

ATTACHMENT 1

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1 EXECUTIVE SUMMARY

Based on crash data, community concerns and observation provided by the city, 3 locations were selected for Speed Enforcement studies.

SUPPORT FOR AUTOMATED CAMERAS

Police Departments are facing many new challenges today, and maintaining adequate staffing tops the list for most departments in America. Traffic stops have become one of the most unpredictable and challenging Police/Community interactions of all. Many departments have reduced their traffic enforcement units, especially during COVID. Adding to the challenge, to be truly effective as a deterrent, traffic enforcement in school zones and dangerous roadways requires consistent officer presence and attention. Most Police Departments are too short-handed to be able to effectively patrol problematic roadways and handle calls for service. Speed cameras offer several benefits in school zone enforcement and dangerous roadways. Cameras are impartial. They offer equal application of speed laws to be applied to all speeding vehicles. It allows consistent enforcement of violations, not just when officers have time between other duties. There are no tricks or surprises for drivers. Signage and/or flashing beacons announce the presence of the speed cameras upon approach.

SPEED STUDY RESULTS

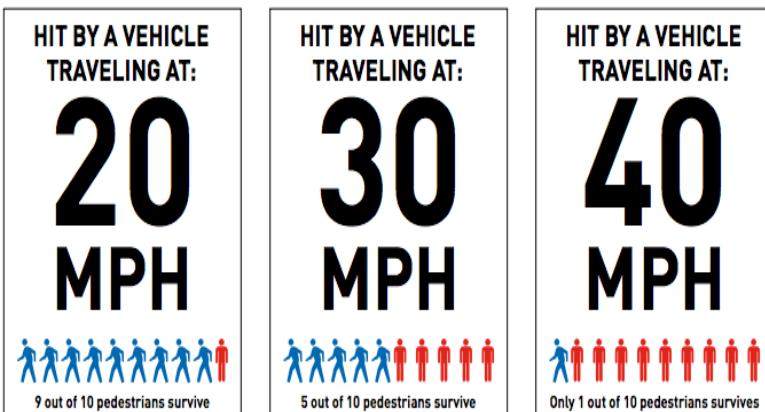
The purpose of this study is to capture vehicle speeds and volumes traveling along roadways that have become a concern for law enforcement and the Community. The collected traffic speed data provides insight on current conditions, and for consideration of possible future traffic safety improvements and initiatives. Determining the extent of a perceived traffic problem is a challenging task. Data collection is a critical first step in determining the extent of the problem and offers the means to implement solutions that have measurable impacts. These surveys are often difficult for local Law Enforcement and City Engineers/Public Works who frequently lack the resources, equipment, or time.

1.1 *STUDY LOCATIONS*

The selected locations are listed below:

Location #	Location Name
1	Hwy 26 & 362nd
2	Hwy 26 & Bluff Rd.
3	Hwy 26 & Ten Eyck Rd.

It is statistically shown that a collision with a pedestrian at 20 mph has a 10% risk for the pedestrian to die. While at 30 mph there is a 50% chance of the pedestrian dying and the chances of surviving at 40 mph decreases to only 10%.



2 EVENT DATA

For all speed studies, we used a radar-based system to record all passing vehicles. The date and time are shown per speed bracket in the tables below.

SPEED STUDY							
Sandy, OR							
Location: Hwy 26 @ 362nd							
2 lanes each way, center turn lane							
Posted Speed Limit - 45 MPH							
24hrs							
Date	Day of the Week	Direction of Travel	Total Volume	0-45 MPH	46-55MPH	56-65 MPH	66 + MPH
10/11/25	Saturday	Eastbound	10,651	9844	791	16	0
		Westbound	13,534	10106	3269	157	2
10/12/25	Sunday	Eastbound	8,655	7950	693	11	1
		Westbound	11,729	8,985	2,621	120	3
10/13/25	Monday	Eastbound	10,920	10175	735	10	0
		Westbound	15,273	11,830	3,262	176	5
10/14/25	Tuesday	Eastbound	11,671	10,996	665	10	0
		Westbound	16,561	12,584	3,817	159	1
10/15/25	Wednesday	Eastbound	12,080	11359	708	12	1
		Westbound	16,746	12433	4102	206	5
10/16/25	Thursday	Eastbound	12,333	11610	713	9	1
		Westbound	16,686	12700	3831	152	3
10/17/25	Friday	Eastbound	12,556	11924	624	8	0
		Westbound	15,985	11916	3855	208	6

Daily Average EB = 11

Daily Average WB = 172

Combined Daily Avg = 183

SPEED STUDY**Sandy, OR**

Location: Hwy 26 @ Bluff Rd.
 2 lanes each way, center turn lane
Posted Speed Limit - 25 MPH
24hrs

Date	Day of the W	Direction of	Total Volume	0-25 MPH	26-35MPH	36-44 MPH	45 + MPH
10/11/25	Saturday	Eastbound	10,425	2853	5677	1798	95
		Westbound	10,163	2467	5112	2523	50
10/12/25	Sunday	Eastbound	9,475	2288	5301	1,764	120
		Westbound	9,862	2,018	5,017	2,753	70
10/13/25	Monday	Eastbound	11,203	3666	5930	1,516	88
		Westbound	10,604	2,902	5,253	2,383	63
10/14/25	Tuesday	Eastbound	11,645	3,500	6,569	1,492	82
		Westbound	11,272	2,871	5,588	2,754	58
10/15/25	Wednesday	Eastbound	12,092	3880	6646	1480	85
		Westbound	11,305	2808	5741	2677	77
10/16/25	Thursday	Eastbound	12,056	4011	6506	1469	68
		Westbound	11,333	2933	5636	2718	46
10/17/25	Friday	Eastbound	11,937	4560	6047	1257	72
		Westbound	12,009	2876	6135	2924	73

Daily Average EB = 1627

Daily Average WB = 2,738

Combined Daily Avg = 4,365



SPEED STUDY

Sandy, OR

Location: Hwy 26 @ Ten Eyck Rd.

2 lanes each way, center turn lane

Posted Speed Limit - 25 MPH

24hrs

Date	Day of the Week	Direction of Travel	Total Volume	0-25 MPH	26-35 MPH	36-44 MPH	45 + MPH
10/11/25	Saturday	Eastbound	10,637	1430	4348	4405	454
		Westbound-in	5,348	1345	2625	945	160
10/12/25	Sunday	Eastbound	8,905	1178	3733	3,647	347
		Westbound	5,501	1,323	2,759	1,248	171
10/13/25	Monday	Eastbound	11,195	1449	4647	4,517	582
		Westbound	6,381	1,786	3,185	1,235	175
10/14/25	Tuesday	Eastbound	11,311	1,506	4,728	4,462	615
		Westbound	6,388	1,782	3,196	1,258	152
10/15/25	Wednesday	Eastbound	11,441	1530	4897	4405	609
		Westbound	6,435	1,802	3239	1255	139
10/16/25	Thursday	Eastbound	12,321	1597	5008	5069	647
		Westbound	6,412	1,757	3165	1352	138
10/17/25	Friday	Eastbound	13,554	1388	5733	5789	644
		Westbound	6,195	1,641	3004	1368	182

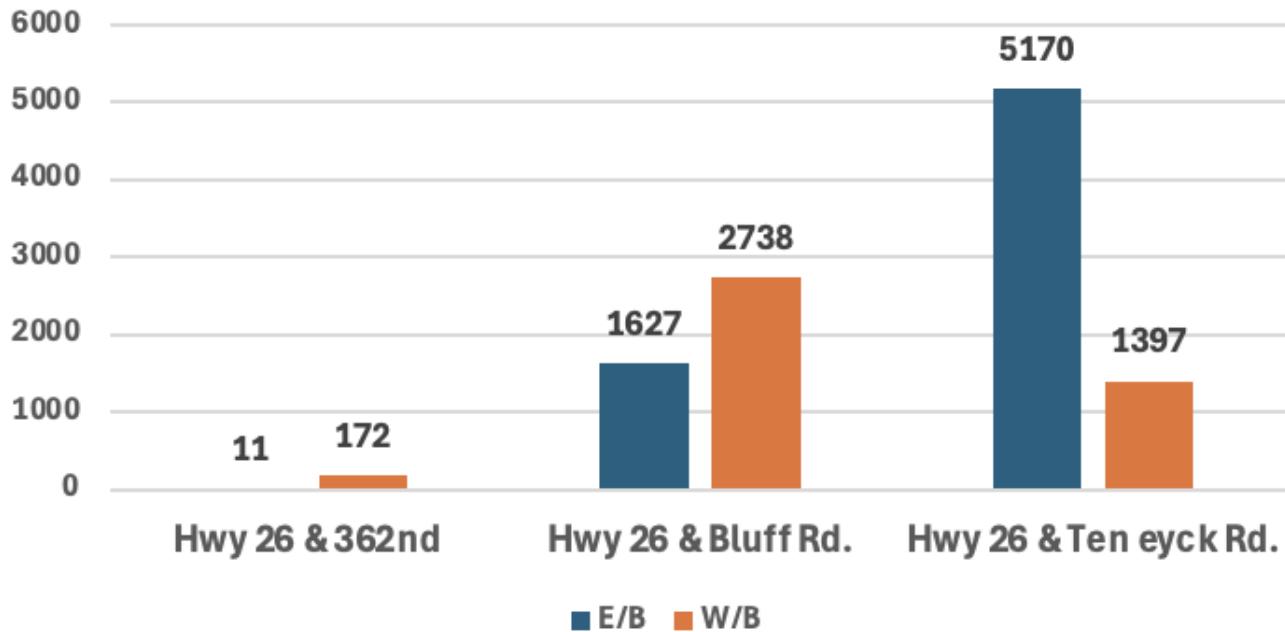
Daily Average EB = 5,170

Daily Average WB = 1,397

Combined Daily Avg = 6,567

Average Daily Violators at each location

Average Daily Violations



3 SUMMARY

Radar systems logged all passing vehicles, with speeds segmented into brackets. Key findings include:

Location	Weekly Violations	Monthly Violations	Annual Violations
Hwy 26 & 362nd	1,281	5,124	61,488
Hwy 26 & Bluff Rd.	30,555	122,220	1,466,640
Hwy 26 & Ten Eyck Rd.	45,969	183,876	2,206,512

Total projected serious violations without intervention exceed 3,734,640 annually. Once signage and warning are issued for a period of 30 days, these numbers will drop. These numbers are based on all speeds above the posted speed limits 11+mph over the posted speed limit.