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

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

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

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

Existing Facilities
- Bike/Ped Accessways
- Paths
- Trails
- Crosswalk
- Traffic Signals

Recommended Facilities
- Future Paths
- Future Sidewalks
- Proposed Multi-Use Trail

*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.

These trails are identified in the Sandy River Park & Meinig Park Master Plans.

Project ID (See Table 1)
- P1
- P2
- P3
- P4
- P5
- P6
- P7
- P8
- P9
- P10
- P11
- P12
- P13
- P14
- P15
- P16
- P17
- P18
- P19
- P20
- P21
- P22
- P23
- P24
- P25
- P26
- P27
- P28
- P29

City of Sandy
TRANSPORTATION SYSTEM PLAN

0 500 1,000 2,000 3,000 4,000 Feet

0 500 1,000 2,000 3,000 4,000 Feet

Activity Centers
Parcels
City Limits
Urban Growth Boundary
Urban Reserve Area
Park
Proposed Sidewalks
Project ID (See Table 1)
Future Paths
Future Sidewalks
Proposed Multi-Use Trail

Salmon Creek Estates Park
Sandy Bluff Park Jonsrud Viewpoint
Sandy High School
Bell Street Fields
Hamilton Ridge Park
Knollwood Park
Public Library
Sandy River Park
Community Center
Barlow Ridge Park
Sandy High School
Sandy Elementary School
Cedar Ridge Middle School
City Hall Post Office
Tupper Park
Cascadia Park

Figure 2
Pedestrian System Plan