

# Safer Sandy Community Engagement Summary – Phase 1

Spring 2025

## Overview

Multnomah County and the City of Fairview are working on a concept plan for improvements to increase safety and improve access for all on NE Sandy Blvd, between NE 201<sup>st</sup> Ave and NE 230<sup>th</sup> Ave. Essential 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 when traveling along NE Sandy Blvd.

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.

## 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 feed into project design concepts and recommendations. Through the process, the project team is committed to goals of providing clear, accessible communication, prioritizing equitable access, and building trust through transparent and consistent engagement.



Figure 1. Project engagement phases.

In Phase 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 201<sup>st</sup> Ave and the area between NE 223<sup>rd</sup> Ave & NE 230<sup>th</sup> 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 223<sup>rd</sup> Ave & NE 230<sup>th</sup> 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.

## 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<sup>1</sup> principles throughout the Community Engagement Plan and engagement strategy. This includes intentional efforts to reach, include, and reflect the voices of communities most impacted by transportation decisions (see the “Who we heard from” section below and Appendix A for a full demographic summary of survey participants). These efforts help ensure the engagement process is inclusive, representative, and aligned with the intent of Title VI.

## 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

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<sup>1</sup> Transportation Division, Multnomah County. (2022). *Title VI Program Plan*.

people living within six square miles of the corridor<sup>2</sup>, the responses reflect a diverse range of lived experiences and travel behaviors in the area. For a full demographic summary, see Appendix A.

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).

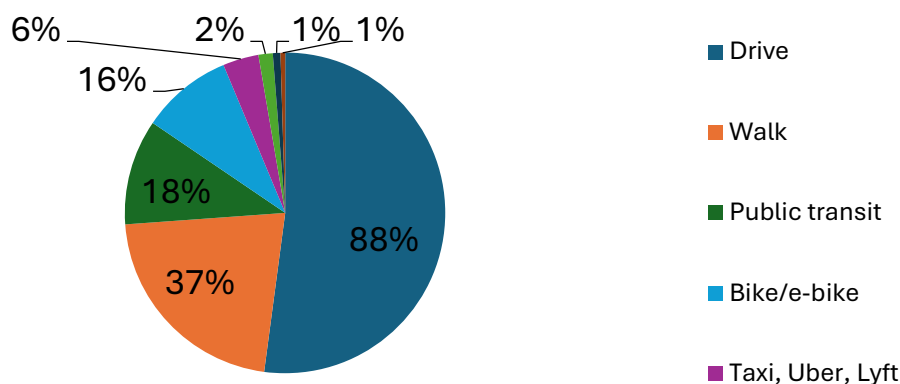


Figure 2. Responses to "How do you get around on Sandy in Fairview?". Note: Participants could select multiple travel options.

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.

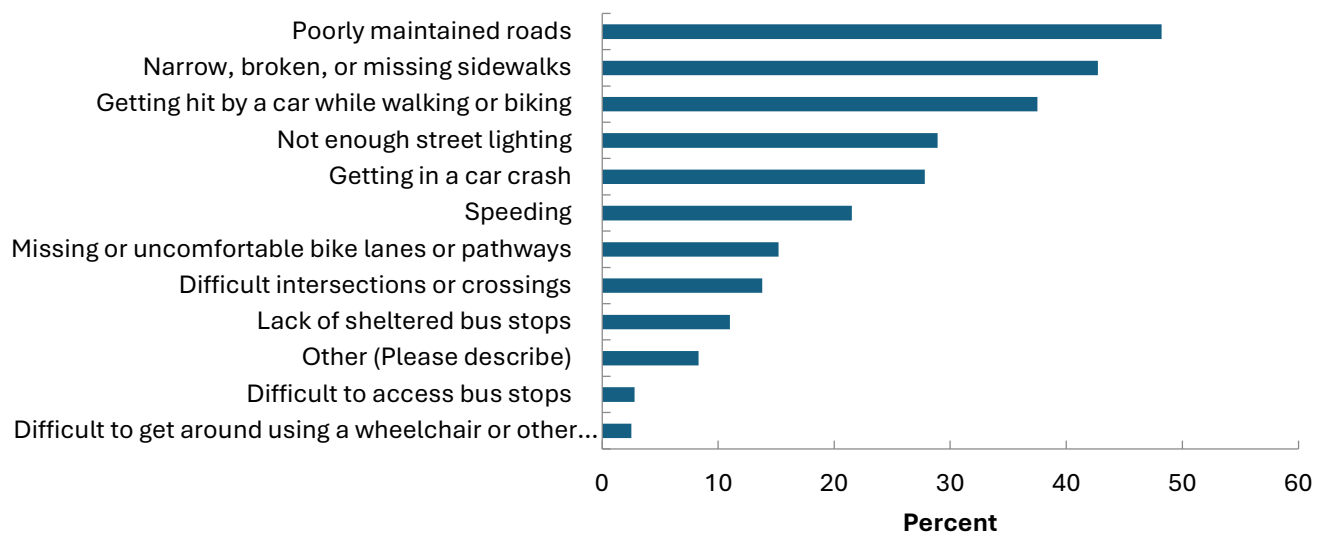
### What we heard

Participant survey responses offered insight into their experiences of NE Sandy Blvd and what their priorities are. Full survey results are available in Appendix A.

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<sup>2</sup> Oregon Department of Transportation. (2024). *Screening Tool for Equity Analysis of Projects (STEAP)*.

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 223<sup>rd</sup> & NE 230<sup>th</sup> Ave due to inconsistent or no sidewalks.

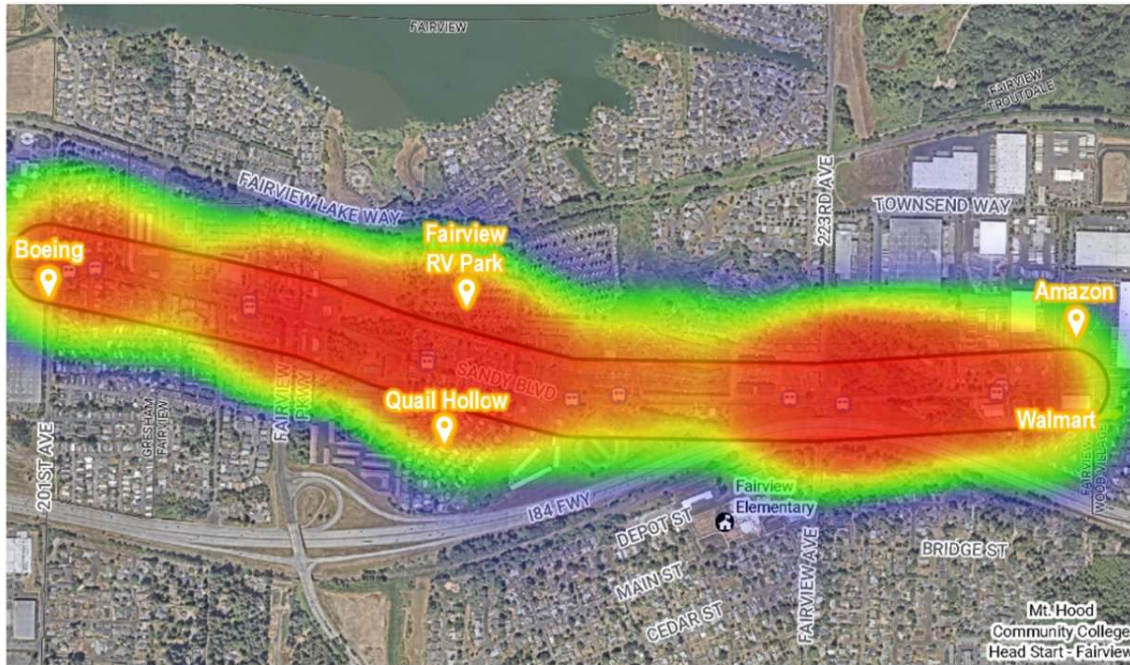


Figure 4. Visualization of survey results for "Where do you feel unsafe walking, rolling, taking public transit, or driving on Sandy?"

Cross Street	Priorities
Area between NE 201 <sup>st</sup> Ave & NE 205 <sup>th</sup> Ave	<ul style="list-style-type: none"> <li>• Lack of sidewalks- feel unsafe and muddy conditions in the rain.</li> <li>• Existing crosswalks are not safe because cars do not stop for them.</li> <li>• <i>"Feel very unsafe because it's very hard to see the oncoming traffic. Also, I have personally witnessed a young girl within the last year get brutally run over with her dog while using the crosswalk."</i></li> <li>• 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.</li> <li>• <i>"I am a 73-year-old woman; I do not feel safe riding the bus along this route; the bus stops are terrible and there are no crosswalks with lights."</i></li> <li>• Potholes are a concern.</li> <li>• Speeding through the industrial area.</li> </ul>
Fairview Parkway	<ul style="list-style-type: none"> <li>• Speeding.</li> <li>• Unsafe bike lanes.</li> <li>• High traffic volume due to I-84 access.</li> <li>• Difficulty turning on/off NE Sandy Blvd.</li> </ul>



	<ul style="list-style-type: none"> <li>● <i>“Fairview parkway and Sandy is dangerous for motorists and pedestrians. Many collisions here.”</i></li> </ul>
<b>Quail Hollow/ Fairview RV Park Entrance 21100 &amp; 21401 NE Sandy Blvd</b>	<ul style="list-style-type: none"> <li>● Lack of sidewalks.</li> <li>● Hard to turn on or off NE Sandy Blvd due to traffic, speed, and visibility around bend.</li> <li>● Lack of safe crossings where residents are frequently crossing the street for bus stops and between neighborhoods on both sides of NE Sandy Blvd.</li> </ul>
<b>Fairview Terrace Entrance NE Arbor Crest Dr</b>	<ul style="list-style-type: none"> <li>● Limited visibility and speeding make turning on/off NE Sandy Blvd difficult.</li> <li>● Parked cars block sightlines.</li> </ul>
<b>Meadowlark Entrance 22199 NE Sandy Blvd</b>	<ul style="list-style-type: none"> <li>● Limited visibility and speeding make turning on/off NE Sandy Blvd difficult.</li> <li>● Parked cars block sightlines.</li> <li>● <i>“A middle lane will help with getting out of neighborhoods.”</i></li> </ul>
<b>NE 223<sup>rd</sup> Ave</b>	<ul style="list-style-type: none"> <li>● Inconsistent sidewalks.</li> <li>● High traffic, high speed, and heavy freight.</li> </ul>
<b>Area between NE 223<sup>rd</sup> Ave &amp; NE 230<sup>th</sup> Ave</b>	<ul style="list-style-type: none"> <li>● Narrow shoulder with limited space for walking and biking.</li> <li>● <i>“No sidewalks going west up the hill to 223<sup>rd</sup> means I have to walk on the side of the road, with very little ground before it gives way to a cliff into a creek and blackberries.”</i></li> <li>● Dark at night, making it difficult to see people walking &amp; biking.</li> <li>● Frequent traffic to Walmart from residents to the west, but sidewalks and bike lanes do not connect through here.</li> <li>● <i>“I drive my kid to Fairview elementary every day and see people walking on that road and it is dangerous without a sidewalk. I have to wait for oncoming traffic to pass in order to make space for the pedestrian walking so close to the road.”</i></li> </ul>

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

## Engagement Activities



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

### Community Interviews

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

- **April 23** – Interview with Reynolds School District
- **May 6** – Interview with Smith Memorial Church
- **May 21** – Interview with Oregon Trucking Association
- **May 21** – Interview with Fairview Terrace HOA

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

Organization	Feedback
Reynolds School District	<ul style="list-style-type: none"><li>● Shared the locations of school bus stops along the corridor; two of the four are within the funded construction section.</li><li>● 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.</li><li>● 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.</li></ul>



	<ul style="list-style-type: none"> <li>● Preference to have the bus stop in traffic with sidewalks to ensure cars cannot pass on the right- which has happened multiple times.</li> </ul>
<b>Smith Memorial Presbyterian</b>	<ul style="list-style-type: none"> <li>● 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.</li> <li>● Request adding a sidewalk on the east side of 223<sup>rd</sup> so that NE Sandy Blvd is fully connected to Bridge Street.</li> </ul>
<b>Oregon Trucking Association</b>	<ul style="list-style-type: none"> <li>● It is important to retain lane widths (10-12 feet) for freight.</li> <li>● Preference for bike and pedestrian routes to be different or at least physically separated from freight routes; avoid bikes next to freight whenever possible.</li> <li>● 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.</li> <li>● Lighting along the corridor is helpful for drivers to see people walking, biking, or rolling.</li> </ul>
<b>Fairview Terrace HOA</b>	<ul style="list-style-type: none"> <li>● 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.</li> <li>● Request to extend the red curb and no parking area to improve the sightlines.</li> <li>● Inconsistent sidewalks make it difficult to comfortably pass people walking, biking, or rolling.</li> </ul>

*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 223<sup>rd</sup> 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 223<sup>rd</sup>, NE Sandy Blvd, and NE Halsey St.
- Safety and accessibility for children walking to Fairview elementary school.
- Sidewalk needed on the east side of 223<sup>rd</sup>, 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.

## Conclusion & Next Steps

Phase 1 engagement laid a solid foundation for the Safer Sandy project by building meaningful connections with the community and identifying specific safety needs along NE Sandy Blvd. Through a combination of methods, like surveys, interviews, canvassing, and culturally specific outreach, the project team heard from over four hundred community members.

This input is shaping the initial designs for corridor improvements. Community members voiced clear calls for better sidewalks, safer crossings, improved lighting, and protection for those walking, biking, rolling, and taking transit. These insights are guiding the development of potential cross sections and safety enhancements.

The next phase of engagement will begin in Fall 2025. The project team will return to the community to share proposed designs, check alignment with community priorities, and ensure that improvements reflect the diverse voices and values of the people who live, travel, and work along NE Sandy Blvd. Continued collaboration will help move the vision of a safer and more connected Sandy for everyone.