NE SANDY BOULEVARD:
KEY FINDINGS

- The percentage of crashes involving pedestrians is twice that of the citywide percentage
- 2-3 blocks is the average distance between pedestrian crossing improvements (signals or pedestrian islands) west of NE 82nd Ave.
- 1/4 mile is the average distance between pedestrian crossing improvements east of NE 82nd Ave
- Crashes occuring at intersections are over-represented
- Crashes involving red light running or signal disregard are over-represented

INTRODUCTION

High crash corridors are streets in Portland with a high concentration of crashes. The High Crash Corridor program uses relatively inexpensive education, enforcement, and engineering solutions to address crash problems in a short period of time. There are 10 corridors and PBOT focuses on three each year.

NE SANDY BOULEVARD:
SAFETY STRATEGIES

Education of traffic safety for all road users:

- Over the street safety banners (see inside map for details)
- Partnered with Hollywood Neighborhood Association and Hollywood Boosters to host a National Night Out & Hollywood Safety Fair event on NE 41st Ave (Aug, 2013)
- Transportation safety outreach and education table at the Oregon Park Movies-In-The-Park event (July, 2013)

Enforcement of traffic safety laws through increased police presence along NE Sandy Blvd.

Engineering solutions to improve traffic safety for all road users are identified on the inside map.

2007 Sandy Streetscape Plan: 40% Crash Reduction Achieved

Since the 2007 Sandy Streetscape Plan improvements were implemented, crashes have dropped 40% in the project area (NE 14th to 47th Avenues), and no fatalities have been reported. Additionally, crashes along the entire NE Sandy Blvd corridor have also dropped 40% since project implementation.

PARTNERS

Portland Police Bureau

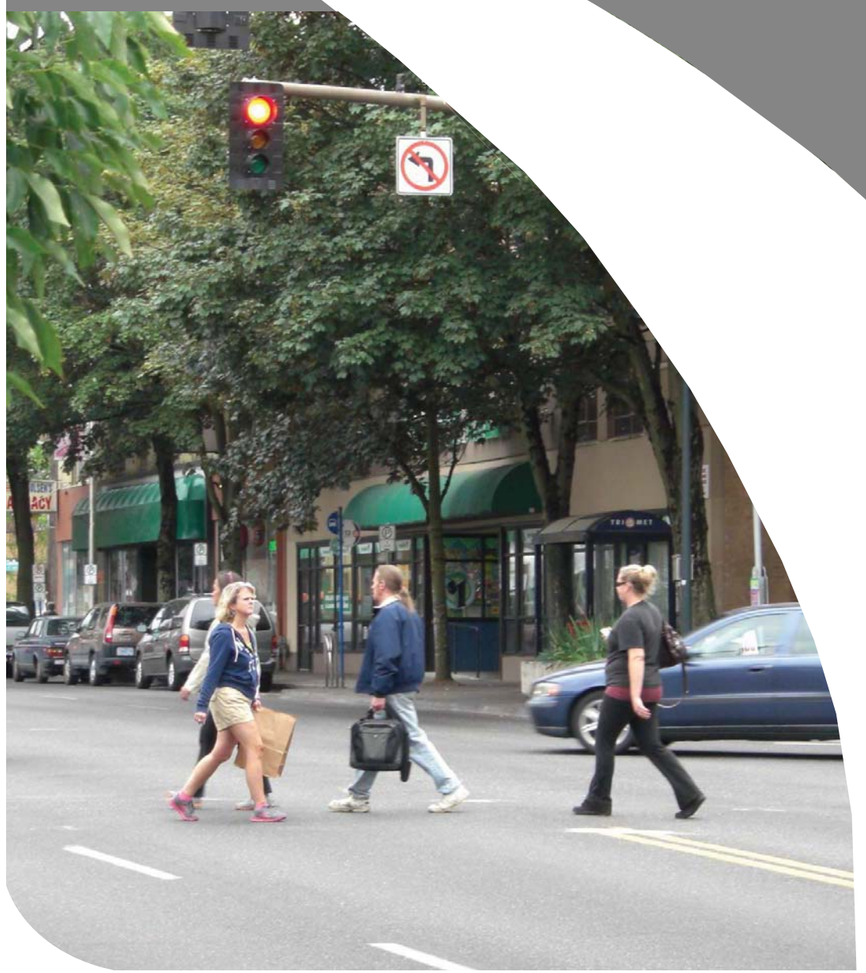
Oregon Department of Transportation

TRIMET

portland bureau of transportation

HIGH CRASH CORRIDOR SAFETY MAP

NE Sandy Boulevard



HIGH CRASH CORRIDOR SAFETY MAP | NE SANDY BLVD.

Curb Extensions • Marked Crosswalks • Traffic Control Devices • Sidewalks

- Sidewalk construction
- Road reconstruction
- Streetscape improvements
- Intersection improvements
- Rapid Flash Beacon
- Speed Reader Board
- Traffic Signal upgrade

N

STREETSCAPE IMPROVEMENTS 14th - 47th
- roadway reconstruction & paving
- pedestrian ramps
- new & wider pedestrian islands
- extended curbs & curb lines
- marked crosswalks
- traffic signal upgrades
- street lighting
- street trees
- bike access & parking
- transit shelter upgrades

2007, Sandy Streetscape Plan

ROAD RECONSTRUCTION 47th - 82nd
- pedestrian ramps
- new & wider pedestrian islands
- swales/stormwater mgmt
- access management

2012, Paving Project

ADD PEDESTRIAN ISLAND & RAPID FLASH BEACON at 85th
unfunded

SIDEWALK INFILL 82nd - 92nd
2012, East Portland in Motion project

FIRE SIGNAL at 87th
converted to full signal with pedestrian buttons at crosswalks
2012, East Portland in Motion project

ADD RAPID FLASH BEACON at 79th
unfunded

INTERSECTION IMPROVEMENT at 82nd
- Signal remodel
- Pedestrian ramps
- Pedestrian count-downs & audible signals

2015, ODOT Safety Project

ADD SPEED READER BOARD near 60th, westbound
Winter 2014

INTERSECTION IMPROVEMENTS at 57th
- left turn lane
- bike phase & bike boxes
- pedestrian ramps
- access management

2010, Safety Project

ADD RAPID FLASH BEACON at 31st
unfunded

SAFETY PROJECT at 47th & Halsey
- left turn lanes on 47th
- access management

Fall 2013, Paving Project

ADD LANDSCAPED STORMWATER AREA & EXTENDED SIDEWALK at 17th, NE corner
unfunded, Sandy Streetscape Plan

SANDY BLVD.
I-205
SANDY
PRESCOTT
102nd
72nd
82nd
FREMONT
SPEED MPH
57th
42nd
47th
BROADWAY
33rd
HALSEY
CESAR CHAVEZ
28th
I-84
21st
GLISAN
12th
COUCH
BURNSIDE
SANDY

SAFETY BANNERS at NE Sandy Blvd & NE 75th Ave

Sept-Nov 2012

Mar-May 2013

June-Aug 2013