

**INTERGOVERNMENTAL  
SPECIAL TRANSPORTATION AREA  
MANAGEMENT AND DESIGN PLAN  
CITY OF SANDY**

THIS AGREEMENT is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "ODOT"; and The City of Sandy, acting by and through its City Council, hereinafter referred to as "CITY".

**RECITALS**

1. By the authority granted in ORS 190.110 and 283.110, state agencies may enter into agreements with units of local government or other state agencies for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
2. Highways 26 and 211 are part of the State Highway system under the jurisdiction and control of the Oregon Transportation Commission. Highway 26 is classified as a Statewide Freight Route. Highway 211 is classified as District Highway. Between milepoint 23.87 and milepoint 24.61, Highway 26 functions as a one-way couplet with east-bound traffic routed on Proctor Boulevard and west-bound traffic routed on Pioneer Boulevard. Highway 211 intersects with Pioneer at the east end of the couplet.
3. The improvement, operation, and maintenance of Highways 26 and 211 are the jurisdiction of ODOT. CITY retains full jurisdiction and control beyond the curb, of Highway 26 within the one-way couplet area per Intergovernmental Agreement 2811, executed February 10, 1965.
4. Within this one-way couplet area Highways 26 and 211 provide access to community activities, businesses, and residences and accommodate pedestrian movements along and across the state highways. This area is completely within the Urban Growth Boundary and city limits of the CITY as shown on Exhibit "C", attached hereto and by this reference made a part hereof.
5. CITY designated the area within the one-way couplet along Highway 26 between milepoints 23.87 and 24.61 (between and including the intersections of Bluff Road and Ten Eyke Road), as a Special Transportation Area (STA) in 1995.
6. As described in the 1999 Oregon Highway Plan (OHP), an STA is a designated compact district located on a state highway within an urban growth boundary in which the need for appropriate local access outweighs the considerations of highway mobility except on designated Freight Highways where accessibility and mobility needs are balanced.

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7. Planning standards for state highway facilities are controlled by the OHP. The OHP requires the preparation and adoption of a Management Plan for a designated STA on Statewide Freight Routes. CITY and ODOT have prepared a Management Plan described in Exhibit "A" and Design Plan described in Exhibit "B", attached hereto and by this reference made a part hereof. The Management Plan finds that the OHP mobility performance standards can be maintained in the one-way couplet area and the State Highways can accommodate freight and through traffic movement within the planning period of the Management Plan.
8. CITY has adopted the Sandy Comprehensive Plan (CP), the Sandy Transportation System Plan (TSP), and the Sandy Urban Renewal Plan (URP) all of which are attached hereto by reference and made a part hereof. These plans contain elements, including projects, programs and actions that are described in Exhibit A and Exhibit B which will support a compact, mixed use, pedestrian friendly downtown and are consistent with the OHP regarding land use and transportation.
9. Upon execution, this agreement shall replace Agreement Number 20840 between the CITY and ODOT and Agreement Number 20840 shall have no further force or effect.

**NOW THEREFORE**, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

**TERMS OF AGREEMENT**

1. Under such authority, CITY and ODOT agree to implement the Management Plan and Design Plan and those relevant portions of the CITY CP, TSP and URP in the manner agreed to in this IGA.
2. This Agreement serves as ODOT's written permission to CITY to perform work identified in this agreement within the State Highway Roadway pursuant to ORS 374.305.
3. The obligations of the Management Plan and Design Plan shall begin on the date all required signatures of the IGA are obtained and the Oregon Transportation Commission amends the OHP to designate these state highway segments as an STA. This IGA shall terminate 10 years from the date of execution, unless extended by a fully executed amendment agreed upon by both parties.

**CITY OBLIGATIONS**

1. CITY shall design and complete improvements identified in the Management Plan and Design Plan and relevant sections of the CITY CP, TSP and URP within the STA boundaries in the following manner.
  - A. In developing these projects, CITY shall follow the general design elements and guidelines included in the CITY CP, TSP and URP, and design guidelines in "A

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Policy on Geometric Design of Highways and Streets”, 2001 (or latest version) by the American Association of Highway and Transportation Officials, and may incorporate design elements recommended in the ODOT publication “A Highway Runs Through It.”

- B. CITY shall prepare general cost estimates, designate the party or parties responsible for implementation of improvements, likely funding sources, and an anticipated time frame for completion of improvements for each planned improvement.
- C. Prior to construction of improvements, CITY shall consult with ODOT on project design and construction.
- D. CITY is responsible for all maintenance and costs associated with any projects or improvements designed, constructed and funded by CITY beyond the curbs and on the road pavement between the curbs on the State Highways within the STA area. All projects relating to or affecting traffic signals on State Highways will require a separate Agreement to address maintenance responsibilities and costs.
- E. Proposed locations for future traffic signals have been determined for the STA area and adopted in the CITY TSP. CITY acknowledges that the State Traffic Engineer must approve the installation of all new traffic signals on the State Highways. Any future signals approved by State Traffic Engineer as a pilot project will be monitored for the effects of safety.
- F. If CITY determines that additional traffic signals are needed on State Highways within the STA area, CITY agrees that the location of any additional traffic signals not currently part of the CITY TSP must be consistent with the street network indicated in the CITY CP Map and the Manual on Uniform Traffic Control Devices (MUTCD) and such installations on State Highways must be approved by the State Traffic Engineer. If additional signals are approved these signals would be considered a pilot project, and will be monitored for the effects on safety.
- G. CITY agrees to comply with the MUTCD for any signs designed and installed adjacent to the roadway.
- H. CITY shall obtain road approach permits from ODOT, pursuant to OAR 734 Division 51, for changes in public street connections to the State Highways.
- I. CITY will work to provide the primary access to STA from city streets. The planned goal regarding access spacing is to have ~~public~~ private driveways spaced at least 500 feet apart and traffic signals spaced at least one-half mile apart. Consolidation and elimination of private driveways on State Highways within STA area will take place over time as safety issues are identified, or in concert with construction projects or with changes in use.

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- J. CITY shall obtain permits from ODOT for utility work (e.g., water, sewer, and telecommunications) between the curbs of Proctor and Pioneer Boulevards within the STA area. However, no permit fees will be assessed for utility work in the Pioneer Blvd roadway since it remains within CITY right-of-way.
2. CITY agrees to retain CITY Sign Code, Section 15.32.050 that explicitly allows ODOT to place street identification and traffic control signs beyond the roadway curb without the requirement of a city permit.
  3. CITY shall continue to require design review process of projects and improvements that occur beyond the curb, including street lights, traffic signals and controllers.
  4. CITY shall submit notice of development proposals adjacent to Highways 26 and 211 to ODOT for review and comment.
  5. CITY and ODOT must agree to the traffic analysis methodology for development proposals adjacent to Highways 26 and 211. The analysis must be consistent with the Oregon Highway Plan.
  6. CITY shall adopt zoning regulations which allow a mix of uses appropriate and desirable in the downtown area, including public and civic uses, service and retail uses, professional office uses, art galleries and limited residential development.
  7. CITY agrees to comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279.312, 279.314, 279.316, 279.320 and 279.555, which hereby are incorporated by reference. Without limiting the generality of the foregoing, CITY expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Section V of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations
  8. CITY shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform the work under this Agreement including, but not limited to, retirement contributions, workers compensation, unemployment taxes, and state and federal income tax withholdings. All employers, including CITY, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. CITY shall ensure that each of its subcontractors complies with these requirements.
  9. CITY shall, to the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, indemnify, defend, save, and hold harmless the State of Oregon, Oregon Transportation Commission and its members, Department of Transportation, its officers and employees from any and all claims, suits, and

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liabilities which may occur in the performance of any projects within the STA boundaries.

**ODOT OBLIGATIONS**

1. ODOT shall continue to administer road approach permits for access to the State Highways, pursuant to OAR 734 Division 51.
2. ODOT retains authority over, and responsibility for, maintenance and operation of the road pavement between the curbs on Pioneer and Proctor Boulevards in the STA area. ODOT may contract with CITY for maintenance activities such as street sweeping or snow removal
3. ODOT agrees that the maintenance of any new city-sponsored projects that are constructed between the curbs on Pioneer and Proctor Boulevards after the date of this agreement will be the responsibility of CITY. ODOT and CITY may enter into agreements to appropriately address how those responsibilities will be met.
4. ODOT will consult with the CITY for all improvements ODOT makes to the State Highways within the STA before construction. At its option, ODOT may transfer funding for the development and construction of such highway improvements to the CITY by separate agreement.
5. ODOT agrees that projects designed, funded and constructed by ODOT through the STIP or other funding sources will be maintained by ODOT unless agreed to in a separate agreement.
6. The ODOT State Traffic Engineer shall consider all applications for installation of new traffic signals on the State Highways within the STA. In determining whether a new signal is appropriate, the State Traffic Engineer will exercise maximum flexibility allowed under its authority and will consider the goals identified in the CITY TSP for the STA.
7. ODOT agrees that any utility relocations necessitated by work on Pioneer Boulevard in the STA will be performed at no cost to the CITY. Reasonable expenses for utility relocation or adjustment performed by the CITY or its contractors in this area shall be reimbursed by ODOT after prior review for approval.
8. ODOT agrees to review and provide comments on all CITY sponsored improvements that physically involves the road pavement and air space between the curbs on the State Highways within the STA within 30 days.

**GENERAL PROVISIONS**

1. This Agreement may be terminated by mutual written consent of both parties upon 30 days' notice, in writing and delivered by certified mail or in person.

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ODOT may terminate this Agreement effective upon delivery of written notice to CITY, or at such later date as may be established by ODOT, under any of the following conditions.

- a. If CITY fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
- b. If CITY fails to perform any of the other provisions of this Agreement in accordance with the terms and conditions of this Agreement or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from ODOT fails to correct such failures within 10 days or such longer period as ODOT may authorize.
- c. If Federal or State laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if ODOT is prohibited from paying for such work from the planned funding source.

Any termination of this Agreement shall not prejudice any rights or obligations accrued to the parties prior to termination.

2. CITY acknowledges and agrees that ODOT, the Secretary of State's Office of the State of Oregon, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of CITY which are directly pertinent to the specific agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of three years after final payment. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by ODOT.
3. This Agreement, attached exhibits, and all other agreements referenced herein, constitute the entire agreement between the parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. Where there may be conflicts within the five plans and this Agreement, the terms of this Agreement will control. No waiver, consent, modification or change of terms of this Agreement shall bind either party unless in writing and signed by both parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of ODOT to enforce any provision of this Agreement shall not constitute a waiver by ODOT of that or any other provision.

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**IN WITNESS WHEREOF**, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

The Oregon Transportation Commission is scheduled to amend the OHP to designate these Highway segments as an STA on January 14, 2004.

The Oregon Transportation Commission on June 18, 2003, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations.

On September 6, 2002, the Director of the Oregon Department of Transportation approved Subdelegation Order No. 2, in which the Director delegates authority to the Division and Region Managers to approve and execute agreements for day to day operations.

City of Sandy, by and through its elected officials

STATE OF OREGON, by and through its Department of Transportation

By *Judith Malone*  
Title *Mayor*

By *Mark J. ...*  
Region Manager

Date *12-19-03*

Date *12/10/03*

By \_\_\_\_\_

By *William B. ...*  
District Manager

Title \_\_\_\_\_

Date \_\_\_\_\_

Date *12-22-03*

**APPROVED AS TO LEGAL SUFFICIENCY**

By \_\_\_\_\_  
City Legal Counsel

Date \_\_\_\_\_

CITY Contact:

**SANDY SPECIAL TRANSPORTATION AREA**

**Exhibit A**

**MANAGEMENT PLAN**

**And Exhibit B**

**DESIGN PLAN**

**SEPTEMBER 2003**

Prepared by the City of Sandy  
And the Oregon Department of Transportation Region 1



## **SANDY STA MANAGEMENT AND DESIGN PLAN**

This plan is a requirement of, and an addendum to, the May 2003 Agreement (ODOT miscellaneous contracts and agreements # 20840) between the City of Sandy and the Oregon Department of Transportation.

The Mt Hood Highway is part of the State Highway system. The improvement, operation, and maintenance of the highway is the jurisdiction of the Oregon Department of Transportation. ODOT recognizes that, in the Sandy downtown, the highway serves a function to provide access to community activities, businesses, and residences and to accommodate pedestrian movements along and across the highway. The downtown and the boundaries of the Special Transportation Area are defined as Pioneer and Proctor Boulevards, between and including the intersections of Bluff Road and Ten Eyck Road; highway mile post numbers 23.87 to 24.61)

This Management Plan recognizes that the City of Sandy has adopted a Comprehensive Plan, a Transportation System Plan, and an Urban Renewal Plan. These plans support a compact, mixed use, pedestrian friendly downtown and are consistent with the ODOT Highway Plan Policies on Land use and Transportation.

In the name of governmental efficiency the City of Sandy, therefore, desires to be able to implement projects in the downtown on the State Highway consistent with the appropriate plans without the need for ODOT permits.

### **Exhibit A Management Plan**

#### **Management Plan: Roles and Responsibilities:**

##### **A. Responsibilities and authority under the STA agreement.**

1. City will design and complete projects based on the STA Design Plan as an agent of ODOT. City will consult with ODOT on project design and construction, but ODOT will not require issuance of permits for these projects. City Agrees to follow "A Policy on Geometric Design of Highways and Streets, 2001 (or latest version) by the American Association of Highway and Transportation Officials and the Manual of Uniform Traffic Control Devices (MUTCD). Projects may include lane restriping, curb extensions, undergrounding utilities, and widening sidewalks.

However, the State Traffic Engineer shall approve the installation of signals as required by Oregon Administrative Rule. The State Traffic Engineer will exercise maximum flexibility allowed by the office and take into account the need identified in the Sandy TSP, the 25MPH speed in the CBD, the fact that the design is consistent with the MUTCD, the fact that the signals would be a pilot project, and that the installation will be monitored for the effects on safety.

3. City agrees to maintain any projects designed, and constructed and funded by the City on the state highway in the STA area. This responsibility remains even if this agreement is dissolved.
4. Projects funded and built directly by ODOT (through the STIP or other funding sources) may be designed and managed by ODOT, with consultation with the City on design and construction issues. At its option, ODOT may delegate these projects to the City.
5. City agrees to indemnify and hold ODOT harmless for liability claims arising from the deviations from standard ODOT practices identified in this agreement.

**B. Responsibilities and authority not affected by the STA agreement.**

1. The City will continue to be subject to ODOT permits for utility work (e.g., water, sewer, and telecommunications) between the curbs of Proctor and Pioneer Blvds. No permit fees will be assessed for Pioneer Blvd (since it remains City right-of-way), but a permit application will be required.
2. The City retains full jurisdiction and control behind the curb, per the 1965 agreement. This includes:

Sign regulation. The City Sign Code, 15.32.050 explicitly allows ODOT to place street identification and traffic control signs without the requirement for a city permit. City agrees to comply with MUTCD for any signs designed and installed.

The City will continue design review of projects and improvements behind the curb, including street lights, traffic signals and controllers.

3. ODOT retains authority over, and responsibility for, maintenance and operation of the area between the curbs on Pioneer and Proctor

Boulevards. This does not preclude ODOT from contracting with the City in areas such as street sweeping or snow removal. The City, however, agrees to maintain projects funded and constructed by the City.

4. ODOT will continue to administer the Access Management Rule.

## **Management Plan: Oregon Highway Plan Elements**

The Oregon Highway Plan requires the preparation and adoption of a management plan for Special Transportation Areas on Statewide Freight Routes. The Mt Hood Highway through Sandy is such a route. The Management Plan must address the following requirements according to Action 1B.11 of the 1999 Oregon Highway Plan (p54):

**Management Plan.** The management plan for each STA in the local transportation system plan shall include:

- Clearly defined STA boundaries;
- Goals and objectives;
- Design standards that are to be applied to the STA to improve local access and community functions. These may include highway mobility standards, street spacing standards, signal spacing standards and street treatments, and must be reviewed by the Technical Services Manager or his/her designee;
- Strategies for addressing freight and through traffic including traffic speed, possible signalization, parallel or other routes, and actions in other parts of the corridor which address through traffic needs;
- Parking strategies, which address on and off street and shared parking;
- Provisions for a network of local traffic, transit, pedestrian, and bicycle circulation;
- An analysis of the regional and local traffic and safety impacts of the STA to determine the effects of the STA designation. All parties must agree to the analysis methodology, and it must be consistent with regional plans and ODOT analysis methods;
- Identification of needed improvements within the STA or improvements that will support access to the STA and designation of the party responsible for implementation, likely funding source and anticipated time frame; and
- Identification of maintenance and operational strategies to be employed.

### **A. CLEARLY DEFINED STA BOUNDARIES;**

The Sandy STA is located on that portion of Highway 26 routed on Pioneer and Proctor Boulevards, a one way couplet, between and including the intersections

of Bluff Road and Ten Eyck Road. The Highway mile posts numbers are 23.87 to 24.61. The STA is completely within the Urban Growth Boundary and the City limits of the City of Sandy, Oregon.

**B. GOALS AND OBJECTIVES;**

**(1) Oregon Highway Plan**

The primary objective of managing highway facilities in the City of Sandy Special Transportation Area is to provide access to community activities, businesses, and residences and to accommodate pedestrian movement along and across the highway in the downtown business district. Direct street connections and shared on-street parking are encouraged. Direct property access is limited in an STA. Local auto, pedestrian, bicycle and transit movements to the business district are generally as important as the through movement of traffic. Traffic speeds are slow, generally 25 miles per hour (40 kilometers per hour) or less. The Land Use and Transportation Policy addresses the relationship between the highway and patterns of development both on and off the highway. It emphasizes development patterns that maintain state highways for regional and intercity mobility and compact development patterns that are less dependent on state highways than linear development for access and local circulation.

**(2) The City of Sandy Comprehensive Plan.**

**Downtown Commercial Policies Consistent with the STA Designation:**

In order to create a vital downtown that has mixed uses to serve the variety of Sandy area residents and visitors, the City shall:

11. Adopt design guidelines to provide the framework for public and private improvements within the downtown area. ( See the Sandy Comprehensive Land Use Plan, the Sandy Transportation Systems Plan (TSP), and the Sandy Urban Renewal Plan)
12. Allow permitted and conditional uses which meet the purposes of the central business district and which are in scale and character to a traditional downtown business district.
13. Adopt zoning regulations which allow a mix of uses appropriate and desirable in the downtown area, including public/civic uses, service/retail uses, professional office uses, art galleries and limited residential development.
14. Recognize the downtown area as the focal point for concentrated, small-scale commercial retail and service uses, which can be integrated with public uses and spaces.

15. Limit expansion of the downtown commercial area to the north of the existing downtown rather than east or west along Highway 26 in order to avoid linear strip development.
16. Develop the west and east ends of the downtown as gateways to the downtown.
17. Encourage a mix of office, commercial uses, residential uses, and retail shopping within buildings or development sites in the downtown core.
18. Encourage offices, housing, and other non-storefront type of uses to occupy the upper floors of buildings in the downtown area in compliance with applicable design standards.
19. Require that all developments be connected by safe, direct sidewalks. Sidewalks shall be located along all downtown streets, and the use of mid-block walkways should be discouraged except on unusually long blocks.
20. Require public spaces such as small plazas or sitting areas as part of commercial or mixed use projects of over 10,000 gross square feet in the downtown core. A fee in lieu of the provision of such public space may be assessed by the City.
21. When feasible, ensure the creation of transit stops in the downtown core and surrounding area. Consider the possibility of locating park-and-ride lots immediately adjacent to, or within, downtown.

In order to ensure that the downtown area develops at sufficient intensity, the City of Sandy shall:

22. Encourage new development that is two or more stories in height unless market and other factors strongly dictate otherwise.
23. Encourage higher density residential development such as apartment buildings, row houses, townhouses, condominiums, and residences above first floor commercial in the downtown area. A density of 10 to 20 dwelling units per gross acre is encouraged for the residential district abutting the Central Business District. No minimum density shall be required for residential development located above commercial development in the downtown area.
24. Encourage new development that has the potential of having an average of at least 30 jobs per net acre in the downtown commercial areas. This employment density may be adjusted to allow for the fact that retail employment densities are lower (typically about 25 jobs per acre), and for mixed-use developments that include residential units above the ground floor.
25. Prohibit new single-family detached residential development in the downtown area.

26. Encourage shared parking arrangements whenever neighboring facilities have different peak use periods.
27. Require convenient and safe bicycle parking as part of the parking requirement for all new development in the downtown area.

C. DESIGN STANDARDS THAT ARE TO BE APPLIED TO THE STA TO IMPROVE LOCAL ACCESS AND COMMUNITY FUNCTIONS.

(1) Highway Mobility Standards

The Sandy Transportation Systems Plan (TSP<sup>h</sup>) recognizes that the planning standards applicable to State Highway facilities are controlled by the Oregon Highway Plan (OHP)

The level of service for design hour operation conditions through 20 year horizon for an STA on a Statewide Highway is a LOS E. The Sandy TSP concluded that if the STA designation was adopted by the OTC a LOS E can be maintained on the existing two lane couplets for at least 20 years. Maintenance of the higher levels-of-service required without the designation would require additional lanes.

(Sandy TSP, p 72)

(2) Street And Driveway Spacing Standards

It is the policy of the City of Sandy to work toward providing primary access in the Downtown via City streets and consolidate private accesses. Consolidation and elimination of driveways would take place over time as safety issues are identified, or in concert with constructions projects or with changes in use. The Sandy TSP identifies the following guidelines to work toward: public road spacing at least one-fourth mile (1320 feet); private driveway spacing at least 500 feet; and signal spacing at least one-half mile.

(3) Highway Plan Spacing Standards

Minimum spacing for public road approaches is either the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways, and driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet or mid-block if the current city block spacing is less than 350 feet. (OHP Appendix C)

(4) Signal Spacing Standards

The Sandy TSP identified the need for additional signals in the downtown for the purpose of providing adequate pedestrian circulation. The goal is to have a signal spacing

such that no pedestrian would have to walk more than 400 feet to a protected pedestrian crossing. Additional signals are planned at either Scales and Strause or alternatively at Alt-Shelly, Beers, and Bruns Avenues. (TSP, p104)

D. STRATEGIES FOR ADDRESSING FREIGHT AND THROUGH TRAFFIC INCLUDING TRAFFIC SPEED, POSSIBLE SIGNALIZATION, PARALLEL OR OTHER ROUTES, AND ACTIONS IN OTHER PARTS OF THE CORRIDOR WHICH ADDRESS THROUGH TRAFFIC NEEDS;

(1) Freight and Through Traffic

The Sandy TSP concluded that OHP level of service standards can be maintained in downtown Sandy. Therefore, freight and through traffic will be accommodated.

E. PARKING STRATEGIES WHICH ADDRESS ON AND OFF STREET AND SHARED PARKING;

(1) Sandy Comprehensive Plan Policies

23. Wherever feasible, encourage the provision of on-street parking on both sides of streets. Cooperation with ODOT will be necessary along Highway 26 and Highway 211.
24. Reduce parking requirements for development proposals where existing on-street parking and excess parking from adjacent development is available to meet parking requirements. Consideration should also be given to allowing payment of fees in lieu of required on-site parking. The fees shall be dedicated to the development of public parking lots.
25. Public parking lots may be developed for commercial and other areas in order to help relieve obligations for off-street parking and to encourage commercial development with higher floor-to-area ratios.
26. Encourage shared parking arrangements when parking demands for the sharing uses can be satisfied.
27. Require convenient and safe bicycle parking as part of the parking requirement for all new development, except single-family houses.
28. Require that each downtown development project be connected to adjacent developments by a direct and continuous sidewalk.



(2) Sandy Transportation System Plan

The TSP calls for continuing to provide parking on both sides of these streets: Proctor and Pioneer (TSP, p75, Parking)

F. PROVISIONS FOR A NETWORK OF LOCAL TRAFFIC, TRANSIT, PEDESTRIAN, AND BICYCLE CIRCULATION;

(1) Network Of Local Traffic

a. Sandy Comprehensive Plan: Major Roadway Circulation Policies;

20. Work with property owners and developers to limit the number of accesses onto major roadways. Encourage the use of shared driveways, off-street connections between properties, and access from lower order streets.
21. Work with ODOT to determine locations for necessary traffic control signals. Proposed locations for future traffic signals have been determined for the downtown area in the City of Sandy Transportation System Plan. Other locations need to be determined in order to improve the safety and convenience of pedestrians, bicycles, and automobiles. The location of traffic signals should be consistent with the street network indicated in the Comprehensive Plan Map and current traffic engineering standards.
22. Submit notice of development proposals impacting Highways 26 and 211 to ODOT for review and comment.

b. Sandy Transportation Systems Plan

The Sandy Street Plan begins on page 94 of the Sandy TSP (December 1995 as amended). The planned street network is identified on figure 18.

(2) Transit

a. Sandy Comprehensive Plan: Transit

17. Promote local transit service for Sandy.
18. Promote the creation of transit stops in neighborhood centers and other areas of the city. The City shall consider the possibility of locating park-and-ride lots

immediately adjacent to, or within, the downtown and other neighborhood centers.

19. Identify bus pull-outs and spaces for bus stops and shelters. Some type of bus shelter or other protection from weather should be included at all bus stops in the downtown area. Such protection may consist of awnings or other overhangs from adjacent buildings, provided the sheltered area is adequate to meet the needs of waiting transit riders as well as pedestrians.

b. Sandy Transportation Systems Plan

The Sandy Transit Plan begins on page 91 of the Sandy TSP (December 1995 as amended)

(3) Pedestrian Circulation

a. Sandy Comprehensive Plan: Pedestrian Friendly Street and Streetscape Design

8. Encourage the planting of street trees in tree-deficient areas of the city.
9. Require buildings, awnings, landscaping, and modifications to the street width and sidewalks in commercial areas to create a sheltered, interesting, and safe environment that works for pedestrians as well as for automobiles.
10. Encourage the development of sidewalks on both sides of all streets, especially in high pedestrian activity areas such as near schools and in the downtown area.
11. Develop street, bicycle, and pedestrian facilities that encourage pedestrian-friendly streetscapes.

b. Sandy Transportation Systems Plan

The Sandy Pedestrian Plan begins on page 83 of the Sandy TSP (December 1995 as amended)

(4) Bicycle Circulation

a. Sandy Comprehensive Plan: Bicycle Facilities

12. Establish a system of designated bicycle routes and pathways that link neighborhoods, schools, parks, employment centers, and other points of interest.
13. Establish a logical and coherent transportation network within the city, and provide connections to larger, regional

facilities. Bicycle facilities should be constructed in accordance with the design standards of the Oregon Bicycle and Pedestrian Plan or other approved plan.

14. Make provisions for bicycle facilities in accordance with the bicycle network map. Recognize that this map represents a conceptual plan. Actual bicycle routes will be determined when the proposed street network is more fully developed.
15. Identify and develop local or collector streets which can provide good parallel bicycle facilities with less vehicular traffic within a short distance of an arterial as the preferred bicycle route.
16. Encourage the provision of bicycle racks for existing commercial, industrial, civic, and school facilities.

b. Sandy Transportation Systems Plan

The Sandy Bicycle Plan begins on page 84 of the Sandy TSP (December 1995 as amended).

**G. AN ANALYSIS OF THE REGIONAL AND LOCAL TRAFFIC AND SAFETY IMPACTS OF THE STA TO DETERMINE THE EFFECTS OF THE STA DESIGNATION. ALL PARTIES MUST AGREE TO THE ANALYSIS METHODOLOGY, AND IT MUST BE CONSISTENT WITH REGIONAL PLANS AND ODOT ANALYSIS METHODS;**

Major safety issues were not identified in the TSP process. The TSP concluded that all intersections on US 26 through Sandy are considered to be operating safely (p40). The STA designation is not likely to alter those findings because speeds are relatively low and lane widths are adequate. Implementation of the downtown plan should increase safety for pedestrians.

**H. IDENTIFICATION OF NEEDED IMPROVEMENTS WITHIN THE STA OR IMPROVEMENTS THAT WILL SUPPORT ACCESS TO THE STA AND DESIGNATION OF THE PARTY RESPONSIBLE FOR IMPLEMENTATION, LIKELY FUNDING SOURCE AND ANTICIPATED TIME FRAME;**

(1) Sandy Transportation Systems Plan

A Transportation Needs Project list begins on page 125. Improvements to US 26 within the STA include new signals on Pioneer and Proctor Boulevards at Scales and Strauss Avenues, signal coordination, sidewalks, curb extensions and cross-walks at the signalized intersections as well as Proctor and Hoffman,

Alt, Bruns, and Beers, and at Pioneer and Hoffman, Shelley, Bruns, Scales, and Beers.

(2) City of Sandy Urban Renewal Plan (December 1998).

The Urban Renewal District includes all of the downtown in the STA. The plan includes projects for sidewalks, curb extensions, parking, streetlights, streetscape, traffic signals, and open spaces (see the plan for a list of projects costs and schedules).

I. IDENTIFICATION OF MAINTENANCE AND OPERATIONAL STRATEGIES TO BE EMPLOYED

(1) The City will continue to be subject to ODOT permits for utility work (e.g., water, sewer, telecommunications) between the curbs of Proctor and Pioneer Blvds. No permit fees will be assessed for Pioneer Blvd (since it remains City right-of-way), but a permit application will be required.

(2) Utility relocations necessitated by work on Pioneer Blvd. in the couplet area will be performed at no cost to the City. Expenses for utility relocation or adjustment performed by the City or its contractors in this area shall be reimbursed by ODOT.

(3) The City retains full jurisdiction and control behind the curb, per the 1965 agreement. This includes:

a. Sign regulation. The City Sign Code, 15.32.050 explicitly allows ODOT to place street identification and traffic control signs without the requirement for a city permit. The City agrees to comply with the MUTCD in the design and placement of signs.

b. Design review of projects and improvements behind the curb, including street lights, traffic signals and controllers, sidewalks, and curb extensions.

(4) ODOT retains authority over, and responsibility for, maintenance and operation of the area between the curbs on Pioneer and Proctor Boulevards. This does not preclude ODOT from contracting with the City in areas such as street sweeping or snow removal.

(5) City will maintain projects that are designed and constructed by the City in the highway right-of-way.

## **EXHIBIT B**

### **SANDY STA DESIGN PLAN**

#### **Design Standards The City Of Sandy Will Use In The Implementation Of The STA**

The City of Sandy may make improvements to the Sandy Downtown using the design elements incorporated into the Transportation Systems Plan, the Sandy Comprehensive Plan, and the Sandy Urban Renewal Plan. The City may design and construct other improvements not explicitly listed here, in keeping with the goal of a compact, main street character with buildings spaced close together, adjacent to the street, with little or no setback. They may incorporate elements recommended in the ODOT publication, "A Highway Runs Through It."

#### **A. Sandy Transportation systems Plan**

The following elements of the Sandy Transportation System Plan (TSP) relating to downtown traffic and improvements are hereby incorporated in this Design Plan. The elements include:

1. **Speed Limit**  
Designs will be based on the 25 mph speed limit that currently exists in the STA.
2. **Pedestrian Signals**  
The incorporation of additional pedestrian traffic signals on Pioneer and Proctor Boulevards. These signals will be timed with signals at Bluff and Meinig so as not to impede through traffic. The Alternative locations listed in the TSP are:
  - a. Alternative A-1, Alt/Shelley, Bruns, and Beers: or
  - b. Alternative A-2, Strauss and Scales.
3. **Access Management**  
The City shares the ODOT goal of reducing driveway access to Pioneer and Proctor, where possible, and to encourage access from the cross streets.
4. **Through Traffic**  
Coordination of signal timing on Highway 26, to provide for a smooth flow of through traffic at posted speeds.
5. **Parking**

6. Transportation System
  - a. Continuation of the one way couplet: Pioneer eastbound, Proctor westbound.
  - b. Eventual construction of a bypass to re-route truck traffic out of the downtown.
7. Cross-section
  - a. The City will follow AASHTO Guidelines in determining lane widths and striping
  - b. In the allocation of scarce right-of-way the City will use the following priority.
    - (a). Sidewalks to the maximum identified in the TSP: 8'
    - (b). Reduction of travel lane widths to 11' minimum
    - (c.) In recognition that US 26 is a Statewide Bike Route, removal of the bicycle lane will be considered only if an adequate alternative bike route is designated and the Sandy TSP is amended.
8. As per minimum AASHTO guidelines the minimum lane widths will apply to the cross;-section of Proctor and Pioneer in the STA:
  - a. Travel lanes: 11'
  - b. Parking lanes; 8'
  - c. Bicycle lane: 4'

## **B. Sandy Urban Renewal Plan**

The City may implement the following elements of the Sandy Urban Renewal Plan. Project activities are intended to improve the visual appearance of the renewal area, and provide a safer, more attractive pedestrian environment. The City has adopted standards for downtown public improvements, including streetscape, street furniture, the aesthetics of street lighting and signal equipment, sidewalks, trees and grates, etc.

1. Streetscaping, and landscaping

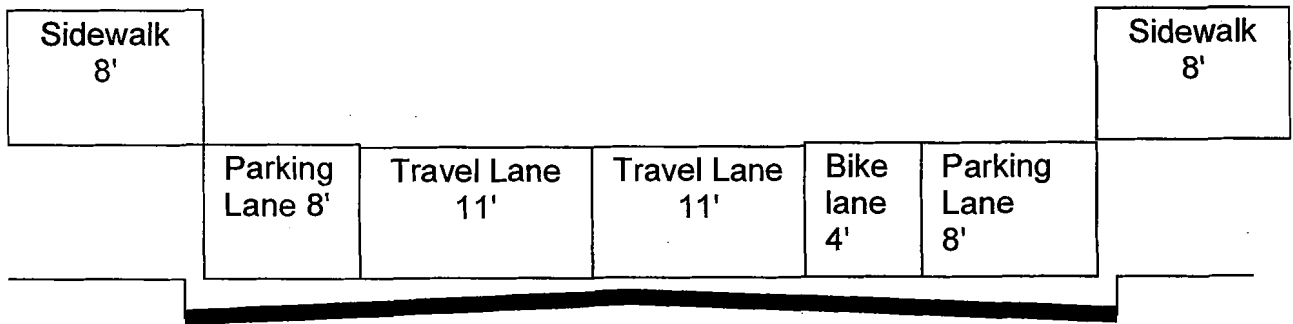
2. Street lighting improvements
3. Street trees
4. Murals and public art
5. Public Parking
6. Traffic signalization
7. Rehabilitation and renovation of properties in the renewal Area
8. A design plan to guide the design and development of the renewal Area
9. Improvements to fire protection in the renewal area
10. Street improvements
11. Construction of a public park or plaza in the renewal area
12. Undergrounding of utility wires
13. Authority to acquire and dispose of land for public improvements, rights-of-way, utility improvements, and private development

### **C. Traffic Calming**

The following projects and improvements may be used to encourage traffic to stay within the 25 mph speed limit:

1. Striping or contrasting materials (e.g., bricks, pavers) at crosswalks.
2. Curb extensions (bulb outs).
3. Flashing overhead or embedded lights at crosswalks.
4. Landscaped medians at the east and west entrances to downtown (i.e., east of Ten Eyck/Wolf and west of Bluff).
5. Narrowed travel lanes (see below) and widened sidewalks.
3. Street trees, streetlights, and building placement spaced so as to create a sense of being in a downtown, pedestrian-oriented area.
5. Phasing (timing) of the traffic signals.
6. Speed enforcement and/or photo radar, as allowed by state law.
7. Speed humps or other intentional mutilation of the road surface will not be used for traffic calming on Proctor or Pioneer Blvds,

### Cross Section



Minimum 42' Curb to Curb

Minimum Cross Section on Proctor and Pioneer Streets in the Sandy  
STA  
(US26)