Chapter 3: Modal Plans

This chapter includes plans directing transportation decisions to meet the needs of all modes of travel within the City of Sandy through the year 2029. Documentation developed through the planning process that led to these plans has been included in the appendix for reference. These include:

- Technical Memorandum #2: Existing Conditions and Future Needs
- Technical Memorandum #3: Transportation Alternatives and Improvement Strategies

Pedestrian System Plan

The Pedestrian System Plan identifies projects to improve conditions for walking within the City of Sandy – an important part of a balanced transportation network. Building upon existing local and regional planning efforts, the plan reflects the valuable input offered by City staff, stakeholder groups, and Sandy residents. The existing pedestrian system and identified deficiencies can be referenced in the appendix (Technical Memorandum #2: Existing Conditions and Future Needs).

Recommended Pedestrian Projects

The pedestrian plan builds upon Sandy's existing system of sidewalks, paths, trails, and other pedestrian infrastructure currently in place. The recommended projects, shown in Figure 2 and listed in Table 1, represent the pedestrian component of the "Preferred Plan", which consists of all transportation improvements identified to support growth and connectivity needs through the year 2029. Projects assumed for "Near Term" implementation, which represent a subset of the Preferred Plan that aligns with anticipated funding, are listed in Chapter 4.

The pedestrian facility improvement projects in the Preferred Plan do not include new pedestrian facilities that would be constructed as part of the recommended roadway projects identified in the motor vehicle plan (Tables 7 and 8). It should be noted that future off-road multi-modal trails/transportation corridors depicted on the system map represent conceptual alignments and are shown for informational purposes. Additional routes, local trail connections, specific alignments and designs will be identified in the Parks Master Plan, which will be the guiding document for all off-road multi-modal trails/transportation corridors projects. In two instances, multi-use trails and road alignments are shown in approximately the same location. Conflicts between overlapping trail and street alignments will be a matter of timing. If the trail is built prior to street construction, the street design will accommodate the existing trail and its users. If the street is built first then trail planners may choose to use sidewalks for some or all of the trail alignment or choose to link the trail to the pedestrian network at certain locations.

Table 1: Pedestrian System Projects and Costs

Project ID*	Project	Segment	Description	Project Cost (2009 Dollars)
City of Sandy Facility Pedestrian Improvements				
P1	362nd Ave.	Chinook St. to Industrial Way	Infill sidewalk gaps	$1,230,000
P2	Bluff Rd.	Strawbridge Pkwy to Nettie Connett Dr.	Infill sidewalk gaps	$505,000
P3	Bluff Rd.	Green Mountain St. to Northern UGB	Infill sidewalk gaps	$716,000
P4	Bornstedt Rd.	Cascadia Village Dr. to UGB	Infill sidewalk gaps	$1,420,000
P5	Dubarko Rd.	East of Melissa Ave. to East of OR 211	Infill sidewalk gaps	$3,240,000
P6	Dubarko Rd.	Langensand Rd. to Antler Ave.	Infill sidewalk gaps	$39,000
P7	Industrial Way	362nd Dr. to US 26	Infill sidewalk gaps	$1,790,000
P8	Jacoby Rd.	Dubarko Rd. to Cascadia Village Dr.	Infill sidewalk gaps	$40,000
P9	Jewelberry Ave.	Penny Ave. to Kelso Rd.	Infill sidewalk gaps	$194,000
P10	Langensand Rd.	Dubarko Rd. to US 26	Infill sidewalk gaps	$82,000
P11	Pleasant St.	Beers Ave. to Revenue Ave.	Infill sidewalk gaps	$173,000
P12	Ruben Ln.	US 26 to Dubarko Rd.	Infill sidewalk gaps	$51,000
P13	Sandy Heights St.	Dubarko Rd. to Tupper Rd	Infill sidewalk gaps	$176,000
P14	Downtown Core Pedestrian	Side streets perpendicular to US 26	Infill sidewalk gaps	$287,000
P15	Vista Loop	US 26 to US 26	Construct sidewalk	$600,000
P16	New Accessway / Trail***	Infill of Tickle Creek Trail south of Dubarko Rd and Ruben Ln	Accessway / Trail	$75,000
P17	New Accessway / Trail***	Extension of Tickle Creek Trail to OR 211	Accessway / Trail	$100,000
P18	New Accessway / Trail***	P21/362nd Ave North to Orient Dr	Accessway / Trail	$540,000
P19	New Accessway / Trail***	North of Kate Schmitz Ave. to P21/362nd Ave North	Accessway / Trail	$980,000
P20	New Accessway / Trail***	362nd Ave to Eastern UGB	Accessway / Trail	$1,310,000
P21	New Accessway / Trail***	362nd Ave North to new trail P19	Accessway / Trail	$300,000
P22	New Accessway / Trail***	OR 211 to Jacoby Rd.	Accessway / Trail	$320,000

Table 1 (Continued): Pedestrian System Projects and Costs

Project ID*	Project	Segment	Description	Project Cost (2009 Dollars)
ODOT Facility Pedestrian Improvements				
P23	OR 211	Parkway Path – UGB to Dubarko Rd	Construct Bike/Ped Accessway	$325,000
P24	OR 211	South UGB to US 26	Construct Sidewalk	(see B11)**
P25	US 26	Royal Ln. to 362nd Dr.	Infill sidewalk gaps and add landscaping	$440,000
P26	US 26	362nd Dr. to West UGB	Infill sidewalk gaps and add landscaping	$990,000
P27	US 26	Ruben Ln. to University Ave.	Infill sidewalk gaps	$510,000
P28	US 26	Ten Eyck Rd. to UGB	Infill sidewalk gaps	(see B12)**
Total Pedestrian Projects				$16,433,000

Notes: * Projects illustrated in Figure 2.
**Cost is covered in the Bicycle System Project Costs.
***Park project with potential transportation benefit. Transportation funding will be determined during project development.

In addition to the projects listed in Table 1, the City of Sandy will take the following actions to further facilitate safe and convenient travel by walking.

A. The City will engage ODOT periodically to evaluate the timing of traffic signals to ensure adequate pedestrian crossing time is provided. An emphasis will be placed on crossings where children, the elderly, or people with disabilities are prevalent.

B. The City will work with ODOT to install pedestrian countdown signal heads at traffic signals on US 26.

C. The City will work with ODOT to explore options for the installation of audible and vibrotactile communication devices at signalized pedestrian crossings.

D. The City will apply Americans with Disabilities Act (ADA) requirements for curb ramps at intersections to all new crossings.

E. The City will continue to pursue opportunities to develop a network of multi-use paths.

F. The City will seek opportunities to coordinate transit improvements with pedestrian network improvements that enhance the accessibility of transit stops.

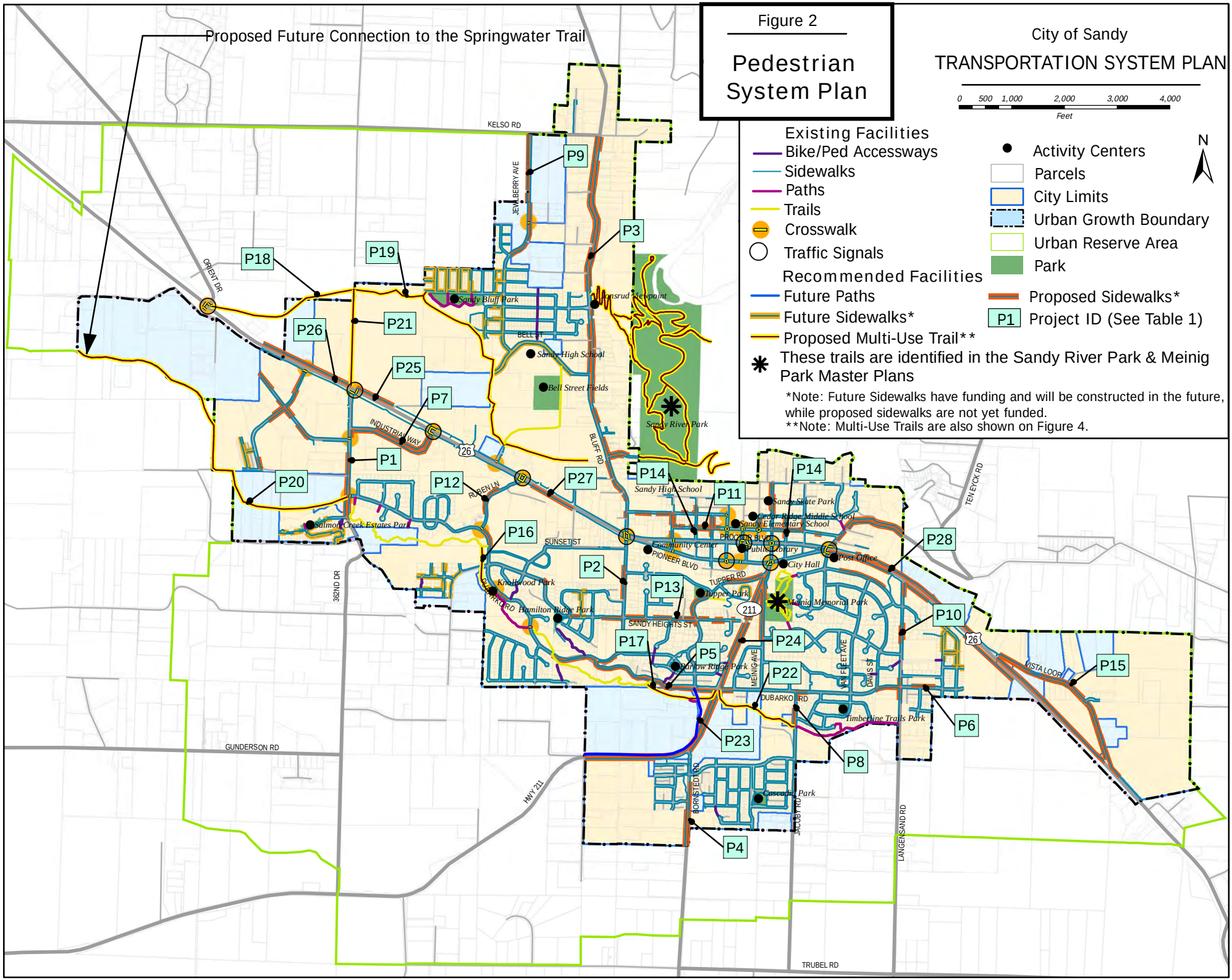
Figure 2
Pedestrian System Plan
City of Sandy
TRANSPORTATION SYSTEM PLAN
0 500 1,000 2,000 3,000 4,000
Feet
N
Existing Facilities
Bike/Ped Accessways
Sidewalks
Paths
Trails
Crosswalk
Traffic Signals
Recommended Facilities
Future Paths
Future Sidewalks*
Proposed Multi-Use Trail**
These trails are identified in the Sandy River Park & Meinig Park Master Plans
Activity Centers
Parcels
City Limits
Urban Growth Boundary
Urban Reserve Area
Park
Proposed Sidewalks*
P1 Project ID (See Table 1)
*Note: Future Sidewalks have funding and will be constructed in the future, while proposed sidewalks are not yet funded.
**Note: Multi-Use Trails are also shown on Figure 4.
Proposed Future Connection to the Springwater Trail
KELSO RD
JEWELBERRY AVE
ORIENT DR
INDUSTRIAL WAY
BELL ST
BLUFF RD
RUBEN LN
SUNSET ST
PIONEER BLVD
BROOKS BLVD
TUPPER RD
SANDY HEIGHTS ST
DUBARKO RD
MEINIG AVE
VAN FLEET AVE
DAVIS ST
VISTA LOOP
TEN EYCK RD
362ND DR
GUNDERSON RD
HWY 211
BORNSTEDT RD
JACOBY RD
LANGENSAND RD
TRUBEL RD
Sandy Bluff Park
Jonsrud Viewpoint
Sandy High School
Bell Street Fields
Sandy River Park
Salmon Creek Estates Park
Knollwood Park
Hamilton Ridge Park
Community Center
Sandy Skate Park
Cedar Ridge Middle School
Sandy Elementary School
Public Library
City Hall
Post Office
Tupper Park
Meinig Memorial Park
Barlow Ridge Park
Timberline Trails Park
Cascadia Park
P1
P2
P3
P4
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