

# City of Sandy

## Agenda

### **City Council Work Session Meeting**

**Meeting Location:** City Hall- Council Chambers, 39250 Pioneer Blvd., Sandy, Oregon 97055

**Meeting Date:** Tuesday, February 12, 2019

**Meeting Time:** 6:00 PM

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Page

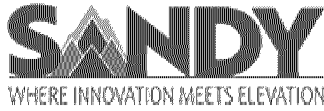
**1. ROLL CALL**

**2. NEW BUSINESS**

- 2.1. City Council Work Session - ODOT  
[ODOT Work Session - Pdf](#)  
[ODOT Signals](#)  
[Functional Classification Map from TSP](#)

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**3. ADJOURN**



## Staff Report

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**Meeting Date:** February 12, 2019  
**From** Mike Walker, Public Works Director  
**SUBJECT:** ODOT Work Session

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**Background:**

Last Fall Council inquired about several topics relating to US 26, OR-211 and ODOT. Staff suggested a work session with ODOT representatives in attendance. The following is a list of the topics identified for the workshop:

1. Status of City/ODOT STIP (State Transportation Improvement Program) project; Vista Loop to Ten Eyck Road Pedestrian Improvements - in particular project schedule and public involvement
2. Identifying projects on ODOT facilities and shepherding them through the STIP process
3. How warrants for traffic and pedestrian signals are satisfied
4. Traffic signal operations on US 26, especially in the couplet
5. Status of ODOT sand shed property east of Langensand Rd.
6. Oregon Highway Plan and Dept. of Land Conservation and Development policies relating to highway bypass

**Vista Loop to Ten Eyck Pedestrian Connection Project** - The City submitted an application for funding a pedestrian connection between the west end of Vista Loop Dr. and Ten Eyck Road in 2012. The project was funded in the 2015-2018 State Transportation Improvement Program (STIP). The project would construct a paved, ADA compliant pedestrian path on the north side of US 26 between the end of the existing sidewalk at the Sandy Vista Apartments and the existing sidewalk adjacent to the Police Department a distance of approximately 2,700 feet. Since the project was included in the STIP costs have increased and the Council made a commitment in September, 2017 to increase the City's share from about \$330K to \$895K. ODOT's share of the project cost is about \$1.9M. Last Fall ODOT assigned a manager to the project and the project charter has been signed and ODOT is close to issuing a Request for Proposals (RFP) for design and construction management services. The Project Manager, Reem Khaki will be at the workshop to provide more details on the project schedule.

**State Transportation Improvement Program (STIP)** - The STIP is the process by which any agency can submit applications for State or Federal funds for projects on the State system or local facilities. There are several different flavors of STIP funds; safety projects, enhancement, 'fix-it' (repairs), etc. The 2012-2024 STIP is in development

currently. This is a very competitive process with vetting through several committees at the County and Regional level.

**Warrants for Traffic and Pedestrian signals** - ODOT has criteria (or warrants) for approving traffic and pedestrian signals on State highways. Warrants include traffic volumes (both vehicle and pedestrian); safety or accident history; location; and other factors. These criteria must be satisfied before a traffic or pedestrian signal can be considered on a State facility.

**Traffic Signal Operations (especially in the couplet)** - The intersections on Hwy 26 previously identified by the Council include Wolf Dr./Ten Eyck; Bluff Rd. and 362nd. Staff from ODOT's Traffic section will be at the meeting to answer questions on signal timing and priority given to traffic on the highway vs. traffic on intersecting streets; interconnection of signals on US 26; communications between signal controllers and ODOT's Traffic Management Center; current traffic signal controllers including their capabilities and limitations and other areas of interest to the Council.

**ODOT Sand Shed Property East of Langensand Road** - City staff met with ODOT in 2017 to discuss zoning and land use on the sand shed property. ODOT was seeking land further east on Hwy 26 (where most of the snow and ice issues exist) and was interested in what could be done at the existing site under the current zoning in case a suitable replacement was found.

**ODOT and Dept. of Land Conservation and Development (DLCD) Highway Bypass statutes, rules and policies**- Highway bypass projects are increasingly rare and have a long gestation period, the Newberg/Dundee bypass is a good example. These facilities have land use implications as well as traffic impacts explaining why DLCD has administrative rules and policies regarding highway bypasses.

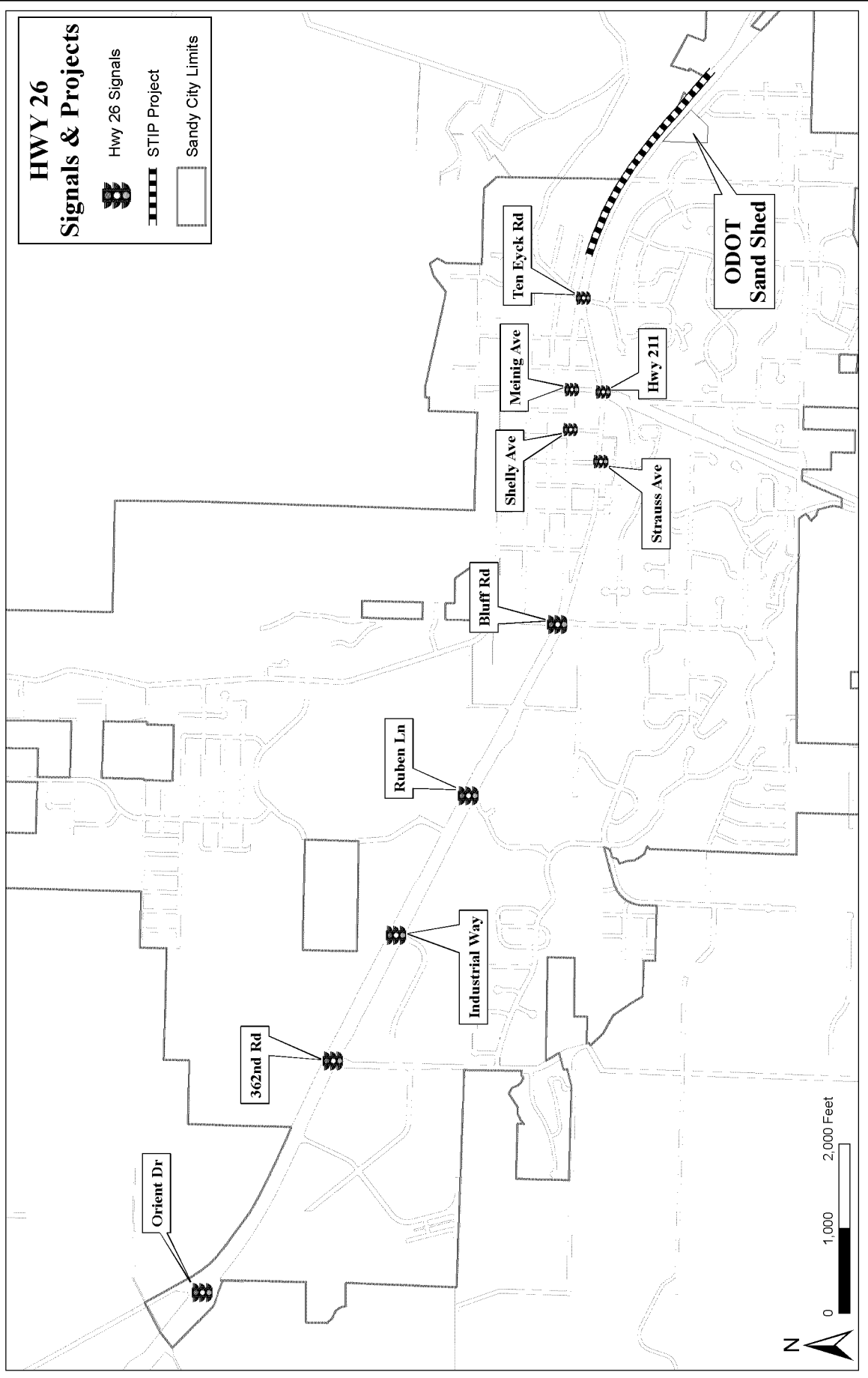
Paul Scarlett, the ODOT Region I Eastside Area Manager is scheduled to attend the meeting and he will be accompanied by the Project Manager for the Vista Loop - Ten Eyck Pedestrian Connection, Reem Khaki; Seth Bromley in Region I Planning (who has also been our contact for the ODOT-funded Transportation System Plan Update) and a practice area expert from Region I Traffic staff.

**Recommendation:**

None: Information Only

**Budgetary Impact:**

N/A



City of Sandy

TRANSPORTATION SYSTEM PLAN

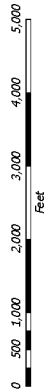


Figure 2

**Roadway Functional Classification**

**Roadway Functional Classification**

- Future\* Existing
- Major Arterial
- Minor Arterial
- Residential Minor Arterial
- Collector
- Local Streets
- County Arterial/Collectors
- Parcels
- City Limits
- Urban Growth Boundary
- Urban Reserve Area

\*Note: Alignments are conceptual only, and will be refined based on topographic, environmental, and other constraints. Also note, the width of the line for the proposed bypass does not represent a proposed roadway width, but rather a potential swath.

