
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	нет
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

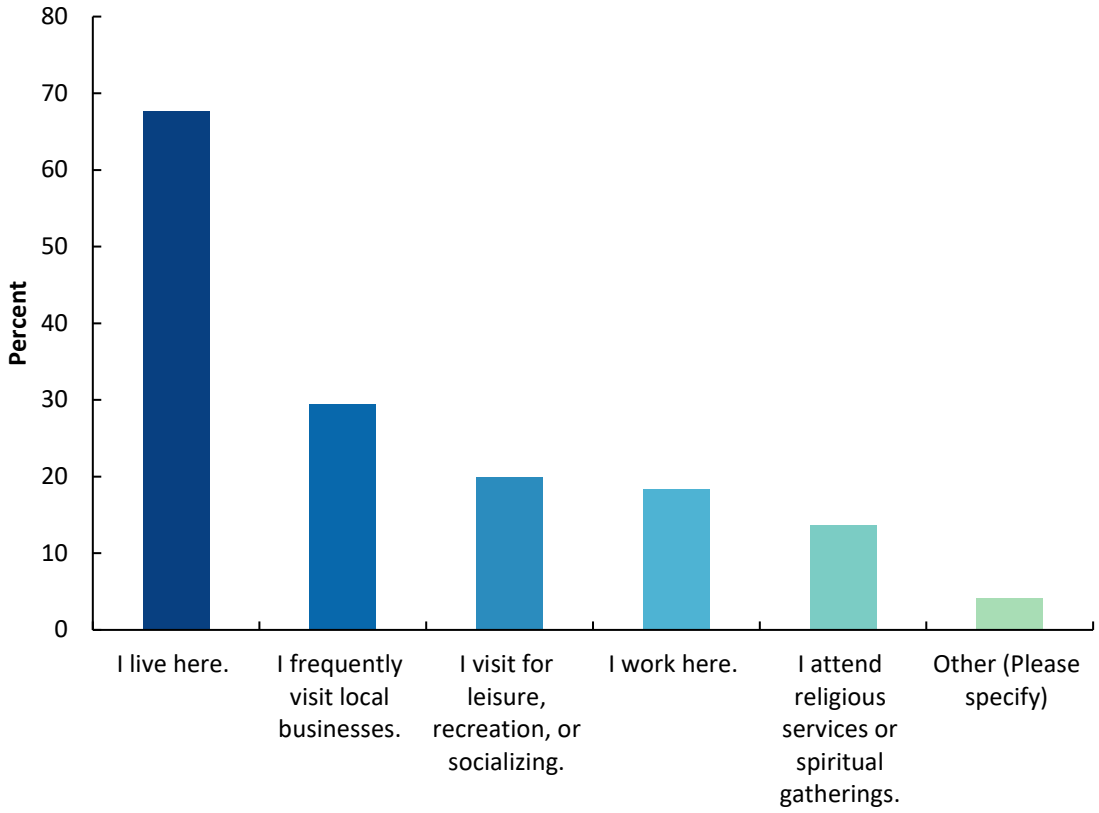
588	bus stop amenities also most important is crosswalk
591	bus stop amenities also most important is having bench and transit tracker sign
592	bus stop amenities also most important is bench, transit tracker, and transit signal priority at intersection
593	bus stop amenities also most important are 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, transittracker 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	Нет
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

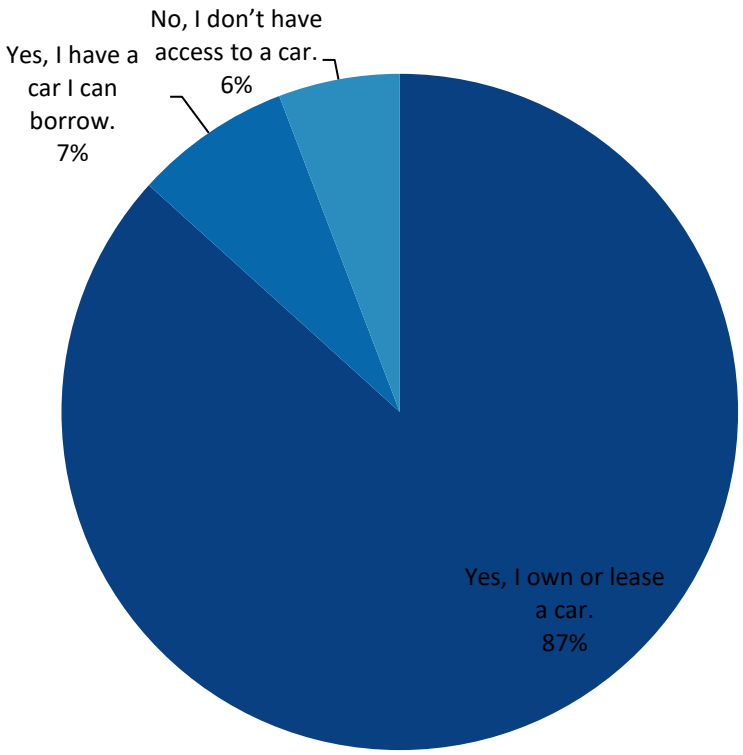
641	No
648	Todas
649	todas las comodidades
650	todas las comodidades

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



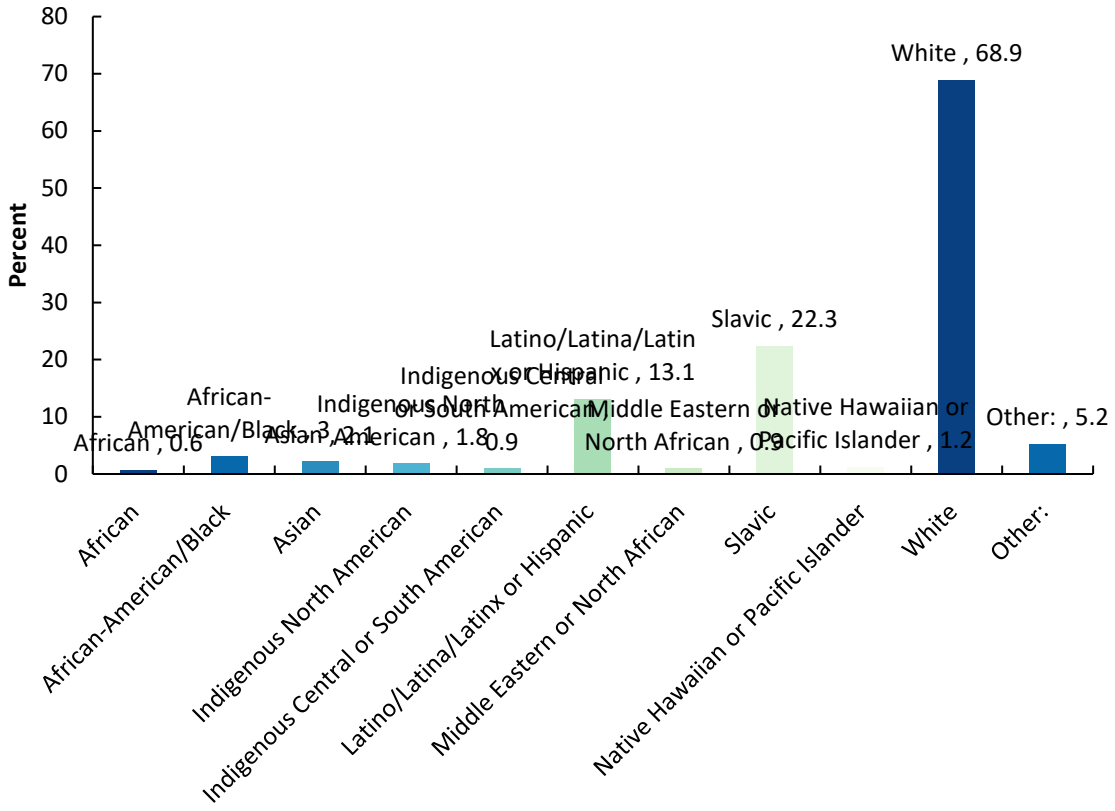
Value	Percent	Count
I live here.	67.6%	248
I work here.	18.3%	67
I visit for leisure, recreation, or socializing.	19.9%	73
I attend religious services or spiritual gatherings.	13.6%	50
I frequently visit local businesses.	29.4%	108
Other (Please specify)	4.1%	15

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.

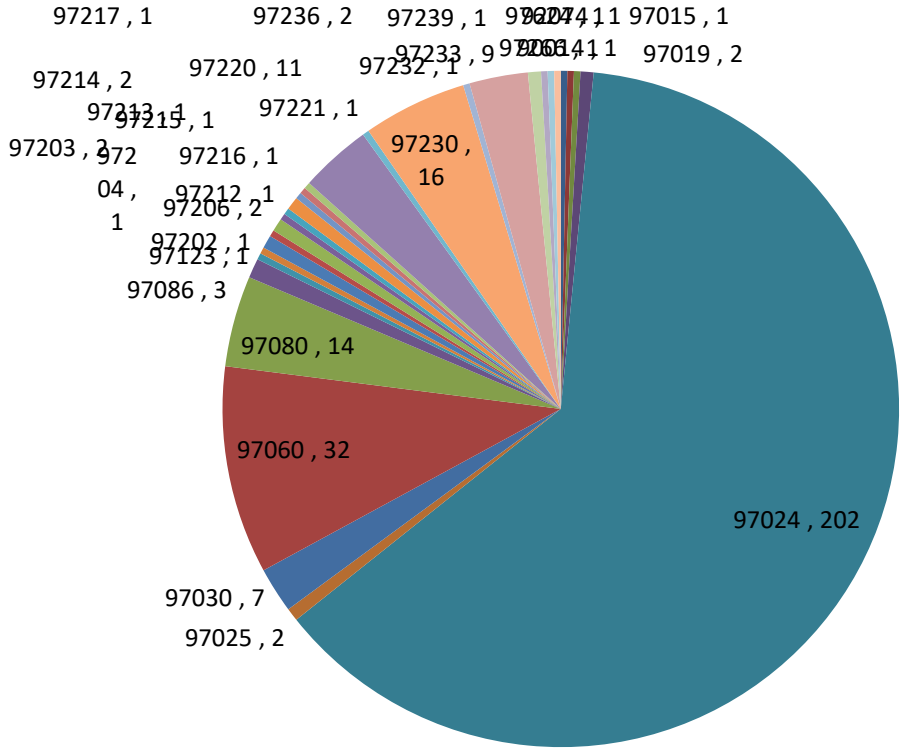


Value	Percent	Count
African	0.6%	2
African-American/Black	3.0%	10
Asian	2.1%	7
Indigenous North American	1.8%	6
Indigenous Central or South American	0.9%	3
Latino/Latina/Latinx or Hispanic	13.1%	43
Middle Eastern or North African	0.9%	3
Slavic	22.3%	73
Native Hawaiian or Pacific Islander	1.2%	4

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?

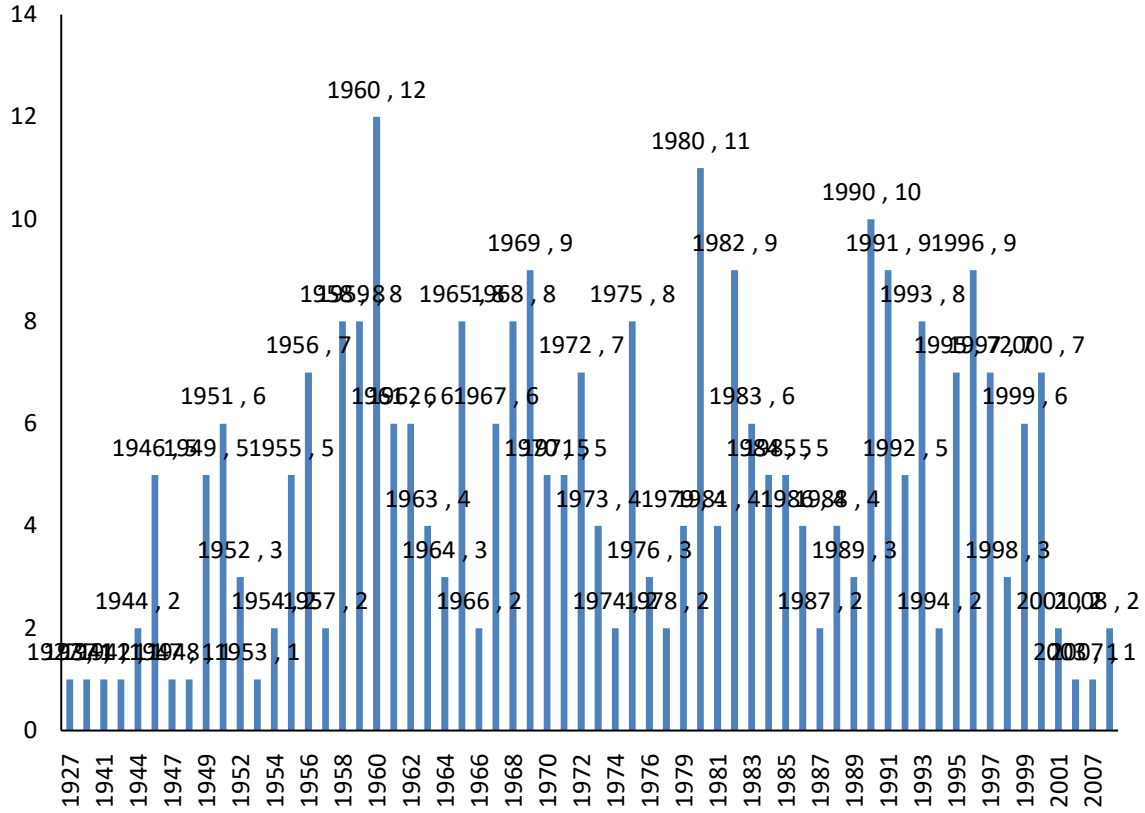


23.What is your home zip code?

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?

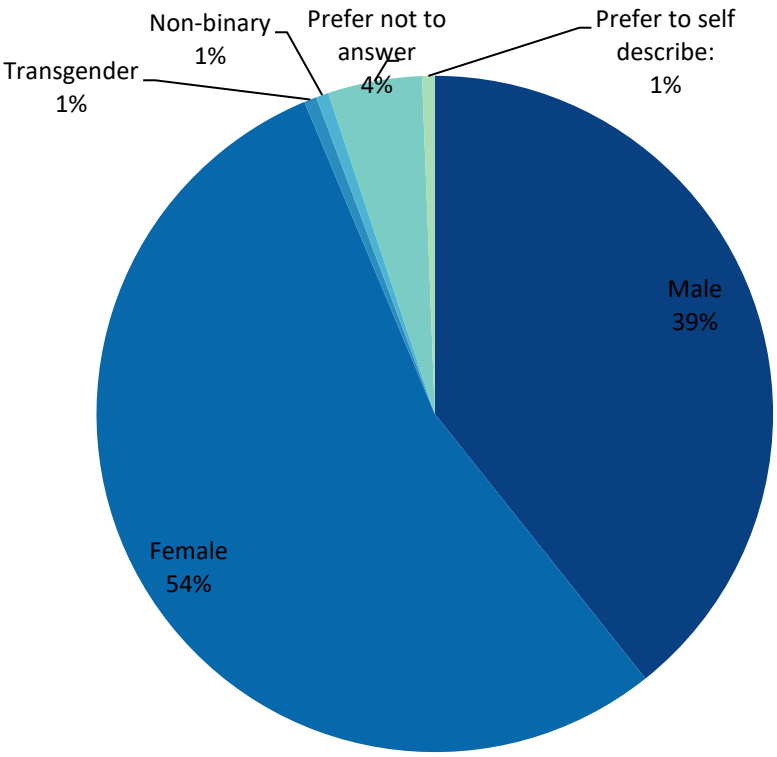


24.In what year were you born?

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?

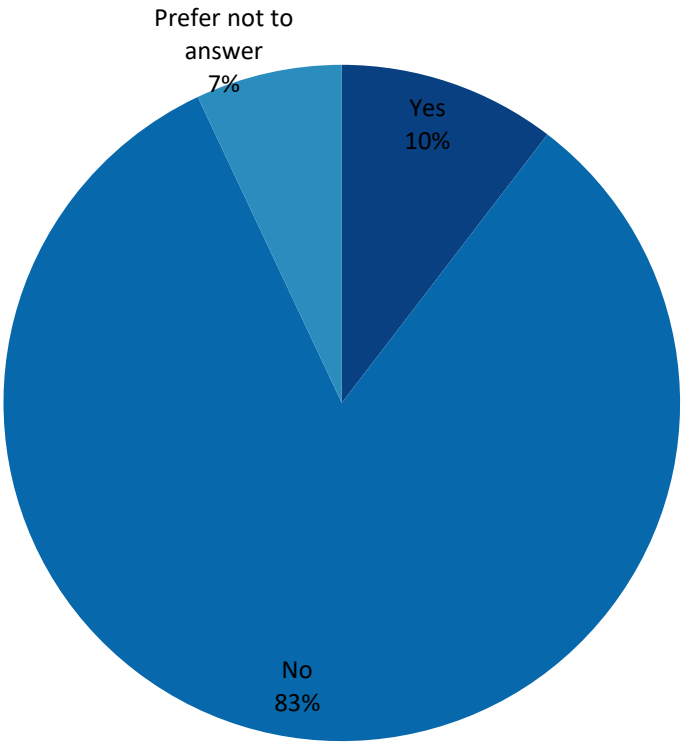


Value	Percent	Count
Male	39.3%	130
Female	54.4%	180
Transgender	0.6%	2
Non-binary	0.6%	2
Prefer not to answer	4.5%	15
Prefer to self describe:	0.6%	2
	Totals	331

Prefer to self describe:	Count

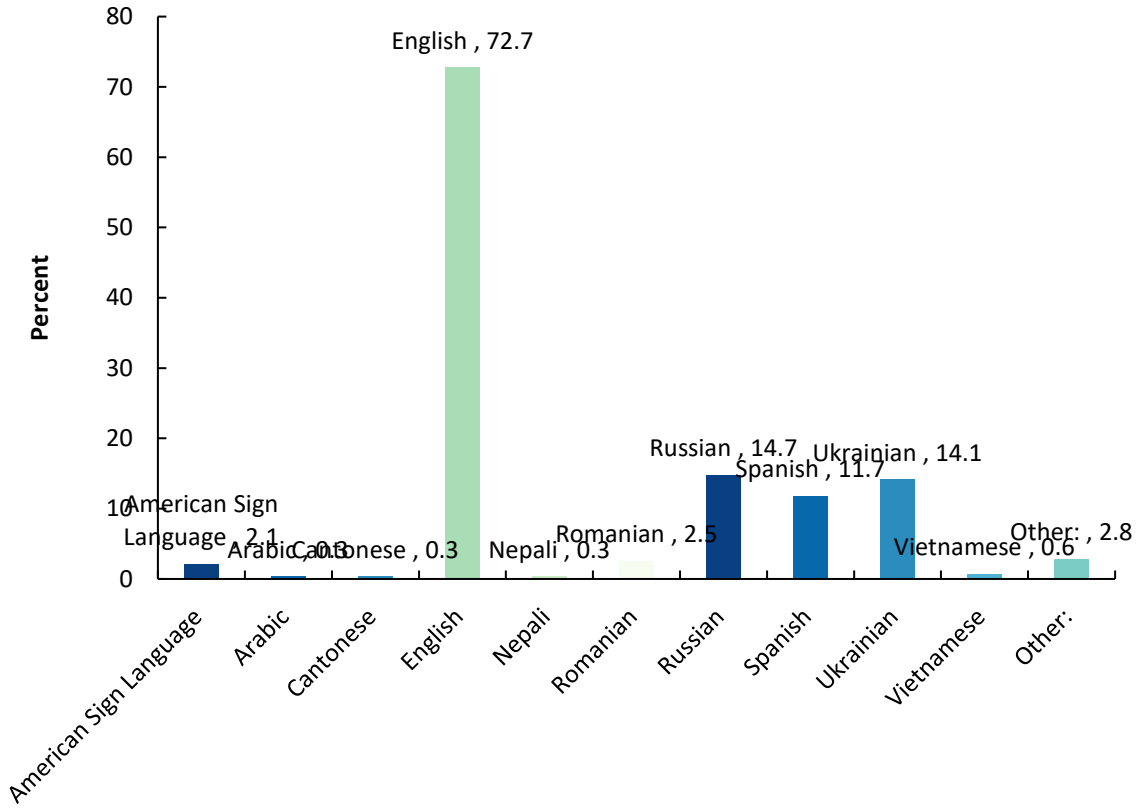
Transgender woman	1
Totals	1

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.

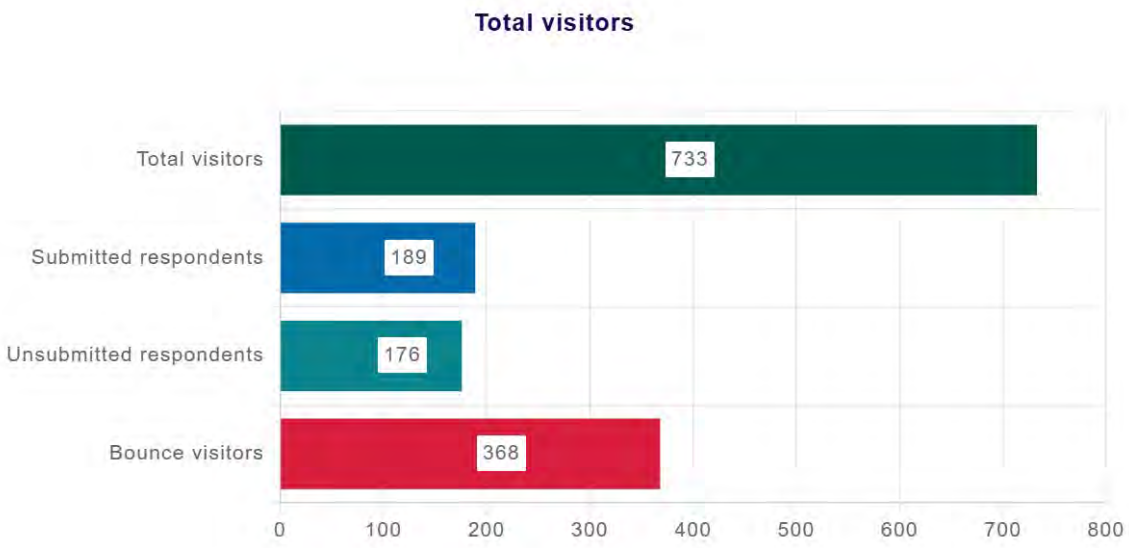


Value	Percent	Count
American Sign Language	2.1%	7
Arabic	0.3%	1
Cantonese	0.3%	1
English	72.7%	237
Nepali	0.3%	1
Romanian	2.5%	8
Russian	14.7%	48
Spanish	11.7%	38
Ukrainian	14.1%	46

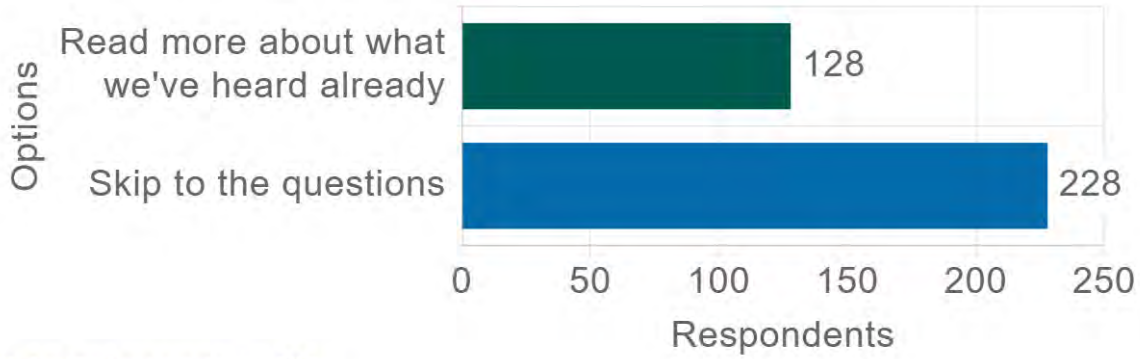
Vietnamese	0.6%	2
Other:	2.8%	9

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

Report for Safer Sandy Survey #3

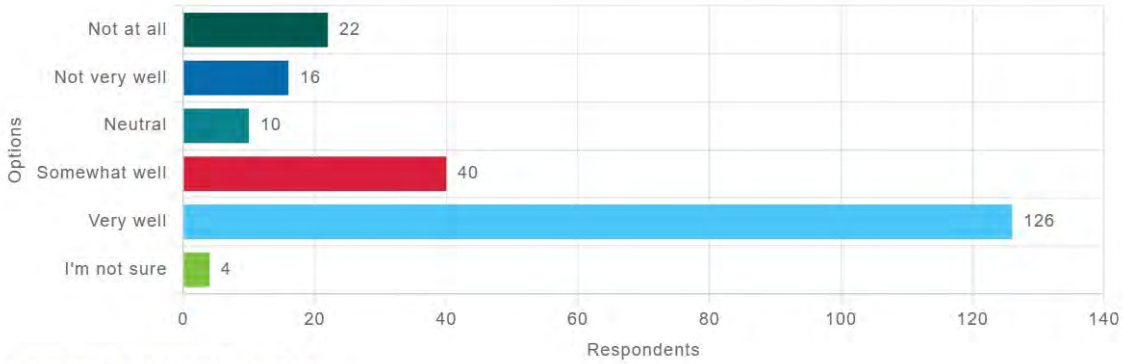


What would you like to do?



Submitted respondents: 186
Total respondents: 361

The plan includes improvements to crosswalks, bus stops, the center left-turn lane, new sidewalks, and raised separated bike lane. Do you support the proposed improvements?



Submitted respondents: 179
Total respondents: 218

Tell us why?

Response	Time
NOT SURE IF I AGREE WITH ALL OF THE PROPOSED IMPROVEMENTS.	1/21/2026, 8:00:11 AM
I live in the community effected.	1/22/2026, 10:20:36 AM
NE Sandy is a crucial artery for this part of East County, and serves a population experencing disproportionate poverty and marginalization. These improvements will allow for better access for people who bicycle, walk slowly, have a wheelchair, etc.	1/22/2026, 10:37:40 AM

Pedestrian safety makes a community more livable. Pleased to see the county making the community less hostile to pedestrians and cyclists.	1/22/2026, 10:38:26 AM
Bikeway is awesome!	1/22/2026, 12:20:11 PM
There are no safe walkways or ability for youth, older adults or individuals with disabilities to safely navigate the area. These type of barriers keep individuals from having healthy outdoor experience or inclusive living experiences.	1/22/2026, 1:32:08 PM
safer options for cyclists and pedestrians are needed.	1/22/2026, 3:59:26 PM
Having a designated center turning lane will help with traffic backing up. Sidewalks have been needed for safety for many years.	1/22/2026, 4:59:19 PM
Safety and mode options	1/22/2026, 7:27:50 PM
Id like to be able to get around more safely on bike And walking. Anything that calms auto traffic makes this more feasible and safer.	1/23/2026, 8:40:20 AM
Separated bike lanes at sidewalk level!! I love it!! That's some European stuff right there.	1/23/2026, 9:52:18 AM
Safety should always be our number one priority for transportation projects, and it looks like these plans address that! Thank you!	1/23/2026, 11:03:04 AM
These improvements will help to reduce vehicle crashes involving pedestrians and cyclists	1/23/2026, 2:40:35 PM
I want this area to feel safer for people walking, biking, and using the bus	1/23/2026, 4:57:34 PM
I oppose	1/23/2026, 5:03:51 PM
I believe that public transit and active transportation are very beneficial to our society, and car usage is generally pretty harmful.	1/23/2026, 11:40:41 PM
We don't need a separated bike Lane. For those of us in Fairview Terrace condos, left-hand turns from our driveway, as well as left-hand turns into the driveway off of Sandy are becoming near impossible. That's where the focus needs to be. That's where your traffic collisions are going to occur mostly.	1/24/2026, 12:12:35 PM
Sidewalks and separated bike lanes help keep everyone safe by making roads more predictable for all users.	1/24/2026, 12:33:57 PM
It will be safer for everyone.	1/24/2026, 2:13:25 PM
Elderly involvement in community	1/24/2026, 2:22:59 PM
Because it will be more safely for turn line and much more efficient for the vehicle and sidewalks.	1/24/2026, 3:57:49 PM
Porque esto ayudaría mucho a la población de este comunidad.	1/24/2026, 9:16:28 PM
We already have a PROFOUND excess of cars, and eliminating places to park them is not going to change the fact that people use them. They are parked all over the place, often illegally. If you want a SAFER road, perhaps doing things like towing all the cars that are literally illegally parked on 205th, 24/7. While I support bike travel. y'all often seem to forget that MOST OF US STILL HAVE CARS AND NEED PLACES TO PUT THEM.	1/25/2026, 2:50:22 AM
Quit ignoring the intersection of NE 162nd and Sandy.	1/25/2026, 6:30:09 AM
with the rising costs of car ownership and road maintenance, we need to do everything we can to incentivize people out of cars and give them reasonable options to make trips without them.	1/25/2026, 2:37:33 PM
These were the exact concerns I had hoped would be improved. This area needed these improvements for someone like me, who uses the transportation and roads to walk.	1/25/2026, 7:28:18 PM
Too many crosswalks	1/25/2026, 8:21:34 PM
The crosswalks are especially important! As a transit user who is on foot much of the time, it's very scary to cross Sandy Blvd with so much traffic going so fast most of the day. Moving the Blossom Hill stop is also great news. The current location of that stop is dangerous to access.	1/25/2026, 8:32:47 PM
Yes, I support the proposed improvements because they improve safety and accessibility for pedestrians, cyclists, and drivers	1/26/2026, 1:04:24 PM
Every time you guys "improve" the roads you make it such a confusing mess that no one knows where to go. I am not a fan of all the green bike lanes and parking in the middle of the lane and all the other stuff happening. Glisan is a good example. Also NO more raising taxes so unless you have plush money in the budget to spend on this project, save it for necessary things such as fixing the potholes in the roads. If you have extra money donate it to the schools. Sandy is absolutely fine. We don't have a huge amount of traffic and there are no issues as a homeowner.	1/26/2026, 1:42:30 PM
Bicyclists and pedestrians will be safer.	1/26/2026, 4:51:16 PM
Ради безопасности пешеходов!	1/26/2026, 5:45:59 PM

I think this is the perfect street cross section for an arterial road. Raised protected bikeways will make biking comfortable. And a center turn lane will allow left turning cars to not impede through traffic and will allow emergency vehicles to pass through traffic	1/27/2026, 8:21:26 AM
These improvements will make the area safer for the most vulnerable communities using it.	1/27/2026, 10:30:56 AM
I viewed the graphic options	1/27/2026, 7:13:22 PM
It's a nice design, but is Sandy actually wide enough for this layout?	1/28/2026, 9:13:54 AM
Dedicated and separate bike lanes are needed as currently biking on the road is very dangerous.	1/28/2026, 9:15:30 AM
this area is one of the least safe in the county--itneeds to be upgraed	1/28/2026, 9:23:39 AM
These changes make public roadways, bike lanes and sidewalks more accessible for everyone. I especially like that dedicated bike lanes and sidewalks make it safer for everyone.	1/28/2026, 9:23:40 AM
People drive recklessly; bikers and pedestrians deserve safe options to walk and roll with cars further away	1/28/2026, 9:25:37 AM
Sandy has needed sidewalks for a long time, it's so dangerous to walk or ride a bike in the parts that don't have sidewalks now. I used to walk to work from 205th to Boyd's Coffee in the grassy area by the mobile home parks but sidewalks would have been nicer!	1/28/2026, 9:26:21 AM
Provides a useful corridor for autos, bikes and pedestrians and has a nice aesthetic appearance. We need an upgrade like this in our neighborhood.	1/28/2026, 9:26:57 AM
The proposed improvements will remove street parking along Sandy Blvd in front the Fairview Terrace and Meadowlark apartment communities. Parking in these neighborhoods is already in short supply and street parking is heavily relied on.	1/28/2026, 9:27:47 AM
Better pedestrian and bike access much needed.	1/28/2026, 9:30:03 AM
These plans address most of my concerns that I have had since moving to Fairview 10 years ago except for lowering the speed limit and a couple more traffic lights	1/28/2026, 9:31:08 AM
I don't agree that a crosswalk at Arbor Crest Dr is the safest since that is turning into and out of the Fairview Terrace community. Perhaps pushing the cross walk a little further down from the entrance to avoid possible accidents.	1/28/2026, 9:34:05 AM
This is long overdue, I drive this section from 223rd to Fairview Parkway multiple times a day at all hours and regularly nearly hit people walking or biking on the shoulders!	1/28/2026, 9:38:02 AM
Any additional safety features and added width to Sandy will be appreciated.	1/28/2026, 9:41:48 AM
I love improving pedestrian infrastructure as it promotes people to use it and gets people out of cars and outside. Which great for your health, but also your soul. It also helps businesses to get foot traffic.	1/28/2026, 9:56:03 AM
All good except the raised bike lane.	1/28/2026, 9:58:39 AM
Multiple sections along Sandy Blvd are dangerous for pedestrians. Bikes are also at risk at some of the narrow sections of sandy blvd	1/28/2026, 10:03:53 AM
The Mid block crosswalks might pose a hazard to traffic, if implemented make sure traffic especially at night can clearly see the crosswalks.	1/28/2026, 10:18:56 AM
Don't build a center median where you can turn anywhere like they did on division.	1/28/2026, 10:21:30 AM
Improved safety for all users.	1/28/2026, 10:25:53 AM
Потому что я здесь живу и гуляю по улицам.	1/28/2026, 10:30:16 AM
Fix the potholes stop adding more changes to cause more accidents. I drive a school bus and see this construction causing more problems than good. NO one other than our local homeless ride bikes on Sandy! This is so unnecessary! Spend that money fixing potholes or repaving! No more - this is ridiculous.	1/28/2026, 10:40:56 AM
I think it will.slow vehicle traffic	1/28/2026, 10:48:16 AM
need sidewalks, 1 bike lane, and more vehicle lanes	1/28/2026, 11:13:37 AM
It will be much easier to use and a lot safer.	1/28/2026, 12:26:48 PM
Every road needs safe options for pedestrians and bicyclists.	1/28/2026, 1:37:15 PM
Additional lanes of traffic in each direction in addition to the protected bike lanes, turn lane, and sidewalk would be great.	1/28/2026, 1:43:24 PM
We need two lanes in each direction plus, a turn lane. Sandy Blvd is more industrial and doesn't need pedestrian/bicycle accommodations at least not through Fairview, Wood Village nor Troutdale portions of it. We need more lanes for traffic not less. Same with Halsey and Gilsan. This project would be a waste of taxpayers' money for something that'd be little used by the people (pedestrians	1/28/2026, 1:47:30 PM

and bicyclists) that it'd be built for because there aren't the residential neighborhoods along it. I like the idea of adding more trees along the side of the road. Just please give them plenty of space so that they can survive/flourish.	
A wider sidewalk versus a separated bike lane. Too much going on for a driver to track when turning or pulling out.	1/28/2026, 2:17:05 PM
Sandy and 223rd are getting so busy with the addition of apartments a turn lane on sandy would really help	1/28/2026, 2:18:53 PM
Mainly for the center turn lane and sidewalks on both sides.	1/28/2026, 2:28:21 PM
putting people first rather than cars just make sense to me, being able to bike or walk to work and other areas should be part of all infrastructure design	1/28/2026, 3:38:30 PM
We need safer roadways and sidewalks on sandy.	1/28/2026, 3:52:07 PM
Safety. Sidewalks, crosswalks + bikeways = more safety and personal non-motorized mobility.	1/28/2026, 4:32:50 PM
I mostly like that we are adding sidewalks. Our community in general is not very walkable due to lack of sidewalks at the moment.	1/28/2026, 5:21:21 PM
This is needed for continuity of sidewalks and accessibility for all. However, I have noticed that there is a notable increase in parking on Sandy as the new apartments on Sandy and 223 gain residence. I don't imagine that this need will decrease. I wonder where people will be parking if Sandy is not available.	1/28/2026, 5:31:37 PM
I love the idea of a center turn lane and crossing areas. I live at Fairview Terrace. During an in-person meeting with some of your staff we expressed concerns about not losing parking on Sandy Blvd in front of Fairview Terrace. Our association already does not have enough parking and some owners and guests often have to park on Sandy Blvd.	1/28/2026, 5:32:05 PM
Потому что нужно разворачиваться и объезжать бордюры, не уверенна что это нужно	1/28/2026, 6:22:45 PM
It is not necessary to have sidewalks on both sides of Sandy, you just need one side. I drive on this road daily and have for 30 years, there is barely any pedestrians or bikes at all. Doing both sides of the road is not a wise use of our resources.	1/28/2026, 7:57:43 PM
Dont think bikes need there own lane. Not a lot of bike riders.	1/28/2026, 7:59:49 PM
Porque los peatones nesecitan estar seguros y realmente nesecitan tener protección las paradas de busses que las personas no se mojen 😔 de la lluvia.	1/28/2026, 8:11:02 PM
Where is the east bound bus stop to be moved to base on the picture above?	1/28/2026, 9:12:03 PM
I live at NE 158th and Sandy. I would love to see more improvements on Sandy by my Wilkes Neighborhood	1/28/2026, 10:48:02 PM
Find lower cost solutions.	1/29/2026, 6:28:59 AM
I am blind and use a vuide dog to get around and traffic is scary out there. Things need to improve for our safety.	1/29/2026, 7:24:08 AM
I'm concerned about how this will affect local businesses, during construction and after it has been installed.	1/29/2026, 8:59:24 AM
Improvements are consistently needed to keep infrastructure usable	1/29/2026, 9:01:36 AM
That would make a bigger impact for the city and the community.	1/29/2026, 9:19:51 AM
All kinds of traffic are bound to increase. So will their tempers. Ease the situation by left-turn lanes, etc. And the sidewalks do need fixing and lengthening.	1/29/2026, 10:17:11 AM
Too many new cross walks in Segment1. Love the addition of separated bike lanes.	1/29/2026, 12:20:05 PM
Separate bike lanes are safer	1/29/2026, 3:20:48 PM
This is an area heavily used for trucking from warehouses and factories in the area, making one lane will create traffic issues and eventually force these businesses out.	1/29/2026, 3:30:37 PM
I live, work and commute daily on this street.	1/29/2026, 3:46:54 PM
The center left turn lane would make turning left into the properties a lot safer	1/29/2026, 4:14:08 PM
Well there's no improvements currently, so lucky for you it's a 100% improvement. Good job.	1/29/2026, 4:39:14 PM
Cost, time, true utilization	1/29/2026, 8:00:34 PM
To many cross walks and people can walk to one near by...8 is way to many. Not a ton of bikes are used with access blocks away.	1/29/2026, 10:46:07 PM
More crosswalks because I'm disabled and not having to walk down to the light is helpful. Also because at least one is right where the school buses stop and I like that for the kids safety. I live	1/30/2026, 12:39:57 AM

right where the new center left lane will be and that has needed improvement for some time now. As the population on 205th as grown, pulling in and out at Sandy has become increasingly dangerous. I like sidewalks for better ADA accessibility for walks in my area and the bike lanes I like the placement of the median between the bike and the cars due to the volume of traffic on this old highway.	
I don't think we need a sidewalk and and bikeway on both sides. The north side should be sufficient.	1/30/2026, 7:15:55 AM
I think it will provide better safety for cyclists, pedestrians and drivers.	1/30/2026, 7:41:29 AM
I think a cycle track (one bike lane with 2way cycle traffic) would save you space in the ROW. I think a seperated curb would be sufficient for a barrier between autos and bicycles. Most areas of landscaping in medians that I see in this area are rarely maintained. It just becomes weeds and a place for trash to get trapped in. I rarely see a bicycle in this area. Mostly pedestrians.	1/30/2026, 9:13:45 AM
Pedestrian safety	1/30/2026, 9:27:41 AM
It will make for a safer, more user friendly environment.	1/30/2026, 11:06:19 AM
I'm looking forward to sidewalks to walk on safety without feeling like I'm gonna get hit by a car when I'm out walking for exercise	1/30/2026, 12:14:25 PM
It's needed to make people feel safer in that area. People like me will use those sidewalks.	1/30/2026, 12:35:33 PM
I like the raised bike lane and crosswalks and middle turn lane.	1/30/2026, 4:26:00 PM
This proposed improvement is not anywhere I live.	1/30/2026, 5:15:11 PM
Maximize throughput minimize congestion	1/30/2026, 6:30:04 PM
Turn lanes will keep traffic moving. I have felt unsafe walking on the side of the road so, support the crosswalks and sidewalks.	1/30/2026, 8:01:47 PM
I take the bus and use Sandy Boulevard to get to work and this will make it easier for me to get to the bus	1/30/2026, 11:40:15 PM
Prioritize car traffic nothing else. Pave the road, paint the lines	1/31/2026, 8:04:29 AM
This proposed plan would greatly improve safety along Sandy Blvd, particularly for pedestrians.	1/31/2026, 12:23:49 PM
I am really tired of all these bike lanes constant taking up space, and not being used. They literally get a lane, which could ease vehicle congestion. I'm not sure why local transportation divisions hate cars so much.	1/31/2026, 8:02:38 PM
Bad planning as we've seen on Division and 102nd. It been made less safer. We know from accident reports. Every project to make it safer has reduced the safety. Everything done has created bottlenecks.	2/1/2026, 5:06:23 AM
I want safer easily accessible sidewalks.	2/1/2026, 7:17:33 AM
todo son muy importantes tonto peatonal autobús carril central para bicicletas y veredas	2/1/2026, 2:53:45 PM
Sandy is like a highway running through the east side. Encouraging safe pedestrian crossing and bike use will make the neighborhood more cohesive and benefit businesses on both sides of Sandy.	2/2/2026, 5:29:54 AM
Because you are taking road space that is already limited!!	2/2/2026, 3:45:28 PM
It would make the commute safer. Many areas are dark and unsafe. It will help a lot.	2/2/2026, 4:13:42 PM
Here it has a lot of traffic. It could help with traffic.	2/2/2026, 4:19:52 PM
Yes it is good to avoid accidents. I have seen lots of accidents on 131st and there are lots.	2/2/2026, 4:25:24 PM
There is not a lot of bike traffic. It's just going to collect garbage.	2/2/2026, 4:46:08 PM
I don't think there is enough traffic to justify the expansion	2/2/2026, 4:59:38 PM
Going to be taking away a lane of traffic on each side of the street	2/2/2026, 5:04:38 PM
Looks nicer that way.	2/2/2026, 5:06:37 PM
Too many semi trucks here. Not a good idea.	2/2/2026, 5:15:44 PM
Construction is probably impede customer access to business during construction. Will help get rid of road areas that need fixing.	2/2/2026, 5:26:15 PM
Less compacted. Bikes are not on the sidewalk. I like that it makes it look nicer.	2/2/2026, 5:35:55 PM
Good to get the bikes off the street. There is not enough room for the bikes. I'm concerned about there being or homeless.	2/2/2026, 5:42:35 PM
Safer for everybody. I hope there are sidewalks where disabled people can cross. It's hard to cross many places. I don't agree with the street trees. I see lots of accidents of people hitting trees.	2/2/2026, 5:50:02 PM

I'm concerned about the cost. Is this going to be worth our tax dollars?	2/2/2026, 5:55:41 PM
Restricts vehicle traffic too much	2/2/2026, 6:55:25 PM
Необхідно для людей, що не мають автівки, для пенсіонерів та дітей	2/3/2026, 10:22:52 AM
I preferred the other design over this one.	2/3/2026, 12:41:37 PM
Have someone from your employees observed the area for about a week or so. And they will tell you. I had never seen any bikes in the area nor wheel chairs. There is also small amount of people riding the bus or waiting for the bus. I don't think it's necessary to add bike line, etc	2/3/2026, 3:20:22 PM
So many streets need potholes repaired. We should be repairing what we have first.	2/3/2026, 7:19:15 PM
There are NEVER any bikes on sandy. Improve the lighting, road and sidewalks. It is a waste to have bike lanes for the zero bikes on that road ever. I've been in the area for over 30 years and not once have I ever seen a bike on this part of sandy.	2/3/2026, 8:44:08 PM
Its already too barrow for vehicles	2/4/2026, 6:46:00 AM
Safe for pedestrians and bicyclists	2/4/2026, 8:50:27 AM
Every time the city makes improvements it makes traffic worse and driving less safe	2/4/2026, 8:57:45 AM
I'm a strong proponent of safe, separated bike lanes and infrastructure for non-car road users	2/4/2026, 12:34:20 PM
The plans look more organized and clean. Drivers will no longer be cutting around drivers trying to turn into their homes with a new turn lane.	2/4/2026, 8:04:49 PM
Хороший план	2/4/2026, 9:27:44 PM
Это важно для города	2/4/2026, 9:51:19 PM
Я работаю в этом районе и вижу несовершенство системы для пешеходов. Я постоянно за рулём, люди перебегают дорогу, для того, чтобы к автобусной остановке подойти	2/5/2026, 5:05:36 AM
Residents still need parking between blossom drive and 223rd on the Street. Please try to include in plan	2/5/2026, 9:45:52 AM
This design has already proven to be confusing and not work well on other roads in Portland	2/5/2026, 5:12:33 PM
This will cause more traffic and congestion.	2/5/2026, 5:13:54 PM
Bike lanes don't belong on Sandy. There is too much traffic to handle both cars and bikes, and there are safer bike routes that run parallel to Sandy, and keep bikers safe. Unless you remove all the traffic that comes over the 205 bridge from Washington, Sandy provides a major arterial for car and truck traffic, which isn't going to change.	2/5/2026, 5:13:55 PM
This will cause more congestion.	2/5/2026, 5:15:38 PM
Just fix the dam pot holes and make the lanes visible and stop wasting more money on stupid construction projects.	2/5/2026, 8:01:08 PM
Я думаю что так будет удобно всем - пешеходам, водителям, велосипедистам.	2/5/2026, 8:30:29 PM
No more bike lanes. Repave the cement, paint cross walk lanes and call it a day. All Of these bike lanes have ruined this city. You can't get from one end of the east side to the west side without crazy traffic. There are plenty of bike lanes for the NO bike traffic we already don't have.	2/6/2026, 8:33:35 AM
Это улучшит безопасность всех участников движения.	2/6/2026, 11:28:28 AM
There is an increasing number of people living in that area and now with the new Meadowlark at Fairview apartments/condo's and people walking in section 4 along the road a safer place for everyone is needed.	2/6/2026, 11:40:51 AM
Porque sera una via más segura para los peatones	2/9/2026, 8:14:46 AM
Why not save time and money? Use the pre existing design that is already in place at both ends of your "proposed project"!	2/11/2026, 8:52:44 PM
Cost - taxes on SS	2/12/2026, 10:19:08 AM
the area needs to be made safe	2/12/2026, 10:21:45 AM
Bikes ride where pedestrians currently walk- cars swerve too close- walking is dangerous	2/12/2026, 10:29:40 AM
It needs improvement heavy traffic	2/12/2026, 10:49:51 AM
This would greatly be an improvement	2/12/2026, 10:58:07 AM

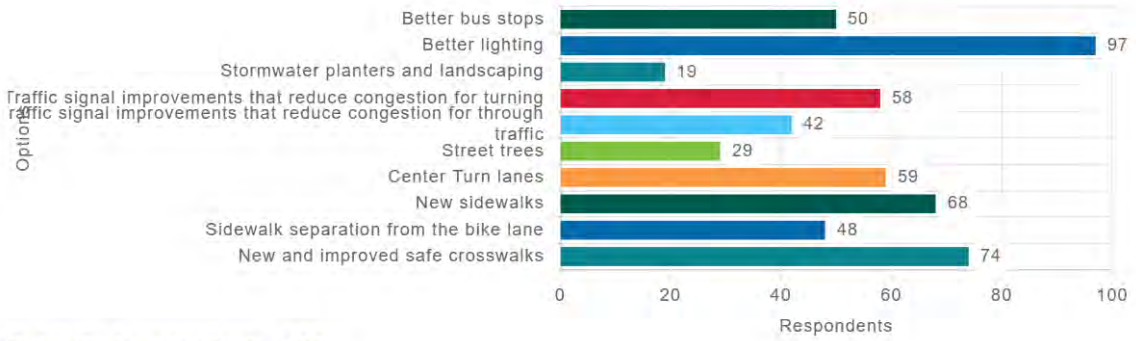
Do you have other thoughts about the proposed improvements?

Response	Time
The bus stop at quail hollow entrance needs to be moved	2/12/2026, 10:50:07 AM
Fallen birch tree limbs & entire dead trees need removal before the east winds blow them over onto TriMet riders waiting at the stop The dangerous "T" intersection at Sandy & 162nd... if not our city's responsibility then please pressure those who are responsible to DO SOMETHING before we get killed. Thank you!	2/12/2026, 10:30:31 AM
DO NOT USE RAISED BIKE LANES! This practice is a waste of time and material. It also encourages misuse and unsafe practices like jumping from one surface to another. WE NEED TREES! Do not place them between the road and the sidewalk. J walkers will not be viable to auto, truck or bus traffic.	2/11/2026, 9:01:55 PM
No, creo son perfectas especialmente lo de las bicicletas	2/9/2026, 8:15:50 AM
N/A	2/6/2026, 11:45:39 AM
План отличный	2/6/2026, 11:28:58 AM
нет	2/5/2026, 8:31:26 PM
This is a waste of funding	2/5/2026, 8:02:03 PM
No bike lanes. Add more street parking to support local businesses.	2/5/2026, 5:16:04 PM
The bike lanes should be on side streets, not on Sandy	2/5/2026, 5:15:54 PM
Bike lanes should be on a side street, Not on Sandy St	2/5/2026, 5:14:06 PM
The problem with what you're attempting to do is not going to work well all you're attempting to do is to force people to ride public transportation, and they are not going to do that. There isn't any improvements that is going to force people to use public transportation in order to cut down on the amount of traffic that are going down these roadways.	2/5/2026, 5:13:26 PM
Why can't there be a bike lane on just one side? Do not believe there is enough outdoor recreation to support bike Lanes on both sides. sidewalks = yes	2/5/2026, 9:46:39 AM
Это хороший план.	2/5/2026, 5:07:07 AM
Пока нет	2/4/2026, 9:51:52 PM
Нет	2/4/2026, 9:28:33 PM
Would love to have a 4 way stop sign or a traffic light to assist the residents living in Fairview Terrace.	2/4/2026, 8:02:52 PM
Connections to existing bikeways and trail infrastructure	2/4/2026, 12:35:46 PM
No	2/4/2026, 8:50:51 AM
Do everything but remove the bike lane.	2/3/2026, 8:45:36 PM
Needed for a long time.	2/3/2026, 7:20:12 PM
New sidewalks would be nice for the small percent of people who do ride or wait for the max line like a bus. NO to bike lanes. No one uses bike in the area.	2/3/2026, 3:23:05 PM
Preferred other style we considered so can't speak on this one.	2/3/2026, 12:42:04 PM
Need sidewalks on both sides of the street. They only do small sections.	2/2/2026, 5:17:30 PM
Don't do it!!!	2/2/2026, 3:46:03 PM
estoy de acuerdo con todo el plan que está incluido	2/1/2026, 2:59:35 PM
The plan has no common sense to it.	2/1/2026, 5:08:50 AM
As part of the improvement to bud stops, it would be helpful for more bus stops in this section to display arrival information for those who don't have a phone to look this information up.	1/31/2026, 12:25:23 PM
Prioritize car traffic for people getting to and from work. Pave the road. Fix potholes, paint lines. Done	1/31/2026, 8:04:51 AM
No	1/30/2026, 8:03:00 PM
Sandy needs to retain 4 travel lanes.	1/30/2026, 6:31:01 PM
Safe walking for pedestrians and pet friendly, a lot of people walk dogs around this area	1/30/2026, 12:15:56 PM
No	1/30/2026, 11:07:01 AM

Cycle Track. East side of 223rd north of Sandy needs a guardrail.	1/30/2026, 9:17:47 AM
The crosswalks and sidewalks are desperately needed. I walk from 201st to 181st almost every day and the crosswalk at 201st is one I won't use-too many cars disregard pedestrians.	1/30/2026, 7:42:29 AM
I think the center turn lane is absolutely a necessity.	1/30/2026, 7:18:13 AM
No, I think the current proposed plan looks good.	1/30/2026, 12:44:27 AM
You do not need to add more bike access...please for once think about cars vs the rest since pdx is horrible to drive in and around now.	1/29/2026, 10:48:55 PM
Sections of this street are scary with scant lighting & sidewalks.	1/29/2026, 8:00:52 PM
No	1/29/2026, 3:47:09 PM
Love separated bike lanes.	1/29/2026, 12:21:20 PM
n/a	1/29/2026, 10:18:33 AM
I like the idea of the new project	1/29/2026, 9:20:51 AM
I don't feel there is a need for raised bike lanes. How will this impact parking in the area? Who will be responsible for the up keep of the special bike lanes? I don't see answers to these questions.	1/29/2026, 9:00:08 AM
More audible crosswalk signals for us who are blind.	1/29/2026, 7:26:33 AM
Upgrade lighting. Increase traffic enforcement.	1/29/2026, 6:29:43 AM
Great ideas! Again, I would love to see more improvements on Sandy between NE 148th and NE 185th	1/28/2026, 10:48:46 PM
Si que tengan un conteo con voz cuando pasan los peatones aveces cruzan personas que no miran (ciegas)van con su perro guia.	1/28/2026, 8:13:02 PM
No taking away any car lanes	1/28/2026, 8:00:31 PM
This needs to be cut back we need to be wiser with our resources. I would advise sending some one out and have them sit along sandy for multiple weeks and county the pedestrian and bike traffic. I want safe raids and streets for everyone but there is not that many pedestrians and bikes using this stretch of Sandy. Having just one side be side and bike would privide ample and safe sections for people and bikes. This is outer Sandy not inner Hawethorne.	1/28/2026, 7:59:54 PM
I live in Fairview terrace. The visibility while turning left out of the gateway can be tricky. I think that the left-turn lane is a welcomed/needed safety measure.	1/28/2026, 5:38:38 PM
No. Something has been so needed that anything is welcomed.	1/28/2026, 4:36:30 PM
I would like to see a protected two-way bike route on one side of the corridor that connects at 201st and takes you all the way into Wood Village, just putting down the standard painted line or a buffer zone with no protection for a bike is not really thinking of equity for all road users and future potential for workers to utilize transit options	1/28/2026, 3:39:37 PM
Easier access to turn from Sandy to Rolling Hills RV park. A lot of accidents here. There is an entrance on both sides of Sandy at Rolling Hills with possible head-on collisions.	1/28/2026, 2:18:21 PM
A turn lane and more trees would be great, the rest would be a waste of money.	1/28/2026, 1:54:29 PM
Additional lanes of traffic in each direction in addition to the protected bike lanes, turn lane, and sidewalk would be great.	1/28/2026, 1:43:53 PM
Thumbs up!!	1/28/2026, 12:27:15 PM
need sidewalks, 1 bike lane, and more vehicle lanes	1/28/2026, 11:15:13 AM
Stop this unnecessary spending	1/28/2026, 10:43:05 AM
I like it! I think a 2-way cycle track may have been even better but this is a huge improvement.	1/28/2026, 10:27:26 AM
The lane infront of the Jubitz CFN, across the street from the Stage Coach Saloon. Is not an actual car lane! I've seen so many close calls from drivers who at the last minute change their minds and instead of taking the right turn ONLY onto 201st! They continue East and merge at the last second onto Sandy.	1/28/2026, 10:07:27 AM
No raised bike lane. Better lighting.	1/28/2026, 9:59:25 AM
No all of those are great. I just wish buses were more frequent. It makes them more convenient.	1/28/2026, 9:57:46 AM
Actual bus stops (covered/seats) would be nice.	1/28/2026, 9:42:28 AM
No just make it happen! It is long overdue. Also please clean up all the blackberry and invasive species on the roadside and make it more landscaped.	1/28/2026, 9:39:14 AM

Slower speeds and enforcement and a couple more stop lights	1/28/2026, 9:33:20 AM
The Fairview Ave intersection is an important crossing under I84 to access groceries (Fred Meyer), etc., and needs to be safe and easy to navigate. It also has very high traffic from Amazon, Fed Ex, others, and gravel trucks heading north near Chinook Landing.	1/28/2026, 9:30:34 AM
I support the center left-turn lane addition but don't believe there is enough bike/pedestrian activity to require complete separate, raised lanes.	1/28/2026, 9:28:49 AM
Design it so that it does not attract homeless camping. This is not the place for that type of activity as it creates crime and is dangerous for our kids.	1/28/2026, 9:28:09 AM
Please only plant native trees and shrubs to support our native species	1/28/2026, 9:26:25 AM
I think these are fantastic improvements and I hope that more parts of the city can incorporate changes like this that positively impact the community.	1/28/2026, 9:24:55 AM
Does it extend to Fairview Parkway, where people who live along Sandy like to walk to the businesses there?	1/28/2026, 9:15:32 AM
No	1/26/2026, 4:51:44 PM
Absolutely un necessary. We've ridden bikes for a hundred years without all the fancy lanes. Those lanes are confusing and I hate them.	1/26/2026, 1:50:45 PM
The one thing I see missing is some kind of shelters at the bus stops. Sandy is a wind tunnel, and it can get very cold on that street.	1/25/2026, 8:35:32 PM
Fix the roads. No more bike lanes	1/25/2026, 8:22:16 PM
No.	1/25/2026, 7:29:56 PM
without using traffic calming like adding "obstacles" for drivers and reducing lane width, adding crosswalks will have little safety improvements for pedestrians.	1/25/2026, 2:38:40 PM
These improvements would be better if they considered CARS too. Since this is .. you know.... a road.	1/25/2026, 2:52:03 AM
Para una mejorar las habilidades de las personas	1/24/2026, 9:17:54 PM
Lights feasibility for the public to access to the night on the road.	1/24/2026, 4:00:23 PM
Cross walk at Walmart to Bus Stop	1/24/2026, 2:23:39 PM
Reducing congestion is not as important for safety as reducing conflicts. Turns and intersections need clear signaling and visibility.	1/24/2026, 12:35:13 PM
Put a red/green light at the main driveway of Fairview Terrace & Sandy.	1/24/2026, 12:13:58 PM
Turn conflicts are important to think about for bike lanes. Even if the bike lane is raised/separated/protected, if the intersections are unprotected, well, to some extent you're only as strong as your weakest link.	1/23/2026, 11:41:26 PM
Anticipate that drivers will not see cyclists as they cross intersections. Put up giant light signs "no left turn" etc, so cyclists stand a chance at surviving their ride down Sandy.	1/23/2026, 11:03:41 AM
Nope, these improvements have my full endorsement.	1/23/2026, 9:53:06 AM
Love the raised separated bike lane !	1/23/2026, 8:40:56 AM
Make sure to block left turns in places that are dangerous. I don't want to have to worry about stupid drivers doing stupid things.	1/22/2026, 7:28:22 PM
Activating the flashing yellow turning light at 223rd and Sandy would be really helpful with traffic flow.	1/22/2026, 5:00:43 PM
partnering with other jurisdictions to consider more business development and homeownership opportunities.	1/22/2026, 1:35:10 PM
no	1/22/2026, 12:20:14 PM
I wonder how many bicyclists will actually use this stretch, versus skipping Sandy altogether.	1/22/2026, 10:39:42 AM
I love a separated bike lane. Cycling safety should be a priority as the culture of cycling is one of the hallmarks of Portland.	1/22/2026, 10:39:06 AM
Yes and No, would not like to include any more Traffic Signals at fairview terrace entrance	1/22/2026, 10:21:12 AM
RAISED SEPARATED BIKE LANE?????? NOT SURE IF THAT IS NEEDED, CAN'T THEY BE ADDED WITIN THE SIDE WALK AREA?	1/21/2026, 8:01:15 AM

As the construction phase begins, some features may need refinement based on available space, cost, or feasibility. Which features are most important to you so we can prioritize? Which of the following features are the most important to you (Select up to 3)

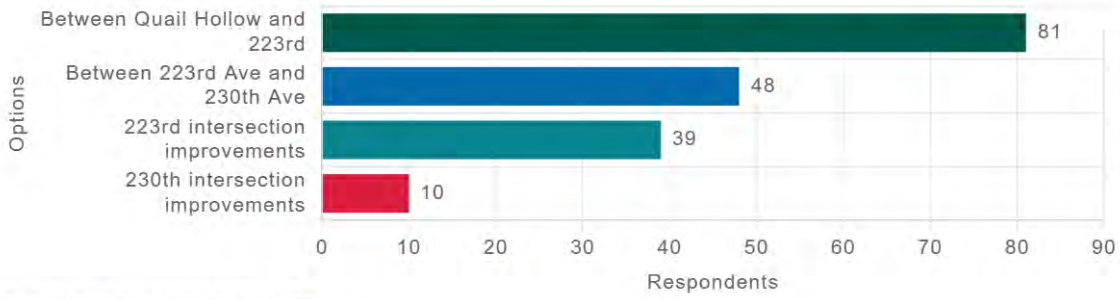


Submitted respondents: 180
Total respondents: 195

Other (please describe)

Response	Time
All of the above!	2/12/2026, 10:58:46 AM
Drive, Walk and Bike the route for yourself prior to approving the design! Take a video of each and review them.	2/11/2026, 9:19:16 PM
No bike lanes!	2/5/2026, 5:16:58 PM
Parking on street between blossom drive and 223rd	2/5/2026, 9:48:04 AM
No tumpar los árboles	2/1/2026, 3:03:05 PM
Small dog park worked in would be nice	1/30/2026, 12:18:23 PM
Obviously adding trees will help to reduce heat	1/30/2026, 7:45:21 AM
protected bike lanes	1/28/2026, 3:45:37 PM
traffic improvements will only happen by disincentivizing cars, improving traffic signals wont have any meaningful impact on a mode share shift.	1/25/2026, 2:40:13 PM
Much more if that is possible for are neighbor hood and the community.	1/24/2026, 4:04:39 PM
Reducing congestion is not a good goal. If one chooses to drive, one should expect congestion that they're contributing to.	1/23/2026, 11:04:59 AM

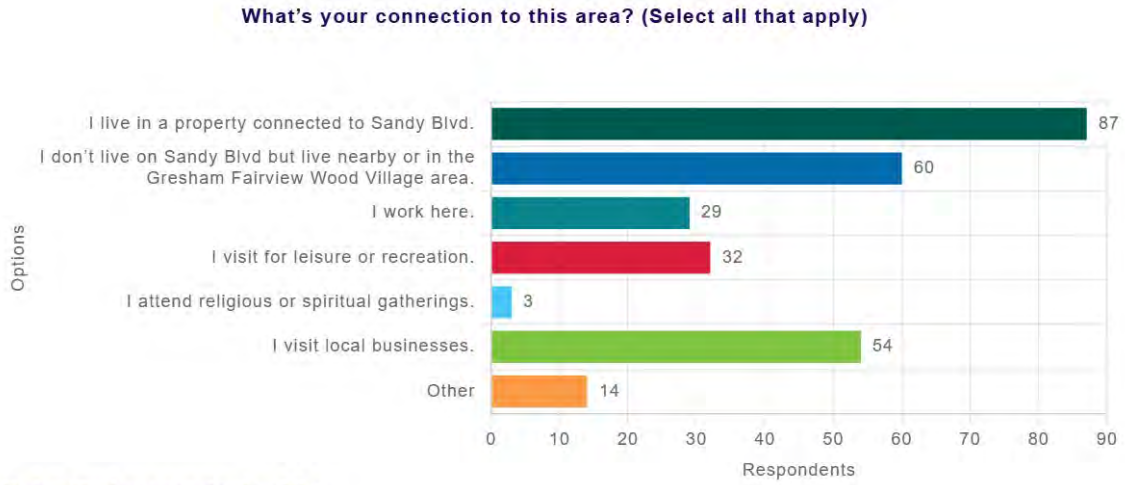
The County has funding for building Sandy Blvd from 201st Ave to the east side of Quail Hollow and the Portland-Fairview RV Park in the next few years. Once this area is complete, future project segments will depend on additional funding. Which of the areas of Sandy do you think we should try to build next?



Submitted respondents: 167
Total respondents: 178

Another priority (please describe)

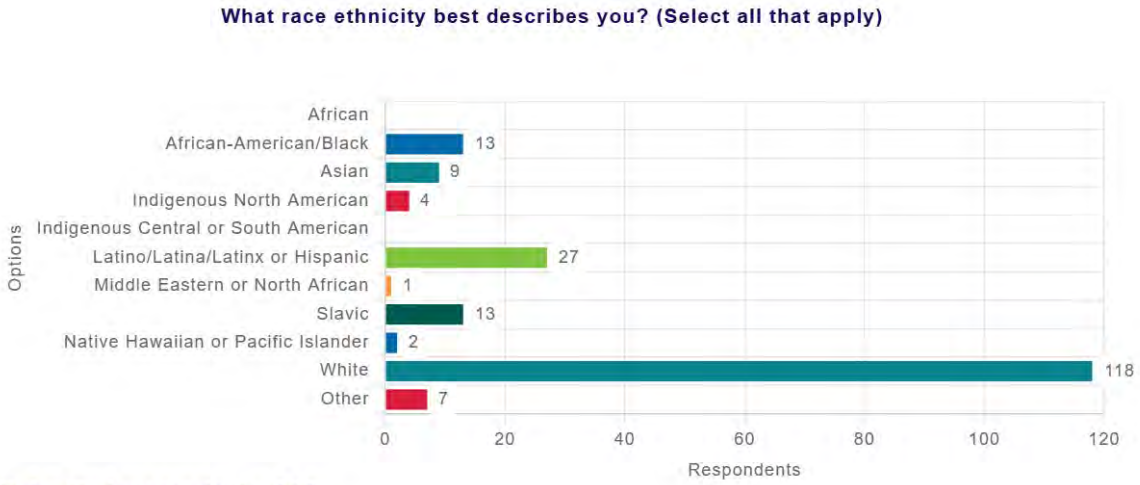
Response	Time
PLEASE factor in the need for street parking along Sandy Blvd when designing these improvements.	1/28/2026, 9:31:07 AM



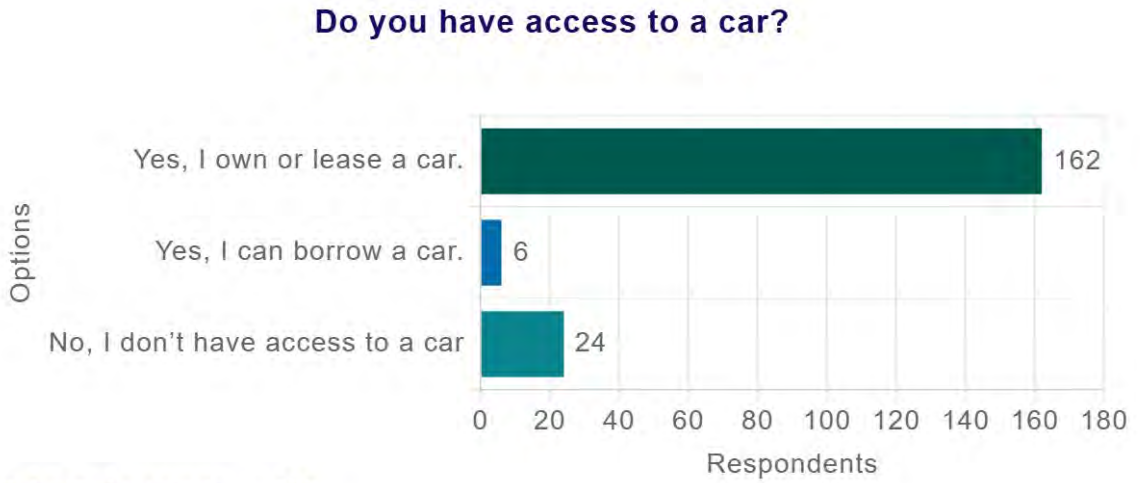
Submitted respondents: 181
Total respondents: 191

Please specify:

Response	Time
Trimet Retiree	2/12/2026, 10:23:13 AM
I use this route 4 to 6 times a day!	2/11/2026, 9:24:13 PM
Tengo familia que vive en Sandy así que es una vía que utilizo constantemente	2/9/2026, 8:18:22 AM
I own a townhouse in Fairview Terrace	2/6/2026, 11:50:15 AM
В магазин езжу.	2/5/2026, 8:34:56 PM
Бываю здесь по делам	2/4/2026, 9:30:28 PM
I don't live anywhere near the proposed improvements.	1/30/2026, 5:16:58 PM
I operate my business here.	1/25/2026, 2:54:06 AM
Would visit more local businesses	1/24/2026, 2:25:46 PM
I volunteer in the area	1/24/2026, 12:36:58 PM



Submitted respondents: 170
Total respondents: 178

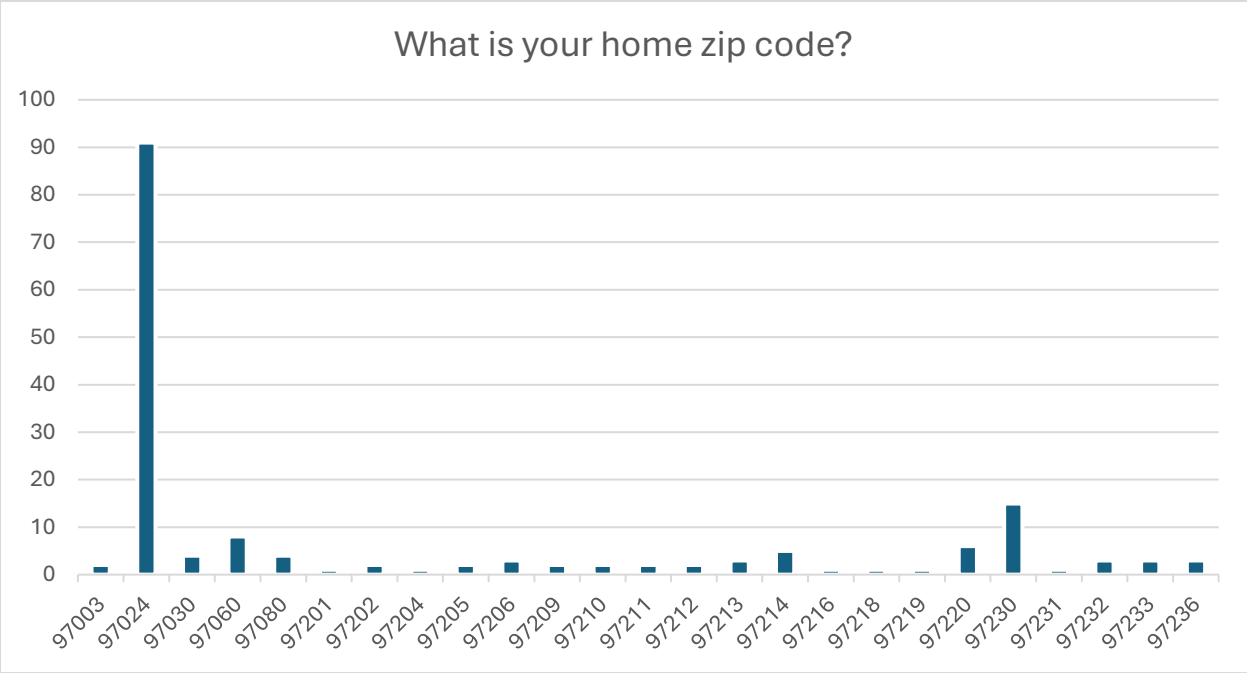


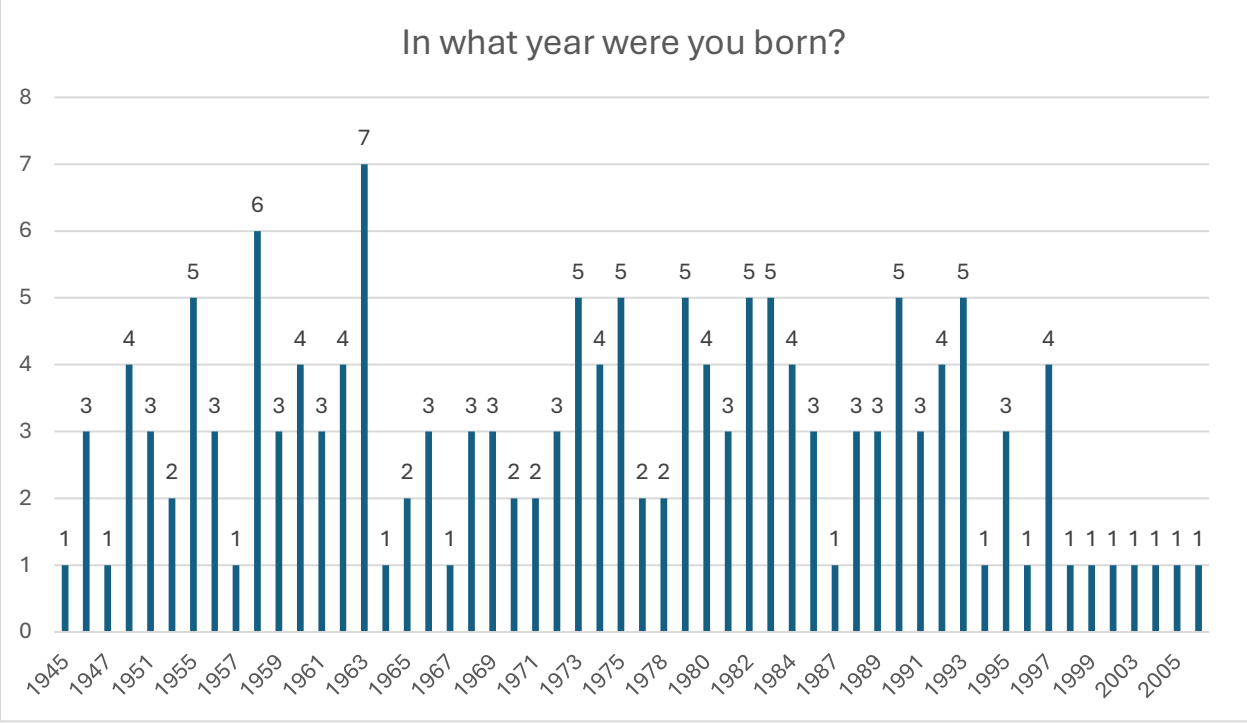
Submitted respondents: 182
Total respondents: 192

Please specify:

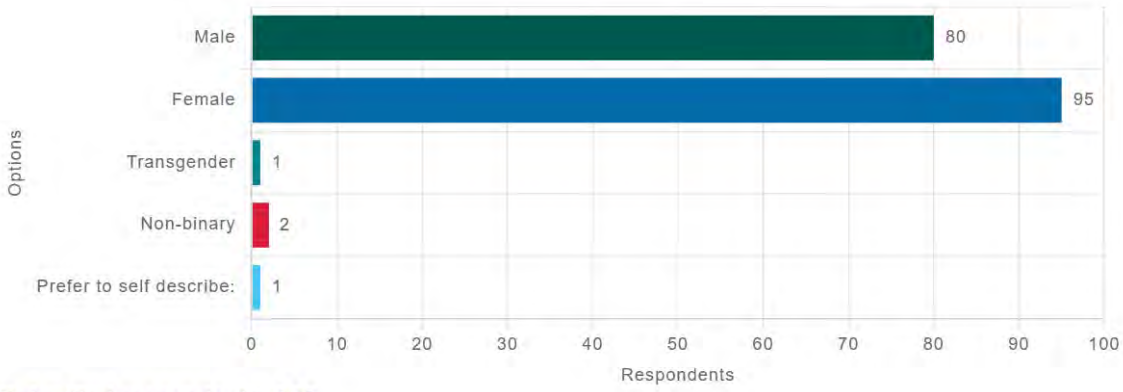
Response	Time
East indian	2/12/2026, 10:23:32 AM
What difference does the color of my skin make??? You all are racist	2/2/2026, 3:50:23 PM
Indigenous spirit	1/30/2026, 6:33:55 PM
DANISH	1/28/2026, 6:05:03 PM
Doesn't matter	1/28/2026, 1:56:17 PM

Prefer not to disclose	1/22/2026, 10:42:09 AM



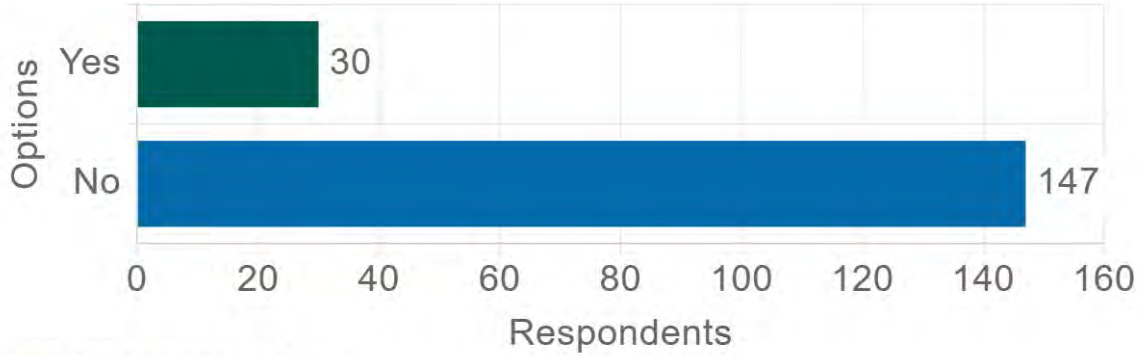


What gender do you identify as?

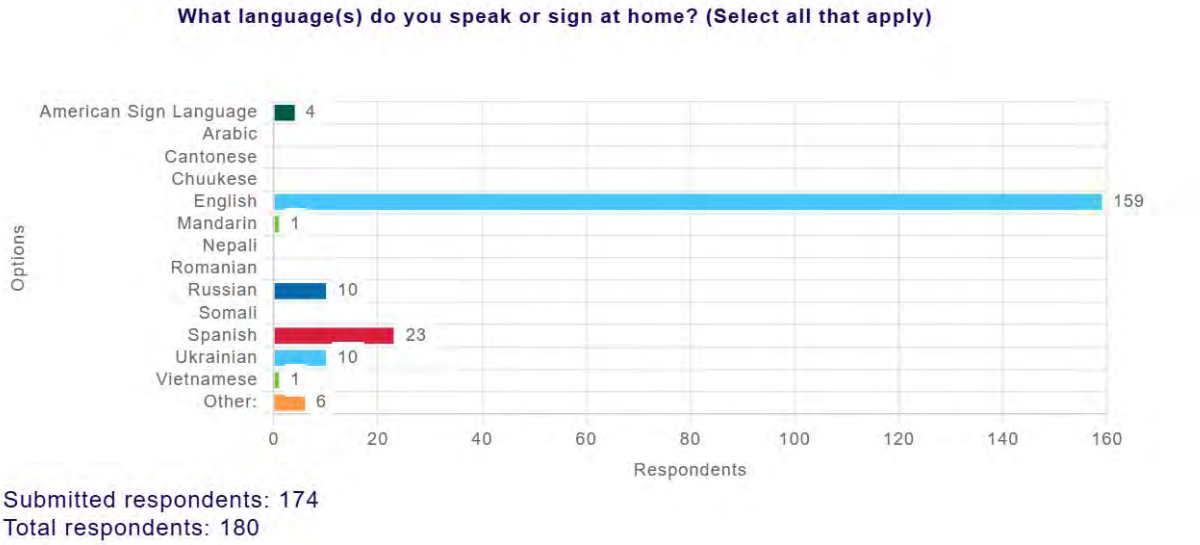


Submitted respondents: 172
Total respondents: 179

Do you have a disability?



Submitted respondents: 170
Total respondents: 177



Submitted respondents: 174
Total respondents: 180

Other: (Write in)

Response	Time
Greek	2/5/2026, 5:17:16 PM
Thai	2/2/2026, 4:21:52 PM
Italian	1/28/2026, 8:04:54 PM
Mien	1/28/2026, 10:10:31 AM
Japanese	1/28/2026, 9:19:10 AM