Sandy Blvd
High Crash Corridor Program

Meeting Activities

3/6/13 Open House

1) Review existing conditions
(NE Sandy: NE 12th– Killingsworth)

2) Tell us about the problem areas:
   - Fill out a survey
   - Write on our maps

3) Presentation: program overview, existing conditions, pedestrian safety, Q&A

4) Next Steps
   - Analyze corridor data and review public feedback
   - Prepare a draft Safety Plan to share with neighbors & partners

Sandy Blvd
High Crash Corridor Program

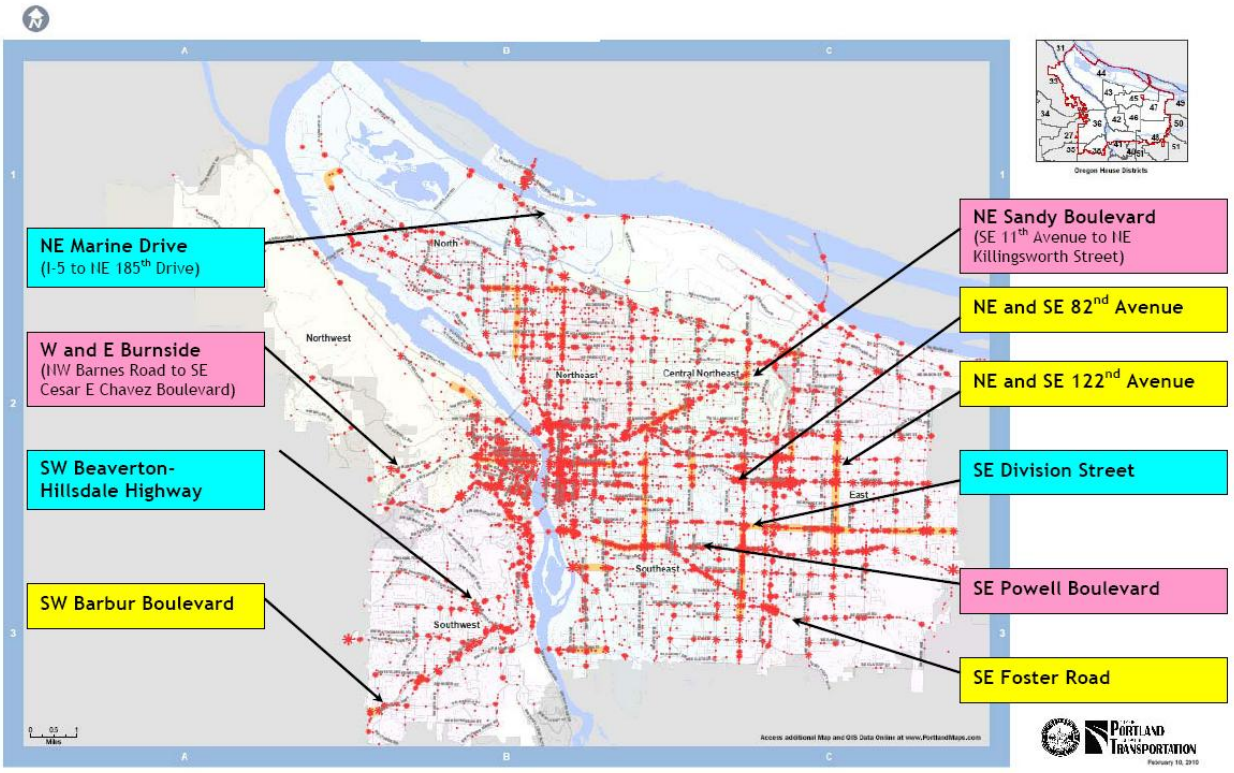
Program Description

3/6/13 Open House

High Crash Corridors are roadways in Portland that have exceptional concentrations of crash activity or severe crashes.

The High Crash Corridor program directs limited resources to the biggest traffic safety needs.

10 corridors are included in the program and identified in the map below.



Top 10 High Crash Corridors
Revised November 28, 2012

2010-2011 Focus Corridor
2011-2012 Focus Corridor
2012-2013 Focus Corridor

Sandy Blvd
High Crash Corridor Program

Objectives & Strategies

3/6/13 Open House

High Crash Corridor program objectives:

- Increase number of people walking, biking or taking transit with traffic safety improvements and education
- Reduce number of pedestrians, bicyclists and motorists killed or injured in crashes

Implement "3-E" Strategies:

Engineering

Pedestrian median islands
Curb ramps & extensions
Sidewalk infill
Install street signs
Bus stop relocation closer to improvements

Education

Corridor wide safety campaigns
Pedestrian and driver safety trainings
Special events information sharing

Enforcement

Speed enforcement
Red light cameras
Crosswalk enforcement actions

Sandy St
High Crash Corridor Program

Statistics & Key Findings

3/6/13 Open House

By the Numbers (2002-2011)

Pedestrian Crashes / Crossings

- **2x** higher ped crash rate than citywide
- **58** crashes involving pedestrians (10-year period)
- **2-3** blocks is the average distance between pedestrian crossing improvements (signals or pedestrian islands) *west of 82nd Avenue*
- **¼ mile** is the average distance between pedestrian crossing improvements *east of 82nd Avenue*

Crash Factors

- **30%** higher intersection crash rate than citywide
- **40%** higher crash rate involving red light running or signal disregard than citywide

Sandy Blvd
High Crash Corridor Program

Project Timeline

3/6/13 Open House

Tonight
- Fill out survey; write on maps

March 2013
- Review public feedback
- Further analyze crash data along the corridor

July 2013
- Begin work on draft safety plan

September / October 2013
- Hold second Open House
- Develop preferred safety strategy for Sandy with project partners
- Implement safety strategies as funding allows

December 2013
- Finalize safety plan
- Pursue funding for safety strategies as necessary

Sandy Boulevard High Crash Corridor Survey Results

April 3, 2013

Education Strategies

Issue	Possible Message	Priority	# Votes	Concerns (Nearest Intersection or Cross-street)
Speeding	"SLOW DOWN SPEED KILLS"	HIGH	7	1. 82nd & Sandy 2. 72nd & Sandy 3. NE 45th & NE 68th eastbound 4. NE 28th 5. 82nd & Sandy 6. westbound @ I-205 7. Full length esp. downhill segments.
		MID		1. 57th
		LOW	4	1. These are extremely important. I just don't think these particular messages are effective. 2. What is the current speed percentile?
DUII	"DRIVERS UNDER THE INFLUENCE DON'T HAVE A CHANCE"	HIGH	2	1. 82nd & Sandy
		MID	2	
		LOW	4	1. These are extremely important. I just don't think these particular messages are effective. 2. These are extremely important. I don't think these particular messages are effective.
Not yielding to pedestrians	"I brake for people."	HIGH	11	1. Bumper stickers, bus ads, billboards, lawn signs, etc. 2. Post office/Sandy 3. 51st /Sandy 4. NE 79th @ library 5. 82nd & Sandy 6. Entire corridor, especially NE 12th to Hollywood district. 7. NE 70th, 69th. All of Hollywood Town Center.
		MID	2	1. Bicyclists need to yield too! 2. 52nd
		LOW		
Visibility of bicyclists at night	"SEE AND BE SEEN"	HIGH	4	1. Bus ads, bumper stickers, etc. 2. Enforcement with fine needed City wide.
		MID	1	
		LOW	5	1. Sandy is not a good fit for bikes. 2. Hollywood Roseway Center.
Tailgaiting	"VISUALIZE STOPPING DISTANCE"	HIGH	2	1. NE 37th eastbound 2. 82nd & Sandy
		MID	3	
		LOW	5	
Allowing for all modes of transportati on	"I share the road"	HIGH	2	1. Remove curb extensions. 2. Everywhere 3. Full length
		MID	5	
		LOW	3	
Jaywalking	"I WAS JAYWALKING WHEN IT HIT ME"	HIGH	1	
		MID	3	
		LOW	6	1.NE 70th 2.NE Fremont/72nd

Engineering Strategies

Issue	Tool	Cost Estimate	Priority	# Votes	Concerns (Nearest Intersection or Cross-street)
Speeding	Speed limit changes	$100 per sign / $2,000-$5,000 Speed Study	HIGH	7	1. Bus need design changes too. 2. Pick one speed 30 or 35 – it is confusing. 3. Can go down to 25 mph Hollywood, etc? 4. 82nd & Sandy 5. Westbound on I-205 overpass. 6. Eastbound @ 82nd 7. 57th westbound traffic coming down the hill move 40 + mph easily. Please do a speed study here – lots of ped traffic at Baker shop, café study, and the Southeast Asian church! 8. 24th to 37th
			MID	1	
			LOW	2	1. They should be moved around. 2. What is the current speed percentile?
	Semi-Permanent Speed Reder Boards	$10,635	HIGH	4	1. 82nd & Sandy 2. 57th westbound traffic coming down the hill move very, very cert. 40 + mph easily. Please do a speed study here – lots of ped traffic at Baker shop, café study, and the Southeast Asian church!
			MID	3	
			LOW	2	1. What is the current speed percentile?
Difficulty crossing at non-signalized intersect-ions	Pedestrain median island	$8,000 - $15,000	HIGH	4	1. Hollywood district 2. 50th & Sandy 3. 47th – 57th. Hollywood to Rose City (47th -57th) regional merchants it should have crossing at least every 300 feet. It's an increasingly vibrant corridor with successful new businesses that generate lots of ped traffic. 4. NE 31st
			MID	3	1. NE 45th 2. Sandy @ 91st – Top Priority.
			LOW	3	1. Flashers look best.
	New traffic signal	$150,000 - $250,000	HIGH	2	1. Full signal at 50th left turn signal on 57th. 2. Sandy @ 85th – 2nd Priority.
			MID	1	
			LOW	3	1. Never feel comfortable out on an island.
	Flashing beacons / Signage	$11,000 per flashing beacon	HIGH	11	1. At regular intervals 2. At crosswalks without signals 3. NE 79th @ Library 4. NE 31st 5. NE 31st
			MID	1	1. At Gregory Heights Library (80th?)
			LOW	1	

Engineering Strategies (continued)

Issue	Tool	Cost Estimate	Priority	# Votes	Concerns (Nearest Intersection or Cross-street)
Difficulty crossing at non-signalized intersect-ions	Curb extensions	$10,000 - $19,000	HIGH	6	1. At regular intervals
			MID	1	1.Create punch points for bicyclists.
			LOW	3	1. Remove those where busses board passengers so buses will not be obstructions to traffic flow and possibly be related to crashes. Move bus stops to trailing side of intersections. 2. Interferes with future bike lanes in TSP Master Plan.
	Manage driveway access near intersections (businesses)	$10,000 +	HIGH	6	1. Entire corridor 2. 54th to 49th. 3.70th/Safeway, Nazerine Church
			MID	1	
			LOW	3	
	Traffic signal changes (Increase pedestrian time / limit walk on red)	$100 - $500	HIGH	7	1. NE 70th @ Library 2.70th/Reduce delay for Peds, esp. outside rush hour.
			MID		
			LOW	2	
	Curb extensions	$10,000 - $19,000	HIGH	4	1. Whenever possible 2. NE 33rd Ave
			MID	2	1. Remove 2. Create punch points for bicyclists.
			LOW	2	1. Don't build more here.
Vehicle Crashes	Manage driveway access near intersections (businesses)	$10,000 +	HIGH	2	1. Full signal at 50th left turn signal on 57th. 2. 70th
			MID	5	1. NE 70th @ Safeway
			LOW	3	
	Traffic signal changes	$100 - $500	HIGH	5	1. 50th & Sandy 2. Time signals up and down Sandy to encourage flow just below speed limit. 3. Adjust protected left at NE 28th during rush hour. Tighten intersection geometry where there are large areas of unmarked pavement caused by break in grid. Examples: NE 28th, NE 30th, NE 17th. 4. Advanced signal phase for cyclists or bike box on 28th. 5. 70th
			MID	2	
			LOW	2	
	New traffic signal	$150,000 - $250,000	HIGH	2	1. Left turn signal on 57th & Sandy
			MID	2	
			LOW	3	

Enforcement Strategies

Issue	Possible Message	Priority	# Votes	Concerns (Nearest Intersection or Cross-street)
Speeding	Automated Enforcement (Photo Radar)	HIGH	2	1. No excuses – if you do the time you commit the crime. 2. NE 28th – 37th 3. NE 50th – NE 43 4. Entire Stretch 5. Permanent autoplated photo enforcement.
		MID	2	1. 57th
		LOW	2	1. What it is the current percentage?
	Traditional Enforcement	HIGH	4	1. Entire Stretch
		MID	2	1. Resources are deficient.
		LOW	2	1. What it is the current percentage?
DUII	Enhanced Enforcement	HIGH	4	
		MID	2	
		LOW	3	
Red Light Running	Red Light Camers (non-automated)	HIGH	8	1. Sandy west bound @ 82nd South Bound. 2. 82nd / Sandy 3. NE 82nd & Sandy 4. Each signal 5. 70th
		MID	1	1. 43rd/ Sandy
		LOW	1	1. Bicycles ride right through the red with no enforcement.
	Red Light Camers (automated)	HIGH	9	1. NE 33rd 2. Each signal
		MID		1. NE 82nd & Sandy
		LOW	1	1. Bicycles ride right through the red with no enforcement. Enforce the laws to bicyclists! Time the signals on Sandy to the posted speed.
Aggressive Driving	Enhanced Enforcement	HIGH	6	1. Banfield area 2. 82nd & Sandy
		MID	3	
		LOW		
Tailgaiting	Enhanced Enforcement	HIGH	1	1. Tailgating
		MID	3	
		LOW	4	
Failure to Yield to Pedestr-ians	Crosswlak Enforcement Action	HIGH	6	1. NE 79th @ library 2. 64th, All of Hollywood
		MID	3	1. 55th (Buddist temple)
		LOW		
Jaywalking	Crosswlak Enforcement Action	HIGH	1	
		MID	2	
		LOW	6	