Chapter 1: Introduction

The City of Sandy, in cooperation with the Oregon Department of Transportation (ODOT), has completed a thorough review of its transportation system with this update to the City Transportation System Plan (TSP). This TSP serves as the transportation element of the City of Sandy Comprehensive Land Use Plan, establishing a system of facilities and services to meet local transportation needs through the year 2029.

OAR 660 Division 12 (also referred to as the state Transportation Planning Rule, or TPR) requires jurisdictions throughout Oregon to prepare and adopt transportation plans as elements of their comprehensive plans. While cities with populations less than 10,000 may qualify for a whole or partial exemption from this requirement (Sandy’s population was estimated at 9,570 as of the 2010 Census), the City of Sandy has chosen to undertake this planning effort because the plan will serve as a valuable resource for staff, policy makers, and the public. Having an adopted TSP establishes the function, capacity, and location of future transportation facilities, informs the community of the level of investment needed for facilities to support anticipated growth and development, and better positions the City to compete for scarce transportation funding.

TSP Development Process
This plan was prepared with public and agency participation. It was developed in close coordination with City and ODOT staff and received input and direction from two advisory committees:

Technical Advisory Committee (TAC): comprised of agency staff from the City of Sandy, Oregon Department of Transportation, Oregon Trail School District, Sandy Police Department, and Sandy Fire Department.

Citizen Advisory Committee (CAC): comprised of citizen representatives from the City Council, Chamber of Commerce, Planning Commission, and local business owners and residents.

These two committees met three times to review methods and findings, provide input on the development and selection of alternatives, and to comment on the draft plan. In addition, two community workshops were held to provide opportunities for the general public to comment on the plan, make suggestions, and voice concerns. The public was able to attend a joint Planning Commission/City Council work session, where the draft plan and implementing ordinance amendments were presented and discussed. The TSP development process is outlined in Figure 1.
Through the process of identifying future transportation needs, it was discovered that there was no feasible way of complying with Oregon Highway Plan standards for mobility on US 26. In response, ODOT and the City of Sandy engaged in a supplementary process to develop alternate mobility standards for the US 26 corridors, which balance the need for highway throughput with the City's ability to continue to grow and multimodal access. These new mobility standards are reflected in this plan and are anticipated to be adopted by the Oregon Transportation Commission.

**TSP Organization**
This plan includes the actions and strategies needed to meet the City’s transportation needs through the year 2029. The background documentation, included in the appendix for reference, describes the existing transportation system, alternatives considered, and why some recommendations were made. As part of the TSP development process, amendments to the Sandy Municipal Code were recommended to maintain compliance with state planning regulations and to implement the TSP itself. These recommended amendments are not included as part of the TSP, but are included in the appendix for reference and a separate adoption process if desired.