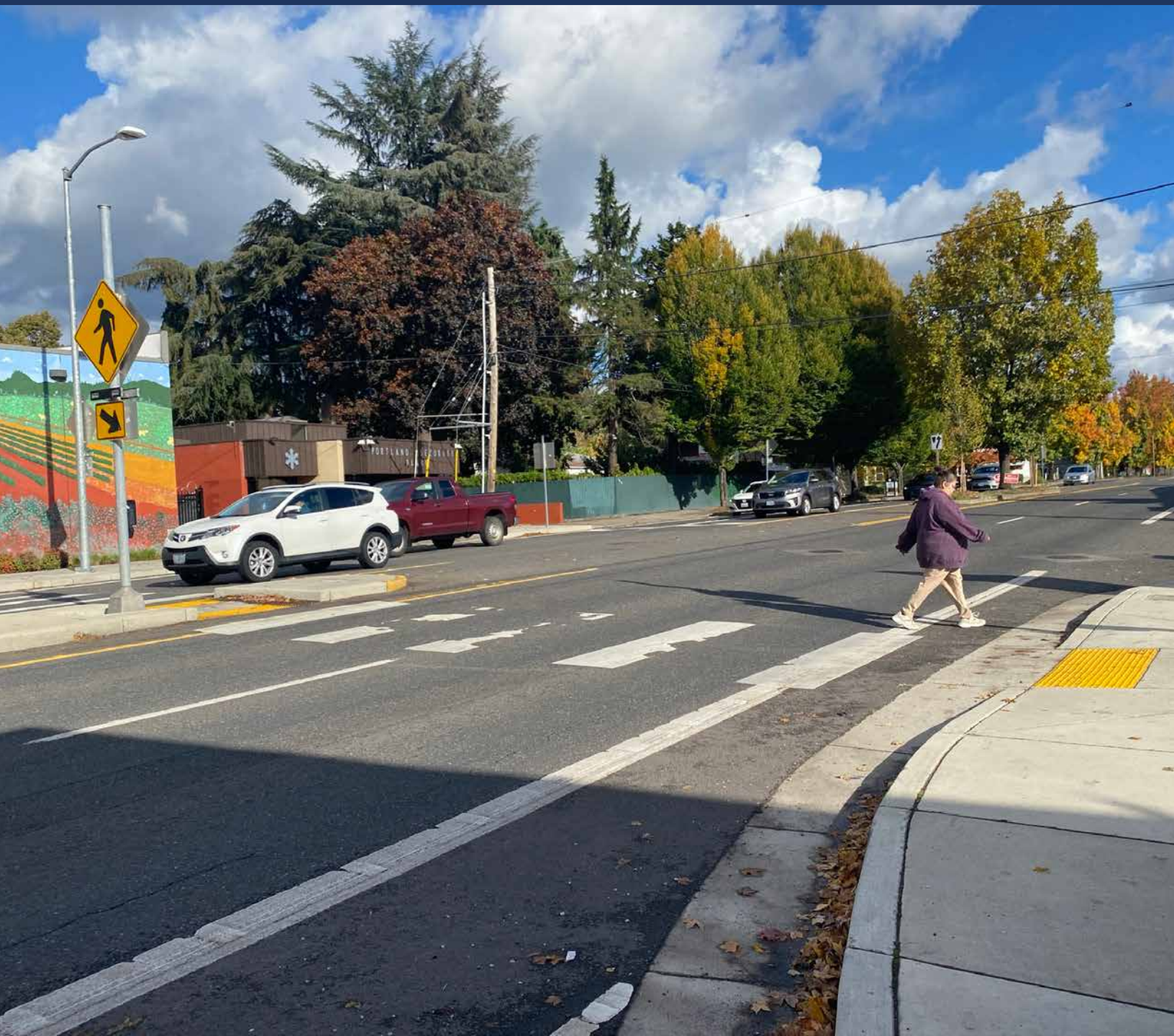




NORTHEAST SANDY BOULEVARD Investment Strategy

Oregon Department of Transportation

AUGUST 2025



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INTRODUCTION

The Oregon Department of Transportation (ODOT) undertook a corridor investment strategy planning effort for the Northeast Sandy Boulevard segment of US30 Bypass to identify safety and operations issues and needs for all modes of travel with an emphasis on people walking, biking and accessing transit. This effort also identified priority transportation projects to address those needs and that could be completed within the next 10 years, if funding becomes available.

The study area is Northeast Sandy Boulevard in Northeast Portland from the I-205 interchange to the end of ODOT's right of way at the Portland/Gresham city boundary near NE 165th Avenue.

The corridor has significant crash history and safety concerns; 425 crashes were reported from 2019 to 2023, including 20 fatal or serious life-altering injury crashes. In this period, 15 of the crashes involved people walking and two pedestrians were killed. The neighborhoods adjacent to the corridor (Parkrose, Argay Terrace, and Wilkes) are home to a higher-than-average number of people who rely on transit, walking, and biking to get around. These communities have a high level of racial and ethnic diversity and are relatively low income compared to the rest of the Portland region. This area is historically underserved and needs investment and revitalization.

The Sandy Boulevard Investment Strategy effort embodies the goals of ODOT's Strategic Action Plan to help Oregon communities and economies thrive and address systemic barriers, ensuring all Oregonians benefit from transportation services and investments. The investments identified in this plan were chosen with guidance from a cross section of agency partners and community voices. The plan builds on the momentum from other recent efforts, including the Parkrose Community Plan.

What is a Corridor Investment Strategy?

An analysis and engagement effort along a segment of state highway to identify improvements needed and consult the community and agency partners in prioritization of investments. The published plan will help ODOT identify future funding opportunities to construct these projects.

This Sandy Boulevard Investment Strategy document primarily serves to communicate the community's desires and ODOT's priorities for consideration in future transportation investments. This report includes the planning process, neighborhood context, the safety and traffic concerns experienced on the corridor, and public input. The key transportation investments identified and a prioritized list of identified projects are at the end of the report.

While these improvements are not yet funded, identifying projects places ODOT in a better position to secure funding for them when opportunities arise.



PUSH
BUTTON TO
TURN ON
WARNING
LIGHTS

DUILE
MOTOR MARKET

GET
US FISH
FOR
GROCERY

SHOP
FOR
Grocery

GET
US FISH
FOR
GROCERY

GET
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GROCERY

GET
US FISH
FOR
GROCERY

PROCESS & TIMELINE

The Sandy Boulevard Investment Strategy was developed between September 2024 and June 2025.

Who participated in this project

ODOT led this effort with participation from partner agencies including TriMet, PBOT, Multnomah County REACH, Portland Bureau of Planning and Sustainability, and Metro. A Project Management Team consisting of staff from ODOT and key agency partners, as well as a Technical Subgroup of technical experts and knowledge holders, helped to guide this effort and identify needs and solutions. An ODOT Leadership Team also provided direction and oversight.

A Community Sounding Board provided valuable insights into the diverse community experiences and needs along the corridor. The public informed the project via surveys and outreach events. Details of the public input that informed this project are included later in this report.

Review of previous plans and data

The project team reviewed recent plans completed within the study area, including the Parkrose Community Plan (2022) which recommended transportation safety solutions. They also reviewed relevant sections of the Portland Comprehensive Plan, ODOT's Active Transportation Needs Inventory, crash data between 2019 to 2023, TriMet ridership data, and the Ask ODOT database to identify some of the needs of local roadway users.

Corridor Safety Investigation

In January 2025, ODOT technical staff and agency partners, participated in a multi-day corridor safety investigation (CSI). Planners and technical staff walked, biked and drove the corridor in the daytime and at night to assess the conditions firsthand. Participants then workshopped solutions based upon the needs identified during the CSI and supported by data and community input. Many of the current conditions and recommended projects at the end of this document were informed by findings, discussions and workshopping during the CSI.



Project list and implementation strategy

With an understanding of the corridor needs and the safety assessment, a list of potential solutions was developed. A vehicle operations analysis was done to evaluate the impact on traffic operations for some of the potential solutions affecting key intersections. Projects were evaluated and prioritized further based on identified evaluation criteria and input from partner agencies and the public. This resulted in a list of key investments. Details of the evaluated projects and key investments are included at the end of this report.

Project Schedule



PROJECT PROCESS



Establish project goals and identify land use context



Corridor understanding and safety assessment

- Review other area plans, including the Parkrose Community Plan (2022)
- Public Outreach Event #1: intercept surveys along the corridor
- Safety analysis
- Crossing assessment



Solutions development

- Corridor Safety Investigation: focused multi-day site visit and work sessions to identify needs and solutions
- Public Outreach Event #2: drop-in events and online survey
- Motor vehicle operations analysis



Project evaluation to identify key projects

Assess proposed projects against evaluation criteria, including:

- project feasibility
- community support/equity
- pedestrian and bicycle safety and comfort
- access to transit

Evaluation determined the key projects for funding and implementation.



Project list and investment strategy

While ODOT does not have immediate funding, this plan will help ODOT identify future funding opportunities to construct these projects.

CORRIDOR CONTEXT

History of Transportation on Sandy Blvd

Cutting diagonally through Northeast Portland, Sandy Boulevard predates the city that surrounds it by hundreds of years, beginning life as a Native American trail connecting the Willamette and Sandy Rivers. With the arrival of settlers in Oregon and the establishment of farms in the area, Sandy Boulevard was an important east-west connection between the city and farms to the east.

In 1882, a railroad connecting the port of Portland to destinations to the east of the region was completed just north of the street, dividing the neighborhoods to the south from the Columbia River.

The road was first paved in the early 20th century. The Parkrose extension of the streetcar along Sandy Boulevard between NE 82nd Avenue and NE 122nd Avenue carried commuters from new residential communities in this unincorporated section of Multnomah County to downtown Portland beginning in 1912.

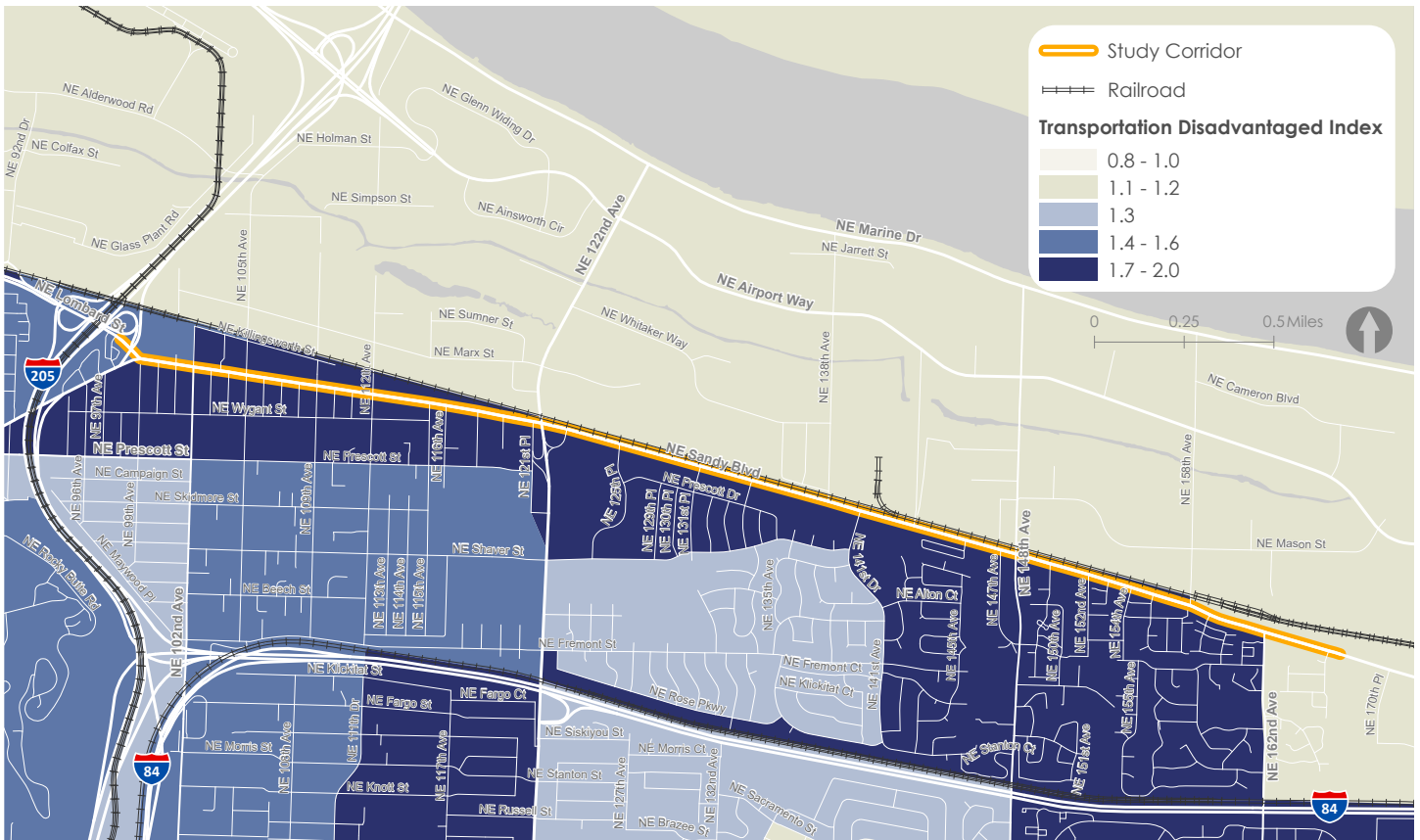
Sandy Boulevard east of NE 98th Avenue was designated a state highway in 1958 as an eastward extension to the North Portland Highway (the current US30 Bypass along North and Northeast Lombard Street to the west) and the streetcar tracks were paved over to better accommodate personal vehicles. As the industrial area north of the railway line developed, the corridor increasingly carried freight trucks servicing the industries and distribution warehouses in the area.

The City of Portland annexed this area from approximately NE 92nd Avenue to NE 165th Avenue in the 1980s, although the road remained a state highway under ODOT ownership.

Who lives here?

Most of the people living near the study corridor meet one or more criteria for characterization as being transportation disadvantaged. People who meet these criteria are more likely to depend on walking, biking, and using transit to get where they are going every day. The criteria include





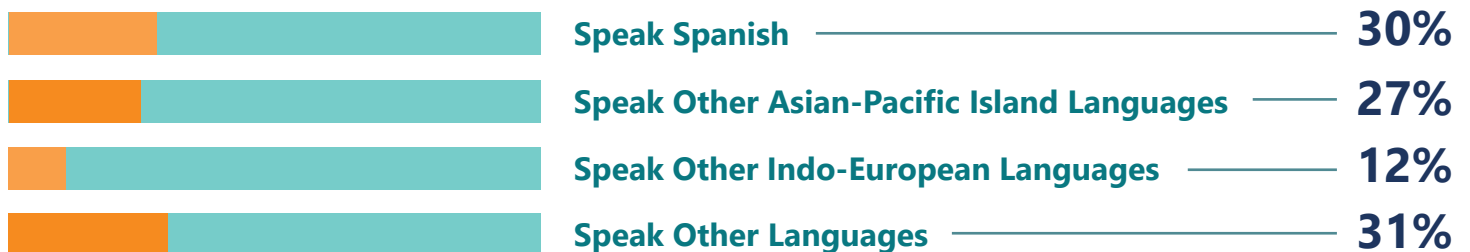
age (over 65 or under 18), identifying as non-white or Hispanic, lack of fluency in English, living on a low income, having a disability, living in a large household (1 or more occupants per room of house), or not having access to a car. The map on the next page shows how many of the transportation disadvantaged criteria the average person living in the focus area meets. A score higher than 1 means that the average person meets more than one of the criteria.

In Oregon overall, 25% of the population identifies as a person of color. In this area, it is 46% of the population who identify as a

person of color, primarily Hispanic (14%), Black (12%), and Asian/Pacific Islander (14%). A high percentage of households have limited English language proficiency. A majority of the census blocks adjacent to the corridor rank in the Top 20% in Oregon for number of households without a vehicle.

Parkrose was identified in the Portland Comprehensive Plan as the highest-need neighborhood center in Portland for investments to reduce disparity.

LIMITED ENGLISH SPEAKING BREAKDOWN



Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022.

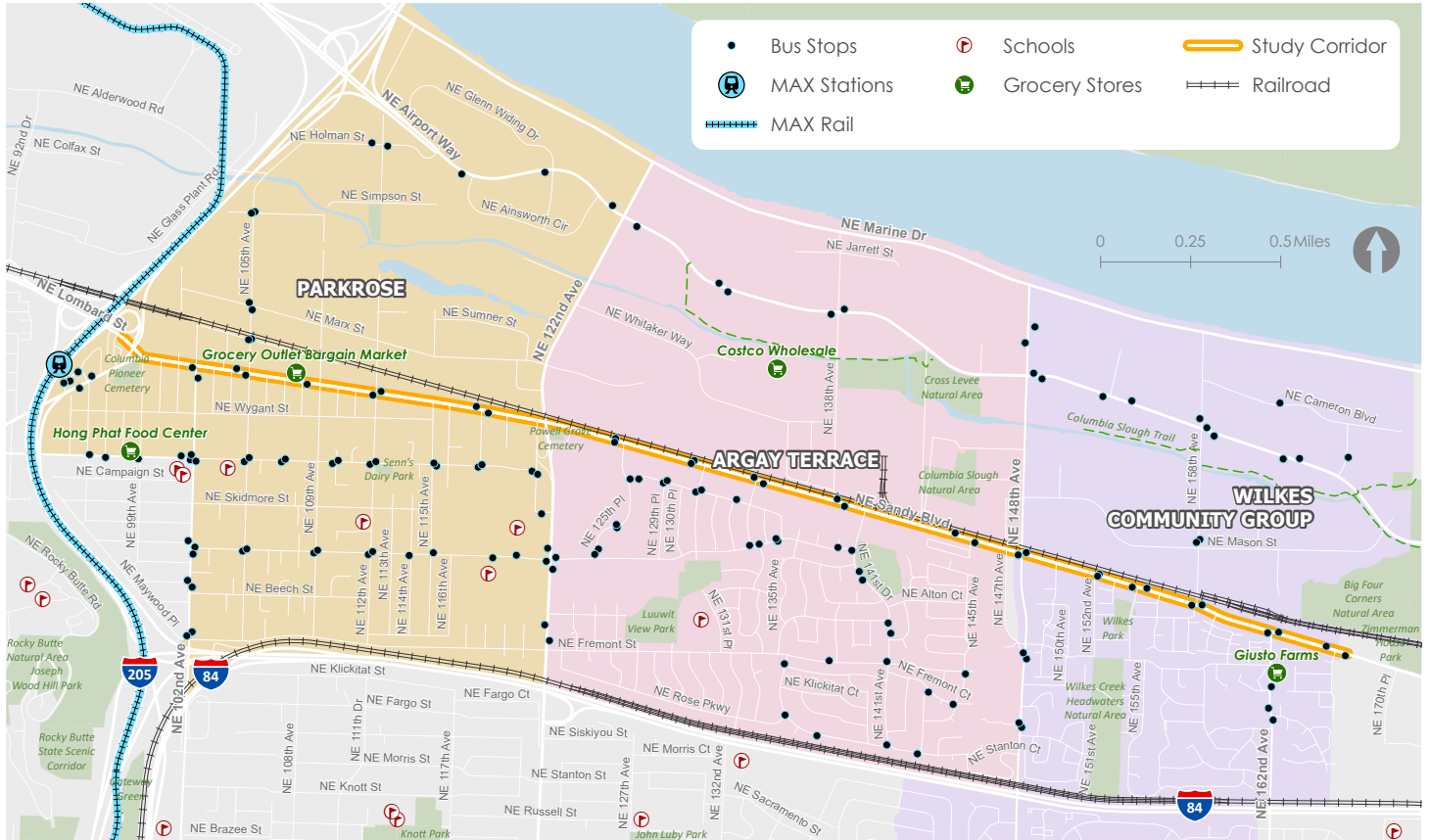
Public spaces and important destinations: close but not connected

Parkrose, Argay Terrace, and Wilkes neighborhoods have many important destinations within easy walking or biking distance, but lack low-stress, connected walking and biking routes.

Natural amenities north of Sandy Boulevard like the Columbia River, Big Four Corners Natural

Area, and the Columbia Slough Trail are in close proximity but can be difficult to access easily due to transportation barriers like the highway and the railroad.

Several schools and public parks are just to the south of Sandy Boulevard, while restaurants, grocery stores, and other small businesses are on both sides of the highway.





NE 162ND AVE

30197

8585

2519

21

Learn more about smart internet

Safety and Comfort

Many local residents express concern about personal safety and security when traveling along NE Sandy Boulevard. Community members raised significant concerns about homeless camps, crime, and infrastructure gaps, like missing sidewalks and bike facilities. Community members also noted the need for improved transit service, including more frequent and reliable bus service, and better lighting and shelters at transit stops.

Crash History

Between 2019 to 2023, there have been 425 crashes reported, including 20 fatal or serious life-altering injury crashes. Nine sites along this corridor are in ODOT's top 15% of 2023 Safety Priority Index System (SPIS) sites for the entire state. 15 crashes involved people walking, including two fatal crashes along the corridor. Drugs or alcohol were involved in 13 crashes from 2019 to 2023, six resulting in fatalities.

Near miss data was collected at five intersections. Most near-misses occurred on right turns with pedestrians, reflecting aggressive driving.

7 FATAL & 13 LIFE-ALTERING INJURY CRASHES



Most crashes occurred near an intersection

Most crashes were rear-end and turning movement crashes



425
reported crashes from
2019 to 2023



14 CRASHES
involved careless or reckless driving
13 INVOLVED
impaired driving, 6 resulting in fatalities

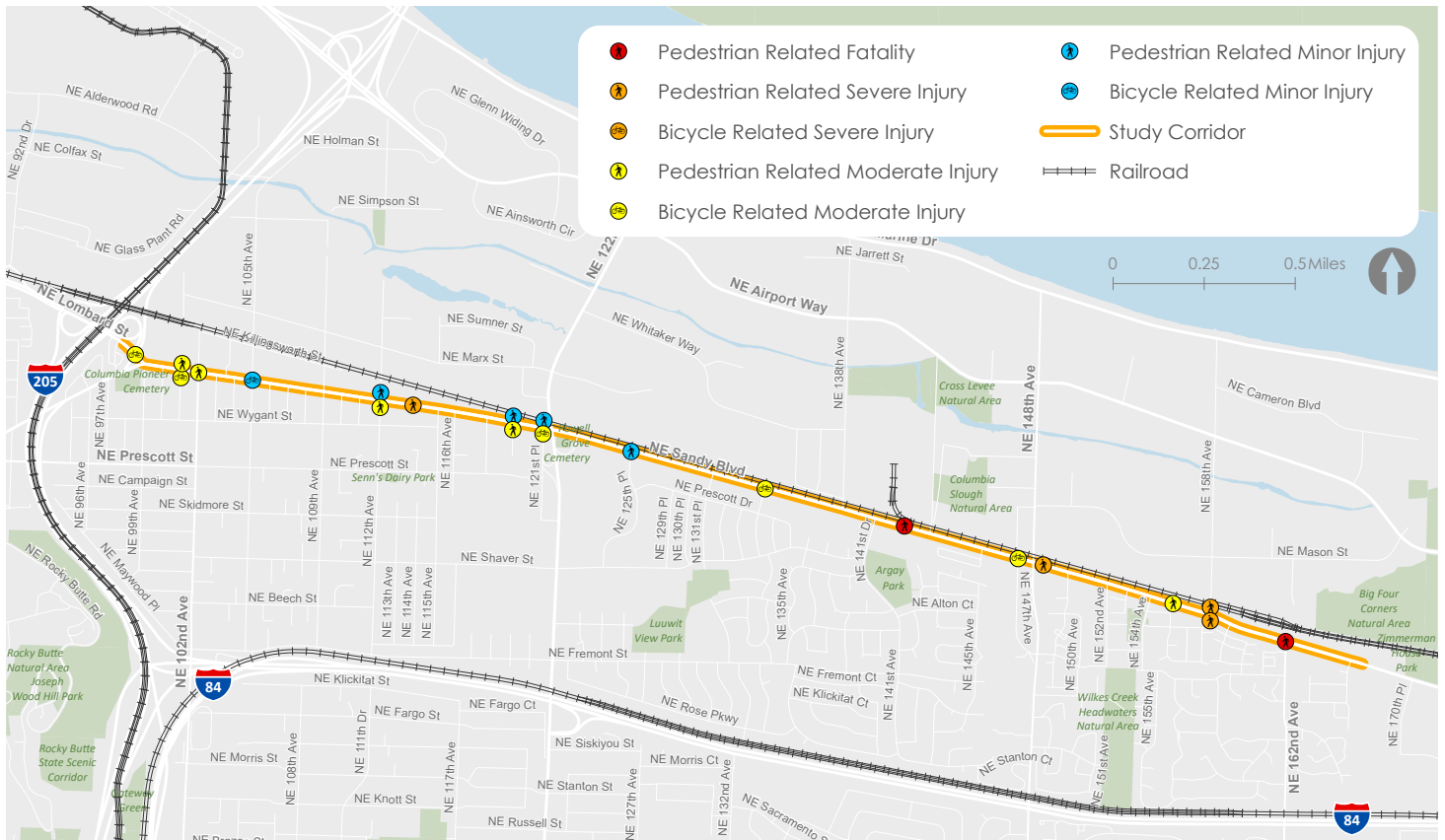


15 crashes
involved
people walking

Most crashes involving people walking happened because drivers went when they did not have right of way



4 CRASHES
involving bicyclists occurred
due to motor vehicles not
yielding to right of way



High speeds

People drive at very high speeds through this area. High speeds and heavy traffic, particularly east of NE 122nd Ave, create unsafe conditions for people walking and biking in the area, particularly at night when there is less congestion. The 40 mile per hour posted speed limit east of NE 125th Place is because of the low number of driveways on the road with the adjacent railway line, but makes it challenging for people trying to cross the road to access the transit stops.

Traveling eastbound on NE Lombard Street the speed limit is 45 miles per hour and drops to 30 miles per hour on NE Sandy. This abrupt speed limit change makes it challenging for drivers to slow down as they enter Parkrose’s urban center.

Excessive speeding is also a problem along the corridor, putting all road users at risk. For example, residents report drag racing at night, and a recent road departure crash involved a driver traveling at 100 mph.



Noise and camping

Noise from vehicles driving on Sandy Boulevard is another contributor that makes walking uncomfortable. The public also mentioned homeless camps blocking bike lanes and the shoulder in areas with sidewalk gaps, creating uncomfortable conditions for people walking and biking along segments of the corridor.

Safety for people walking and biking

People walking and biking are safer with more separation from traffic and better connected sidewalks and bike lanes. People walking may travel long distances without marked crossings, including at transit stops. Sidewalk gaps are a significant issue, primarily through Argay Terrace and Wilkes. There are steep drop-offs from the paved shoulder on the north side in areas with no sidewalks, and sidewalk widths vary along the corridor.

Bicyclists who responded to the community survey noted bike facilities are uncomfortable and lack any buffer from vehicular traffic. Space

for cycling varies, pavement conditions vary potentially resulting in unpredictable weaving movements, and on-street parking create challenges in Parkrose.

Lighting

Lighting is inconsistent along NE Sandy Boulevard, contributing to safety concerns, especially for vulnerable road users. 10 out of 15 crashes involving people walking occurred in low light conditions (darkness, dawn or dusk). From 2019 to 2023, all traffic fatalities involving people walking happened in wet and low light conditions.

Access to transit

Transit stops along NE Sandy Boulevard east of NE 122nd Ave are adjacent to railroad tracks on the north side of the road, resulting in bus riders standing in the bike lane or on the gravel shoulder between the road and the railroad, very close to speeding traffic and without lighting while they wait. Riders with mobility needs have to travel farther to access transit because ramps cannot be deployed at some of these stops.



Traffic Congestion and Operations

Multiple intersections along the corridor have known traffic operations challenges. Westbound traffic accessing I-205 regularly backs up onto NE Sandy Boulevard during peak hours, particularly when I-205 is experiencing high congestion and slow speeds. This backup can also impact the signalized intersections and roads entering NE Sandy Boulevard in Parkrose, most notably the northbound traffic on NE 102nd Ave turning west onto NE Sandy Boulevard. Backups in the eastbound direction can also occasionally occur in the evening peak on the eastern part of the corridor approaching 162nd Ave.

The existing eastbound “trap lane” at NE 121st Place, where the right-most travel lane turns into a right-turn only lane, results in rushed lane changes and unexpected driver behavior.

The signalized intersection at NE 162nd Ave, which lacks a dedicated westbound left turn lane, has a history of crashes and operational deficiencies. ODOT identified the signal as a high priority for full signal replacement but further investment to widen the intersection may be needed.



PUBLIC INPUT

NE Sandy Boulevard serves a diverse population. To understand how to make the corridor safer and more accessible for people walking, biking, and using transit, the project gathered input from the people who travel it frequently. Community members, business owners, and local organizations offered feedback to ODOT to help determine which improvements to prioritize over the next 10 years.

Who Participated?

ODOT sought to capture multiple perspectives, with an emphasis on engaging people of color, non-English speakers, and people with disabilities. Recognizing that the project area is home to a population with nearly double the statewide average of people of color, the project team conducted intentional and targeted outreach to ensure inclusive representation. Over 60% of survey respondents identified as people of color—demonstrating the effectiveness of these efforts and the diversity of voices reflected in the input gathered.

Community Sounding Board

The Community Sounding Board, an advisory group for the project, provided valuable insight into the diverse community experiences along NE Sandy Boulevard. These voices helped identify needs and priorities. Members of this group included representatives from the business community, Parkrose Neighborhood, Argay Terrace Neighborhood Association, Wilkes Community Group, parents of students who attend local schools, and walking and biking advocates.

There were two Community Sounding Board meetings held during the course of the project, in December 2024 and April 2025.

Other Outreach

Intercept surveys collected site-specific feedback from those living near NE Sandy Boulevard. This was done twice during the study. In November 2024, a total of 125 responses were collected through in-person conversations with people traveling along the corridor and online through

the project website. Community engagement liaisons provided translation services to ensure feedback was collected from all who use the corridor. In spring 2025, an additional 138 survey responses were collected, including 50 by liaisons. The surveys were distributed in English and Spanish.

In-person tabling events provided opportunities for people to give feedback in an informal and conversational setting. The team held events at the local Grocery Outlet and the right-of-way near the eastbound transit stop on NE Sandy Boulevard on NE 138th Ave. Project staff spoke to approximately 60 community members with community engagement liaisons present to provide translation as needed.

An online open house offered interested community members a place to review the proposed recommendations and respond via an embedded survey. The online open house had 88 participants.

These events and opportunities were advertised through factsheets and flyers (in both English and Spanish) distributed to businesses along the corridor ahead of the 2025 pop-up events and online open house, as well as across social media channels. The project team also shared the information with the Community Sounding Board who then shared with their respective networks of organizations.



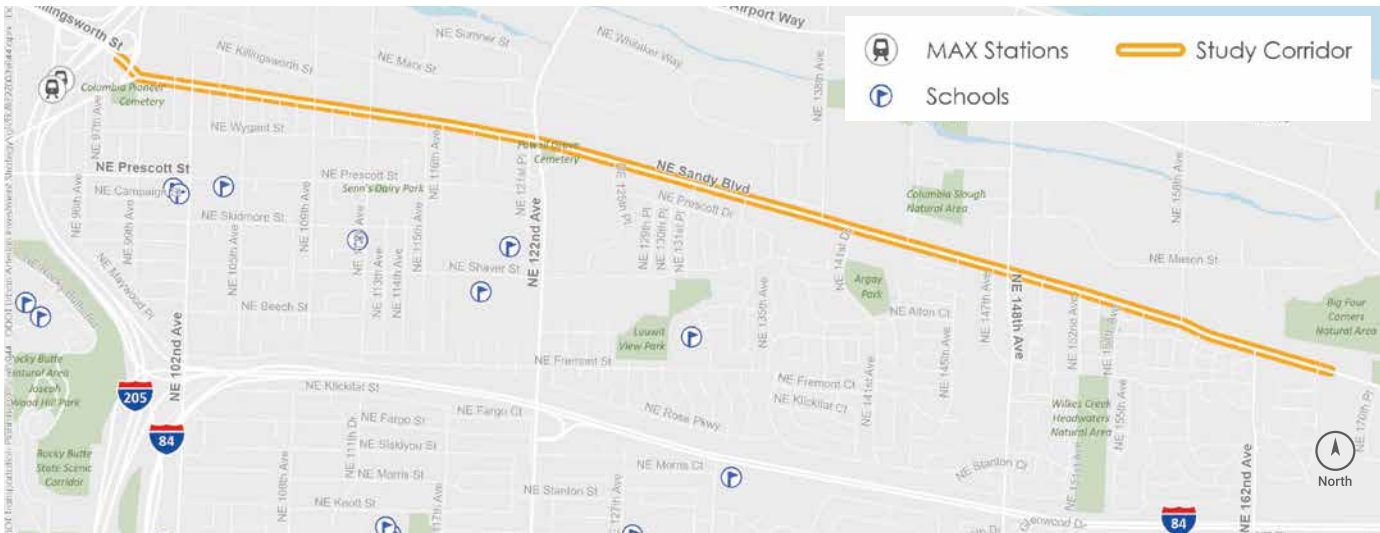
U.S. 30 BYPASS/SANDY BOULEVARD STRATEGY



Do you travel along Sandy Boulevard between I-205 and NE 162nd Avenue? We want your feedback!

Oregon Department of Transportation (ODOT) is looking into how to improve transportation safety along U.S. 30 Bypass/Sandy Boulevard in the Parkrose, Argay Terrace, and Wilkes neighborhoods. The four mile section spans from I-205 to just east of NE 162nd Avenue at the city limits.

PROJECT MAP AREA



Map is not to scale. For information purposes.

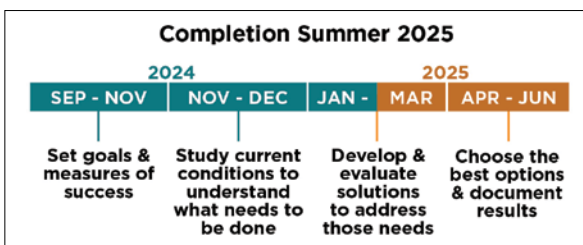
Through this effort we will:

- Document transportation safety issues for people walking, biking, and rolling, including safe access to transit.
- Ask the community for input on transportation issues and solutions.
- Identify and prioritize investments to address safety.

Community feedback is important as we identify near-term transportation safety improvements for people walking, biking, rolling, driving, and accessing transit. ODOT does not have immediate funding for constructing projects, but this will help us know what is most important as funding does become available.

You can:

- Join us at a drop-in event at the Parkrose Grocery Outlet or at the corner of Sandy Boulevard/ NE 141st Avenue on **Tuesday, April 1st** from **3:30-5:30 PM**.
- Take the online survey using the QR code.



WHAT IS AN INVESTMENT STRATEGY?

An analysis and engagement effort along a segment of state highway to identify improvements needed and consult the community and agency partners in determining what is most important to complete first. The published plan will help ODOT identify future funding opportunities to construct these projects.

PROJECT WEBSITE

<https://tinyurl.com/ODOTSandyStrategy>

PROJECT CONTACT

Sandra Hikari
Oregon Department of Transportation
503-731-8246 • Sandra.y.hikari@odot.oregon.gov

WE HEARD YOU!

“People don’t see or pay attention to walkers.”

“There was a hit-and-run fatality here on this unprotected bike lane area a few years ago. It would be great to have a protected multi-use path.”



“There are many potholes near 148th and can pose a danger for all bikers, walkers, and drivers.”

“

Put streetlights at bus stops. Sometimes buses pass by because they don't see us at night at the bus stop.

”

“

There is nothing as a driver enters Sandy Blvd to say this is a pedestrian/multimodal area. With only yield signs at the top of the ramp, it appears to be very dangerous crossing for walking and rolling.

”

“The lack of an arrow at Sandy and 102nd makes the crosswalk that crosses Sandy very un-safe. Drivers will turn as soon as the light turns green, which is also when the walk sign goes off. I have almost been hit 3 times.”

In some locations, “There are no sidewalks and no bike lanes, and it is very unsafe for people. As a driver, I am afraid of people getting hit by cars.”

“

The bus stop at 158th on the north side is very unsafe. I often go back into the trees to get away from the cars. Some cars use the right turn lane to speed past other cars and then go straight.

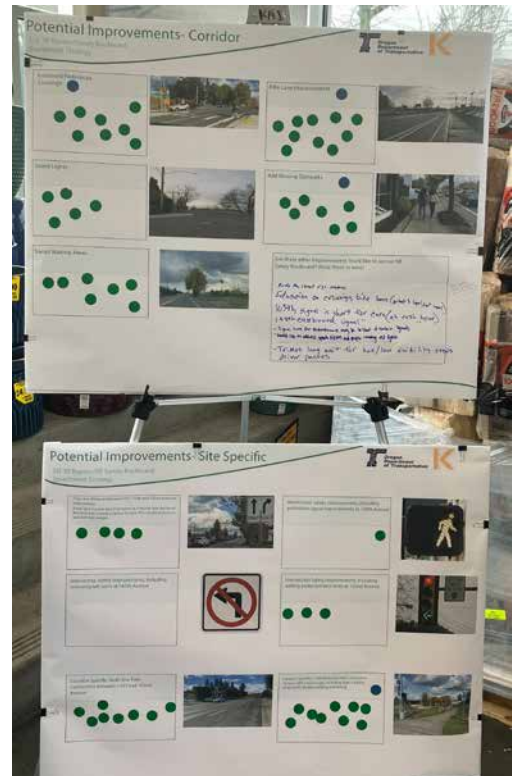
”

“More lighting. It feels unsafe to walk at night.”

“Cars drive fast and people have no crosswalks. It can be very dangerous for everyone.”

“Cars are TOO FAST on Sandy!!!”





TRANSPORTATION INVESTMENTS

Recent and current transportation projects

The transportation safety improvement projects identified through this project are building on previous investments into this corridor.

The most recent significant investment in the study corridor took place in 2013, when the roadway between NE 122nd Street and NE 141st Drive was repaved and striped with a continuous two-way center turn lane and bike lanes, and an enhanced pedestrian crossing was installed near NE 133rd Ave. Other isolated safety improvements have been made since then, including the enhanced crossing at NE 108th constructed in 2022.

ODOT has two funded projects currently underway for the corridor:

- Americans with Disabilities Act (ADA) curb ramps have been added or upgraded as needed on the south side of NE Sandy Boulevard from NE 125th to NE 165th Ave (2024-2025).
- An All Roads Transportation and Safety (ARTS) project making intersection safety improvements, including signing, striping, and signal head replacement, will be completed in 2025.

In addition, the complete rebuilding of the signal at the NE 162nd Ave intersection is under consideration for funding in the 2027-2030 Statewide Transportation Improvement Program.

Proposed transportation investments

Using the information gathered and vital input from the public about their needs and priorities, the project team generated a list of possible transportation projects that would improve safety and operations on the corridor. The project team set evaluation criteria and performance measures based on the plan's goals and partner agency feedback to evaluate and prioritize the list of proposed projects for funding and implementation.

The evaluation criteria included project feasibility, pedestrian and bicycle safety and comfort, access to transit, community support, and equity (proximity to school, elderly facility or affordable housing, and adjacent Transportation Disadvantaged Population Index).

The priority investments identified through this work have support from the public and align with ODOT's goals. While these projects have been identified as top priorities, they are not yet funded. These key investments are recommended to be prioritized as funding becomes available, although the timing of proposed projects could be based on funding availability, funding criteria, or land use changes.

The following section explains the broad investment categories and the key investments identified, which are also shown in the map on page 20.

A complete list of all the proposed projects can be found in Appendix A.



Enhanced crossings of Sandy Boulevard

Better crossing conditions across NE Sandy Boulevard is a high priority for the community. Enhanced crossing treatments may include signing, striping, lighting, physical elements like pedestrian refuge islands, and activated crossing devices (beacons and signals).

Locations for these crossings were proposed based on an ODOT-led corridor safety investigation in January 2025 and previously identified needs. Many proposed crossing locations are associated with improving access to transit stops particularly on the north side of the road.

An enhanced crossing at these locations are identified as key investment projects:

- Between NE 100th Ave and NE 101st Ave (exact location requires further evaluation)
- Between NE 102nd Ave to NE 105th Ave (exact location requires further evaluation)
- NE 118th Ave
- NE 125th Place
- NE 144th Ave
- NE 152nd Ave
- NE 165th Ave

Filling gaps in the sidewalk network

Continuous sidewalks are key to comfort and safety for walkers as well as providing mobility for people of all abilities. The sidewalk projects proposed as part of this investment strategy fill the outstanding sidewalk gaps along the south side of NE Sandy Boulevard. No sidewalks are currently proposed on the north side near the railroad east of NE 122nd Ave.

ODOT aims to complete the sidewalk network on the south side of NE Sandy Boulevard and build safe connections to destinations and transit stops on the north side.

Sidewalk infill at these locations on the south side of NE Sandy Boulevard are identified as key investment projects:

- NE 121st Pl to NE 122nd Ave
- NE 144th Ave to NE 149th Ave
- NE 150th Ave to NE 154th Ave
- (S4) NE 158th Ave to NE 162nd Ave



Improved transit access

Investments in bus stop conditions and access would improve the experience and safety of transit riders in the corridor. Identified enhancements include improved lighting and waiting areas, accessibility features such as ramp deployment and ADA compliant curb ramps, and better sidewalk connectivity. Funding for transit improvements may be available in coordination with TriMet.

Enhancing transit stops at these locations are identified as key investment projects:

- NE 148th Ave – westbound and eastbound transit stop
- NE 152nd Ave – eastbound and westbound transit stop
- NE 158th Ave – westbound transit stop
- NE 162nd Ave - westbound transit stop

Better active transportation connections

Improvements are needed to address the safety and comfort of those traveling to and from the I-205 Multi-Use Path on NE Sandy Boulevard, and utilizing bike and sidewalk connections along the corridor.

Key investments for active transportation connections include:

- Increased wayfinding and enhanced crosswalk striping to emphasize the trail crossing at the I-205 interchange
- A north-side shared use path from I-205 to NE 102nd Ave to fill this bike lane gap
- A south-side shared use path from NE 162nd Ave to NE 165th Ave

Although not included as key investments, wider and separated bike lanes are proposed throughout the corridor, which could be implemented when NE Sandy Boulevard is repaved in future.

Better lighting

The investment strategy calls for improved lighting along NE Sandy Boulevard in the study area, with specific locations identified in the

scope of broader projects. Improved lighting is needed at intersections, including pedestrian scale lighting, and at transit stops.

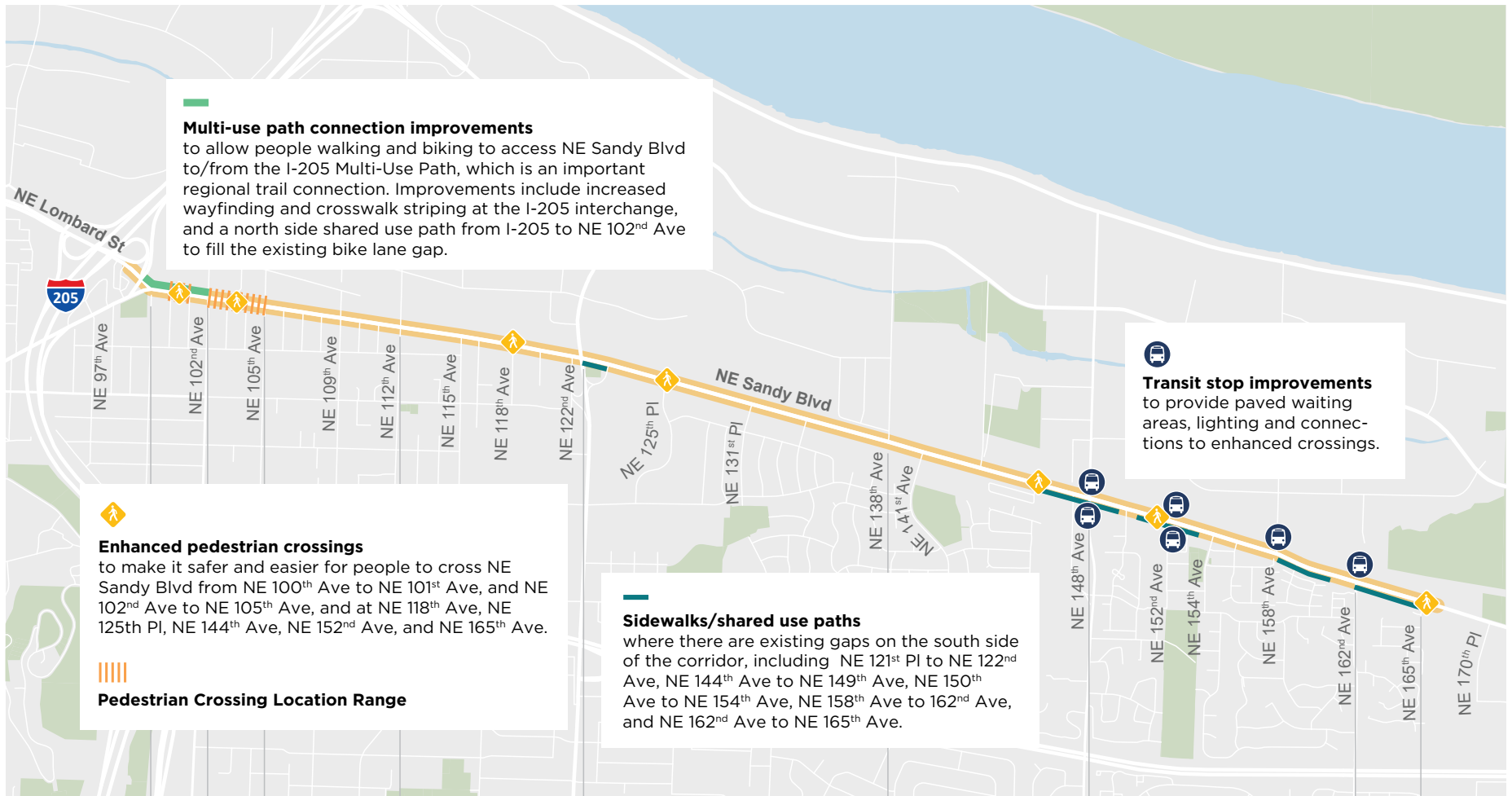
Future Studies

This study identified several possible improvements that could be made to the I-205 interchange area with NE Sandy Boulevard and NE Lombard Street, however more detailed analysis of these concepts is needed to evaluate their feasibility and impact before they could be recommended for further development. To address this need, a proposed I-205 Interchange Area Multimodal Operations Study is included on the project list. This study would identify potential speed management and multimodal improvements to the intersections near the I-205 interchange while considering and balancing impacts to vehicle operations.

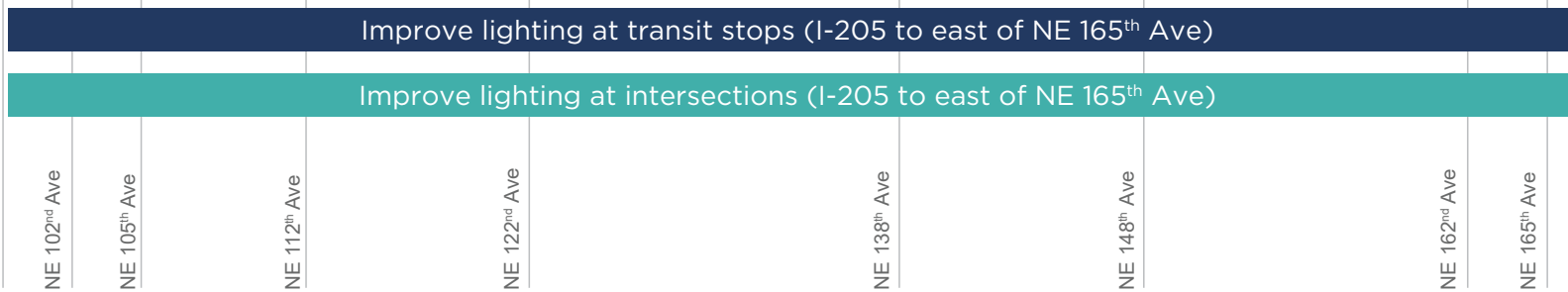
As key investments are put in place, a corridor speed study is also recommended to reevaluate lowering the corridor speed to match the local context and community requests.



Proposed Key Transportation Investments



CORRIDOR-WIDE





APPENDIX A

US30 Bypass/Sandy Boulevard Investments Strategy Project List - FINAL

Key

Key Investment	High Priority	Low/Medium Priority
----------------	---------------	---------------------

H=High, M=Medium, L=Low

Cost (\$/\$/\$/\$) – High level estimated project cost

\$: Project’s anticipated cost is less than \$500,000

\$\$: Project’s anticipated cost is between \$500,000 and \$1.5M

\$\$\$: Project’s anticipated cost is greater than \$1.5M

ID	Project Name	Extent 1	Extent 2	Description	Priority (H/M/L)	Level of Effort (H/M/L)	Cost	Corresponding Projects	Collaborating Agency	OTP Goals		
										Equity	Safety	Climate
Crossing Projects												
C1	NE 100th Ave to NE 101st Ave Enhanced Crossing	11.35	11.40	Evaluate and install an enhanced crossing within the segment between NE 100th Ave and NE 101st Ave. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Due to the close proximity of this enhanced crossing location to another high priority location (project C2), ODOT may prioritize one location over the other at the time of implementation.	H	M	\$\$	C2		✓	✓	✓
C2	NE 102nd Ave to NE 105th Ave Enhanced Crossing	11.45	11.60	Evaluate and install an enhanced crossing within the segment between NE 102nd Ave and NE 105th Ave. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Due to the close proximity of this enhanced crossing location to another high priority location (project C1), ODOT may prioritize one location over the other at the time of implementation.	H	M	\$\$	C1		✓	✓	✓
C3	NE 118th Ave Enhanced Crossing	12.25	12.25	Install enhanced crossing at NE 118th Ave. to improve access to transit stops. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$			✓	✓	✓
C4	NE 125th Pl Enhanced Crossing	12.65	12.65	Install enhanced crossing at NE 125th Place for access to transit stops. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	T5		✓	✓	✓
C5	NE 144th Ave Enhanced Crossing	13.66	13.66	Install enhanced crossing at NE 144th Ave for access to transit stops. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Closing the sidewalk gap on the south side of Sandy Blvd from NE 144th Ave to NE 149th Ave (project S2) should be addressed in addition to the enhanced crossing.	H	M	\$\$	S2		✓	✓	✓
C6	NE 152nd Ave Enhance Crossing	14.01	14.01	Install enhanced crossing at NE 152nd Ave for access to transit stops. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	T2		✓	✓	✓
C7	NE 165th Ave Enhanced Crossing	14.70	14.70	Install enhanced crossing at NE 165th Ave. for access to transit stops. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$			✓	✓	✓
C8	NE 115th Ave Enhanced Crossing	12.11	12.11	Install enhanced crossing at NE 115th Ave. for access to transit stops. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$			✓	✓	✓
C9	NE 133rd Ave Enhanced Crossing	13.04	13.04	Install enhanced crossing at NE 133rd Ave for access to transit stops. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	H	M	\$\$	T7		✓	✓	✓
C10	NE 106th Ave to NE 107th Ave Enhanced Crossing	11.65	11.70	Evaluate and install an enhanced crossing within the segment between NE 106th Ave and NE 107th Ave. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	M	M	\$\$			✓	✓	✓
Transit Projects												
T1	NE 148th Ave Enhance EB & WB Transit Stop	13.78	13.81	Enhance transit stop with lighting and a bus stop waiting area for ramp deployment. Install sidewalks to connect to the intersection and add ADA accessible curb ramps at the intersection. Consider relocating to far side bus stops. Concrete bus pad may be required in roadway.	H	M	\$\$		TriMet, PBOT	✓	✓	✓
T2	NE 152nd Ave Enhance EB & WB Transit Stop	14.01	14.01	Enhance transit stop with lighting and a bus stop waiting area for ramp deployment. Install sidewalks to connect to the intersection and add ADA accessible curb ramps at the intersection. Consider relocating to far side bus stops. Concrete bus pad may be required in roadway.	H	M	\$\$	C6, T8	TriMet, PBOT	✓	✓	✓
T3	NE 158th Ave Enhance WB Transit Stop	14.31	14.31	Install a bus stop waiting area at the NE 158th Ave WB stop with lighting, a sidewalk to connect to the intersection and add ADA accessible curb ramps at the intersection. Concrete bus pad may be required in roadway.	H	M	\$\$		TriMet, PBOT	✓	✓	✓
T4	NE 162nd Ave Enhance WB Transit Stop	14.53	14.53	Verify near-side or far-side stop location. Enhance transit stop with lighting and a bus stop waiting area for ramp deployment, with an ADA accessible pedestrian connection to the crosswalk at the signal. Concrete bus pad may be required in roadway.	H	M	\$\$		TriMet, PBOT	✓	✓	✓
T5	NE 125th Ave - Enhanced WB Transit Stop	12.64	12.64	Enhance transit stop with lighting and a bus stop waiting area for ramp deployment. Concrete bus pad may be required in roadway.	H	M	\$\$	C4	TriMet, PBOT	✓	✓	✓

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ID	Project Name	Extent 1	Extent 2	Description	Priority (H/M/L)	Level of Effort (H/M/L)	Cost	Corresponding Projects	Collaborating Agency	OTP Goals		
										Equity	Safety	Climate
T6	NE 131st Ave - Enhance WB Transit Stop	12.86	12.86	Enhance transit stop with lighting and a bus stop waiting area for ramp deployment. Concrete bus pad may be required in roadway.	H	M	\$\$		TriMet, PBOT	✓	✓	✓
T7	NE 133rd Ave - Enhance WB Transit Stop	13.02	13.02	Enhance transit stop with lighting and a bus stop waiting area for ramp deployment. Concrete bus pad may be required in roadway. Option to consolidate transit stop at NE 133rd Ave and focus enhancements at NE 131st Ave transit stop.	H	M	\$\$	T6, C9	TriMet, PBOT	✓	✓	✓
T8	NE 152nd Ave to 154th Ave - Consolidate Transit Stops	14.01	14.12	Consolidate nearby transit stops at NE 152nd Ave and NE 154th Ave and add enhanced crossing, lighting and bus stop pads. Consolidation only possible after sidewalk infill is complete (project S3).	H	M	\$\$	T2, S3	TriMet, PBOT		✓	
T9	Improve Transit Stop - Stop 10779	11.59	11.59	Relocate EB stop to far side of Sandy Blvd/NE 105th Ave and improve ADA accessibility. Parking may need to be removed.	M	L	\$		TriMet		✓	
Bike Lane Projects												
BL1	NE 102nd Ave to NE 112th Ave Bike Lanes	11.45	12.51	Widen the striped bicycle lane from NE 102nd Ave to NE 112th Ave by narrowing interior lanes and allocating additional space to bicycle lanes. This project will include repaving within project extents.	H	H	\$\$\$			✓	✓	✓
BL2	NE 112th Ave to NE 121st Pl Bike Lanes	11.95	12.41	Stripe buffer for bike lanes between NE 112th Ave and NE 121st Pl to improve bike safety. Address unpredictable vehicular movements caused by trap lane at NE 121st Pl by advancing eastbound vehicular merge, retaining right-turn only lane at NE 121st Pl. This project will include repaving within project extents.	H	H	\$\$\$			✓	✓	✓
BL3	NE 122nd Ave to NE 162nd Ave Bike Lanes	12.51	14.52	Where wide 14 ft turn lane/striped medians exist, narrow medians to provide buffered bike lanes from NE 122nd Ave to NE 162nd Ave. This project will include repaving within project extents.	H	H	\$\$\$			✓	✓	✓
BL4	NE 112th Ave Enhanced Bike Striping	11.95	11.95	Add enhanced bike striping (skip striping) to emphasize this PBOT bike connection.	M	L	\$		PBOT	✓	✓	✓
BL5	Wygant St Bike Connection	11.29	11.29	Provide a bike connection and wayfinding from Sandy Blvd to Wygant St utilizing NE 99th Ave or another nearby low volume route. Side street upgrades are not within ODOT jurisdiction.	L	L	\$		PBOT	✓	✓	✓
Illumination Projects												
I1	Systemic Improve Lighting at Transit Stops	11.20	14.76	Evaluate and provide lighting at all bus stops (more needs along the north side for westbound buses). Potential coordination with railroad required for transit stops east of NE 122nd Ave.	H	M	\$\$		TriMet, PBOT	✓	✓	
I2	Systemic Upgrade Lighting at Intersections	11.20	14.76	Evaluate lighting at intersections and upgrade as necessary to provide well-lit facilities for people walking, biking, and driving.	H	M	\$\$		PBOT	✓	✓	
I3	Systemic - Pedestrian Scale Lighting in Parkrose	11.30	12.40	Evaluate roadway lighting to include pedestrian scale lighting and provide additional lighting where needed.	M	M	\$\$		PBOT	✓	✓	
Intersection Specific Projects												
IS1	NE 112th Ave - Add Protected Left-Turn Phasing	11.94	11.94	Evaluate feasibility and install protected left-turn pockets and phasing at side streets at the NE 112th Ave and Sandy Ave intersection.	M	M	\$\$\$		PBOT		✓	
IS2	NE 121st Pl and NE 122nd Ave Wayfinding and Signage	12.36	12.55	Provide improved wayfinding that provides direction for accessing NE 122nd Ave from the intersections of 121st Pl and 122nd Ave on Sandy Blvd.	L	L	\$				✓	
IS3	NE 147th Ave - Convert to a Right-in/Right-out or Evaluate Closing Access	13.80	13.80	Evaluate and convert NE 147th Ave to a Right-in/Right-out (RIRO) and install centerline hardening or evaluate closing the access to and from NE 147th Ave and Sandy Blvd.	L	M	\$		PBOT		✓	
IS4	NE 162nd Ave Intersection South Leg Improvements (near-term)	14.52	14.52	Evaluate and narrow the southbound receiving lane to slow turning speeds and create opportunity for bike/ped improvements. The traffic signal has been identified by ODOT as a high priority for full replacement and is being considered for the 2027-2030 STIP, but has not been finalized. These changes should be considered should the project be funded.	M	M	\$		PBOT	✓	✓	✓

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ISS	NE 162nd Ave Intersection (long-term)	14.52	14.52	This project includes all proposed improvements from the near-term project and the following: 1) Upgrade westbound lane configuration to separate left and through lanes and update signal timing to include protected westbound left-turn phasing. 2) Provide continuous bike facilities through the intersection and update intersection to be fully ADA accessible. 3) Provide a separate northbound left-turn lane, and consider signal timing for protected pedestrian crossing. The traffic signal has been identified by ODOT as a high priority for full replacement and is being considered for the 2027-2030 STIP, but has not been finalized. These changes should be considered should the project be funded.	L	H	\$\$\$	IS4	PBOT	✓	✓	✓
Sidewalk Projects (complete sidewalk network on south side of the roadway)												
S1	NE 121st Pl to NE 122nd Ave Sidewalk Infill	12.41	12.50	Install pedestrian facility on north or south side of Sandy Blvd from NE 121st Pl to NE 122nd Ave. Pedestrian facility should provide appropriate connections to the respective bus stops.	H	H	\$\$\$		Metro	✓	✓	✓
S2	NE 144th Ave to NE 149th Ave Sidewalk Infill	13.66	13.89	Address sidewalk gap on the south side of Sandy Blvd from NE 144th Ave to NE 149th Ave by installing sidewalk with curb and gutter.	H	H	\$\$\$			✓	✓	✓
S3	NE 150th Ave to NE 154th Ave Sidewalk Infill	13.97	14.08	Address sidewalk gap on the south side of Sandy Blvd from NE 150th Ave to just west of NE 154th Ave by installing sidewalk with curb and gutter.	H	H	\$\$\$			✓	✓	✓
S4	NE 158th Ave to NE 162nd Ave Sidewalk Infill	14.30	14.62	Address sidewalk gap on the south side of Sandy Blvd from NE 158th Ave to just west of NE 162nd Ave by installing sidewalk with curb and gutter and conventional bike lanes.	H	H	\$\$\$			✓	✓	✓
S5	NE 162nd Ave to NE 165th Ave Sidewalk Infill (long-term)	14.52	14.70	Install sidewalk with curb and gutter and conventional bike lanes from NE 162nd Ave to NE 165th Ave including the need for left-turn lane(s). Consider wetland impacts and water quality considerations. This is a long-term project.	L	H	\$\$\$			✓	✓	✓
Speed Management Projects												
SM1	Systemic - Narrow Lanes	11.20	14.76	Reduce width of travel lanes and striped median buffers. Reallocate space to bicycle facility (include a buffer where feasible). This project will include repaving within project extents.	H	H	\$\$\$			✓	✓	✓
SM2	I-205 to NE 165th Ave Speed Study (long-term)	11.20	14.76	Conduct a speed study with the intention of lowering the speed limit to match local context, community requests, and highway design manual target speeds. This effort to take place after initial traffic calming measures are installed.	H	L	\$			✓	✓	
SM3	I-205 Interchange Area Multimodal Operations Study	10.91	11.45	Evaluate and understand multimodal operations at the Sandy Blvd/I-205 Interchange (including connections to Sandy Blvd/NE 102nd Ave). Identify potential improvements throughout the study area, considering speed management elements for people coming through and from the interchange into the Parkrose community. Evaluate I-205 NB Sandy Blvd exit ramp speed management and potential pedestrian crossing.	L	H	\$\$			✓	✓	✓
SM4	NE 122nd Ave Speed Management of Northbound Right-Turn Vehicles	12.51	12.51	Evaluate appropriate treatments to manage right-turn speeds. Consider shortening crossing distance, tightening turn radii (provide truck apron, if needed), and a raised northbound right crossing to slow vehicle speeds and improve pedestrian safety.	L	L	\$\$		PBOT	✓	✓	
Other Projects												
O1	I-205 Multi Use Path Sandy Connection Improvements	11.25	11.25	Improve the I-205 multi use path connection at the I-205 and Sandy Blvd intersection by increasing wayfinding with signing and enhanced crosswalk and bike striping (skip striping) to emphasize trail connection.	H	L	\$			✓	✓	✓
O2	I-205 to NE 102nd Ave Shared Use Path	11.27	11.45	Widen the north side sidewalk to a shared use path with buffer to accommodate bicyclists and pedestrians to connect the I-205 path and existing bike lanes on NE 102nd Ave.	H	M	\$\$\$			✓	✓	✓
O3	NE 162nd Ave to NE 165th Ave Shared Use Path	14.52	14.70	Investigate and install a shared use path on south side of Sandy Blvd (e.g., protected shoulder) between NE 162nd Ave to NE 165th Ave for walking/biking in the near term to avoid wetland impacts.	H	M	\$\$\$			✓	✓	✓

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O4	Systemic - Improve Sight Distance	11.20	14.76	Evaluate sight distance at all intersections and driveways and clear sight triangles where needed, as well as consider signing (sign location to make them visible) and striping updates (verify stop bar locations and update as needed), where applicable.	L	L	\$				✓	
O5	Systemic - Add Leading Pedestrian Intervals	11.20	14.76	Add leading pedestrian intervals to signalized intersection along the corridor where not already installed, especially locations without protected side street left-turn phasing and with high pedestrian and bicycle crossings.	M	L	\$		PBOT	✓	✓	
O6	Systemic - Install Raised Medians or Centerline Hardening	11.20	14.76	Install raised medians (with landscaping, where possible) or centerline hardening for speed management and access management. Consider side street access management at crossings where angle crashes have occurred. For example, install centerline hardening at NE 121st Pl. Any reductions in the available roadway cross section should be consulted with MAC.	M	M	\$			✓	✓	
O7	I-205 to NE 102nd Ave Shared Use Path (long-term)	11.20	11.45	Provide a connection from NE 102nd Ave to the I-205 path by providing a shared use path on the south side. This is a long-term project.	L	H	\$\$\$			✓	✓	✓
O8	NE 99th Ave to NE 101st Ave Sandy Blvd Corridor Improvements, Phase 2	11.29	11.40	Retrofit existing street with multi-modal street improvements including bicycle facilities, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses. Project listed in PBOT TSP includes a larger study area but NE 99th Ave to NE 101st Ave is included in this project's study area.	L	H	\$\$\$		PBOT	✓	✓	✓
O9	Outer Sandy Blvd Corridor Improvements	13.36	14.74	Widen street from NE 141st Dr to NE 165th Ave to three lanes with a sidewalk and bike lanes. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses. This is a long-term project.	L	H	\$\$\$			✓	✓	✓

