



PUBLIC INVOLVEMENT PLAN

DATE: January 21, 2021

TO: Project Management Team

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SUBJECT: City of Sandy Transportation System Plan Update

P# 20020-001

This public involvement plan will be used to guide stakeholder and public involvement throughout the City of Sandy's Transportation System Plan (TSP) update. This public involvement plan reflects the commitments from the City of Sandy (City) and the Oregon Department of Transportation (ODOT) to coordinate and carry out public outreach activities to provide community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within their city.

The City will involve the public and stakeholders primarily through a series of committee meetings, public open houses, and work sessions with elected officials. The distribution of project information will primarily occur through the project website.

PUBLIC INVOLVEMENT PURPOSE AND GOALS

The purpose of public involvement when updating a Transportation System Plan (TSP) is to share information and gather input on the needs and issues of the stakeholders, local residents, businesses and key communities in Sandy and the surrounding area.

The public involvement goals include:

- Communicate accurate, understandable, and timely information.
- Actively seek public input throughout the project and engage a broad and diverse audience.
- Provide meaningful public involvement opportunities and demonstrate how input has influenced the process.
- Seek participation of potentially affected and/or interested individuals, neighborhoods, businesses, and organizations.
- Comply with Civil Rights Act of 1964 Title VI requirements. Title VI and its implementing regulations provide that no person shall be subjected to discrimination on the basis of race, color, national origin, language, sex, religion, or disability under any program or activity that receives federal financial assistance.

- Ensure that the public involvement process is consistent with applicable state and federal laws and requirements, and is sensitive to local policies, goals, and objectives.

TARGET AUDIENCES

Getting community members and organizations involved in the TSP process is important for the success of the TSP update. The engagement effort seeks to represent potentially affected and/or interested individuals, neighborhoods, businesses, and organizations. The public involvement process will seek to engage the following types of affected and interested people and organizations in the project area:

- Accessibility groups
- Agency partners working on related plans
- Appointed board/commission members
- Bicycle and pedestrian interests
- Business organizations, associations, and chambers of commerce
- Elected officials
- Emergency services providers
- Environmental interests
- Freight interests
- General public
- Health equity interests
- Housing and community development interests
- Large employers
- Local event organizers
- Local media
- Minority groups
- Recreation interests
- Senior services
- Transit interests, including current or potential passenger transit riders/users

DECISION-MAKING STRUCTURE

The City Council makes all final decisions for this project. The Project Management Team (PMT) will make recommendations to the City Council based on technical analysis and stakeholder input. The decision-making structure for the TSP was developed to establish clear roles and responsibilities throughout the project. The PMT believes the best way to build support for this project is to have an open, inclusive process that is viewed as credible by all stakeholders.

COMMUNITY ADVISORY COMMITTEE (CAC)

To support development of a credible decision-making process, a Community Advisory Committee (CAC) will be assembled to provide community-based recommendations. CAC members will include various state and local agency staff and community representatives. The CAC is the primary recommendation body for the project team and is anticipated to meet four times throughout the project duration at key milestones. CAC meetings will be open to the public and include a public comment period.

ELECTED OFFICIALS WORK SESSIONS AND BRIEFINGS

The city councilors and planning commissioners of Sandy will engage in the TSP development process through a series of three work sessions. The first work session will summarize the needs and solutions, and any new code concepts. The second work session is intended to gain consensus on what should constitute the Planned and Financially Constrained Transportation Systems, Alternative Mobility Targets, and discuss any additional changes to TSP Policy and Regulatory Solutions. The final work session will review the Adoption Draft Updated TSP and Adoption Draft Implementing Language, these documents are the final draft documents before the TSP is completed.

COMMUNITY EVENTS

The CAC will serve as the primary tool for collaboration and consensus building for the duration of the project. The following list summarizes stakeholder engagement and informational tools and activities that will be used throughout the project to engage and inform a broader public audience:

- **Tabling Events** – One-on-one conversation opportunities during existing community gatherings. Two events will occur, the first to present the Project purpose, opportunities for community input, and the key findings from Technical Memos 1 - 5, while the second will present the planned and financially constrained solutions from Technical Memos 6 - 8.
- **Community Meeting #1 and Online Community Meeting #1**– In person and online opportunity to gain community feedback on the Draft Planned and Financially Constrained Transportation Systems and Draft Alternative Mobility Targets.
- **Project Digital Announcements** – To promote participation in Tabling Events, Community Meeting #1 and Online Community Meeting #1.

DISTRIBUTION AND REVIEW OF WORK PRODUCTS

The City will email project work products directly to CAC members, and post them to the project website for access by all target audiences as described earlier in this public involvement plan. CAC members will have the capability to comment directly through regular committee meetings. All other target audiences are encouraged to comment during the public comment period at the end of CAC meetings, at public open houses, and through the project website. The project website will facilitate public input by including an option to contact the City project manager.

DEMOGRAPHIC ANALYSIS

As part of the outreach to engage citizens and stakeholders in the TSP project, the City will make special efforts to involve minority and low-income groups. The demographic data summarized below identifies areas that have higher representation of minority and low-income groups. Overall, the 2018 American Community Survey (ACS) estimated that the population of Sandy is approximately 11,000, with a median household income of \$64,296 and a poverty rate of about 11

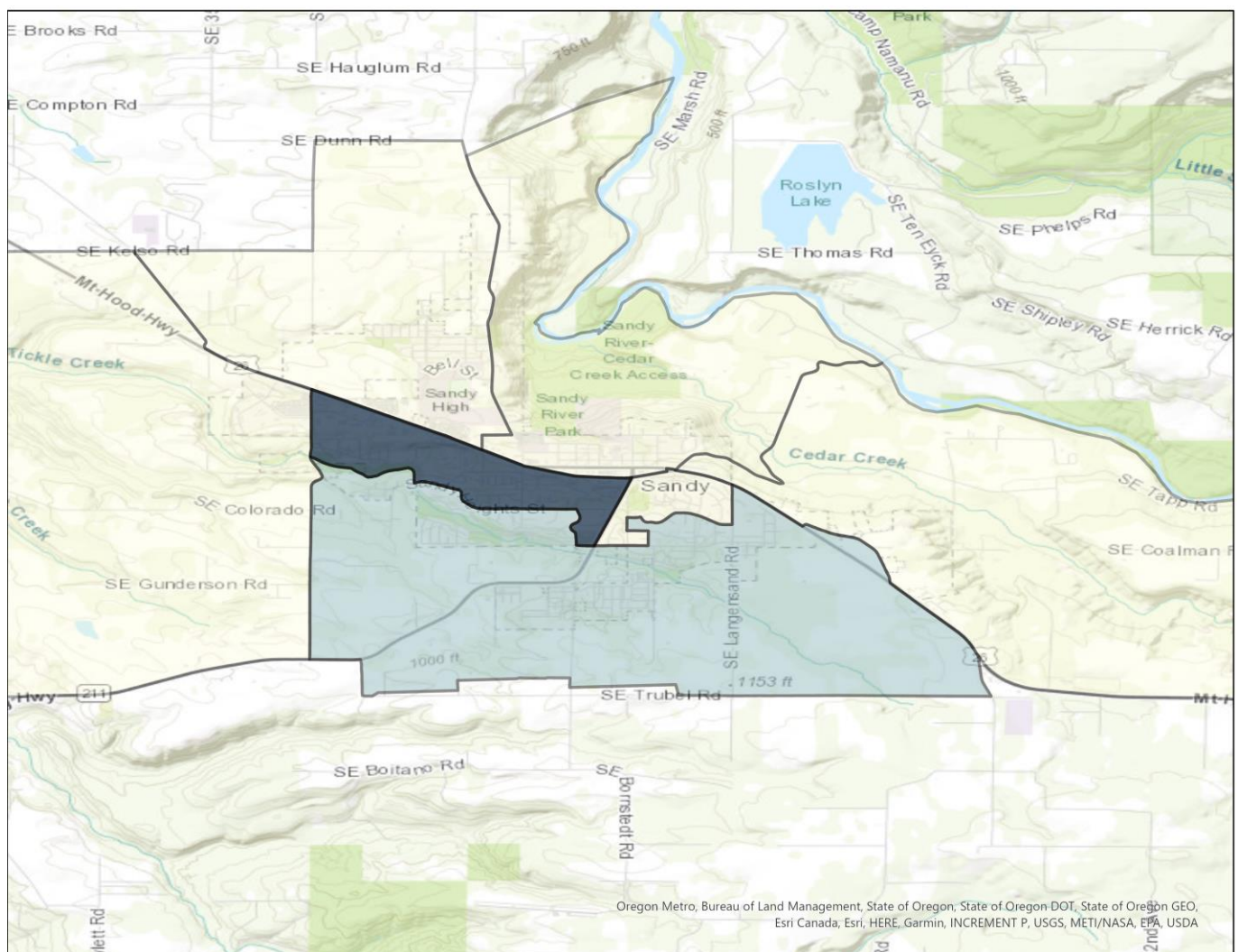
percent. About 93 percent of the population is white, 12 percent is over the age of 65, and 13 percent reported a disability.

Compared to the State of Oregon, the City of Sandy has a much lower proportion of residents over the age of 65 (18 percent statewide), a slightly lower median income, poverty rate, and people reporting a disability, and a slightly higher proportion of residents who are white.

LIMITED ENGLISH PROFICIENCY HOUSEHOLDS

The 2018 American Community Survey (ACS) estimated that there are 28 households with limited English proficiency in Sandy. These households represent less than 2 percent of the total households within their respective block groups, as indicated by the darker shading in Figure 1. The language groups reported for these households are Indo-European and Asian-Pacific Islander.

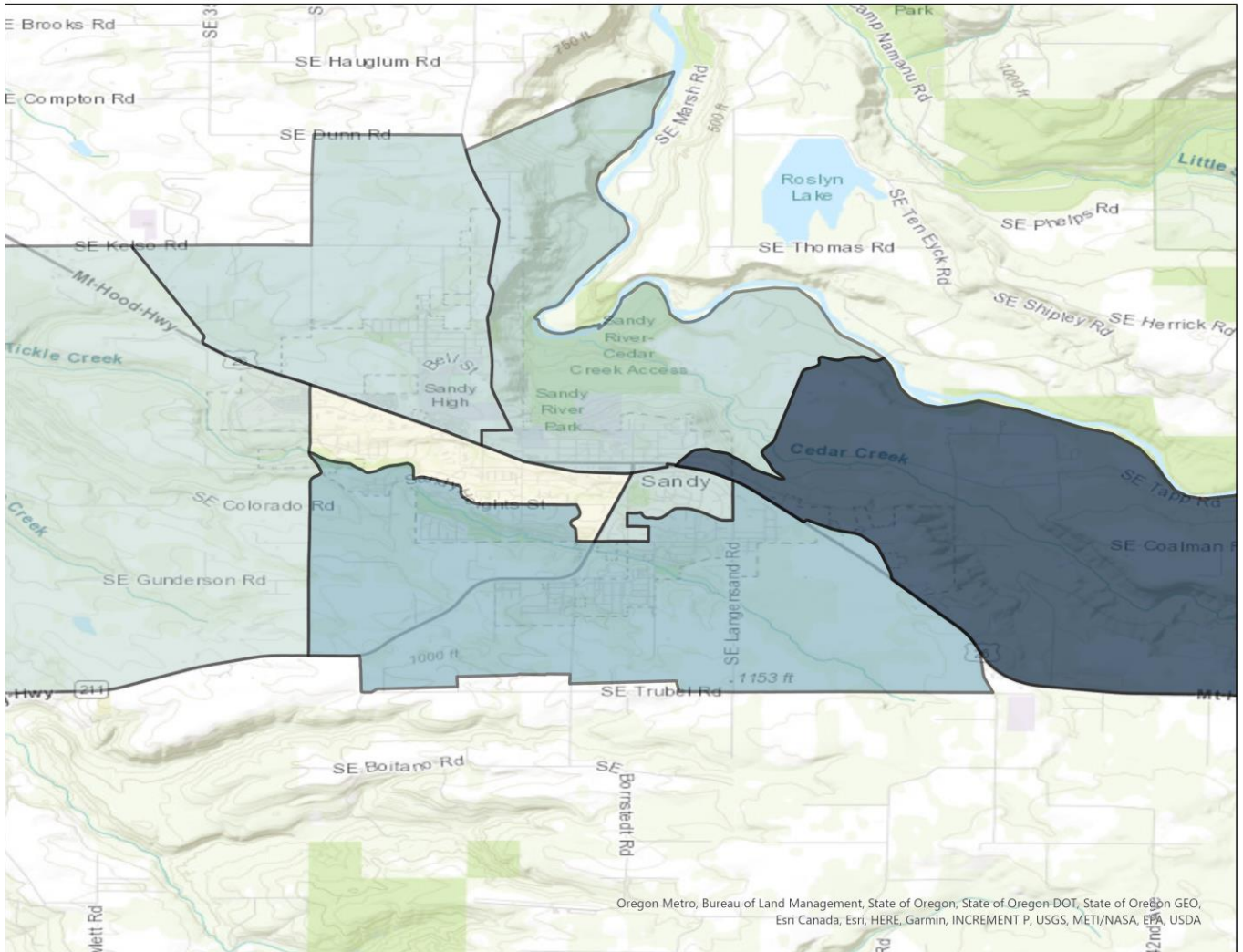
FIGURE 1: DISTRIBUTION OF LIMITED ENGLISH PROFICIENCY HOUSEHOLDS



SPANISH SPEAKING HOUSEHOLDS

The 2018 ACS estimated that there are 210 Spanish speaking households in Sandy. The highest proportion of these households is located north of US 26 in the eastern part of the city, as indicated by the darker shading in Figure 2. However, it is reported that none of these Spanish speaking households lack English proficiency.

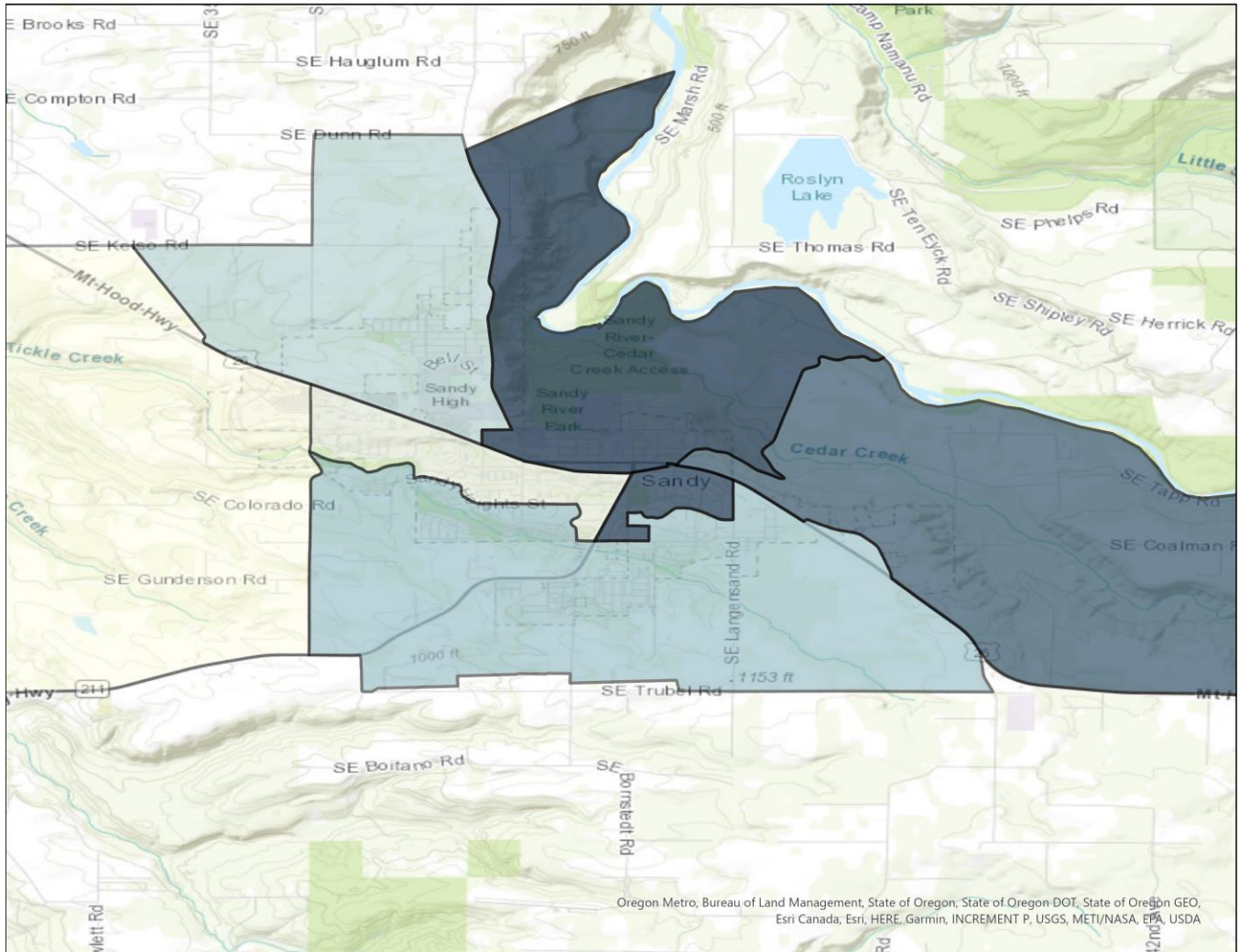
FIGURE 2: DISTRIBUTION OF SPANISH SPEAKING HOUSEHOLDS



MINORITY GROUPS

The 2018 ACS estimated approximately 1,900 people in Sandy are African American, Native American, Hispanic, Latino, or two or more races. Minority residents are distributed throughout Sandy, with the highest proportions north and south of US 26 in central Sandy and to the east, as indicated by the darker shading in Figure 3.

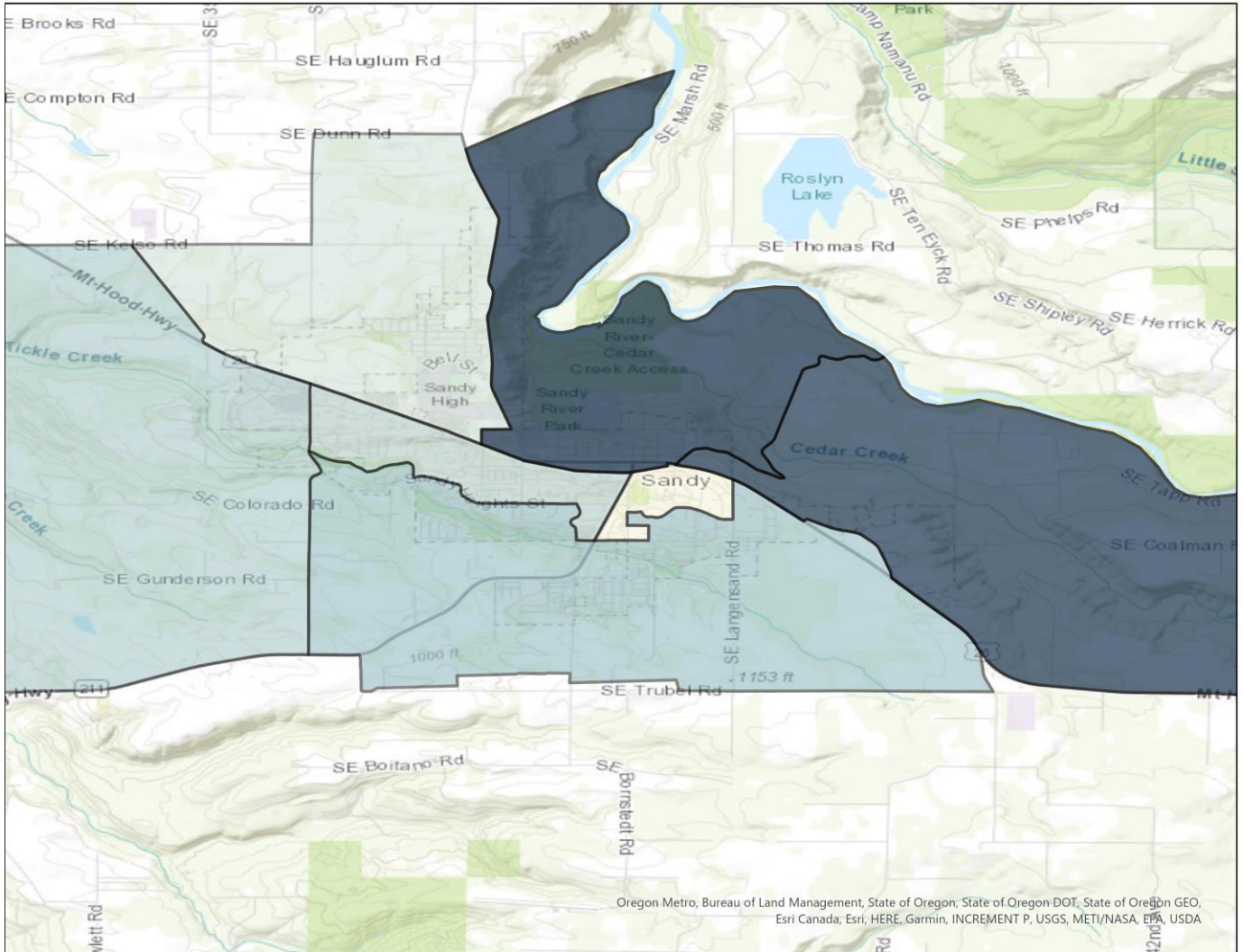
FIGURE 3: DISTRIBUTION OF MINORITY GROUPS WITHIN SANDY



IMPOVERISHED RESIDENTS

The 2018 ACS estimated 484 households in Sandy with an income below the poverty level. The block groups north of US 26 in central and eastern Sandy contain the highest proportion of these households, as indicated by the darker shading in Figure 4.

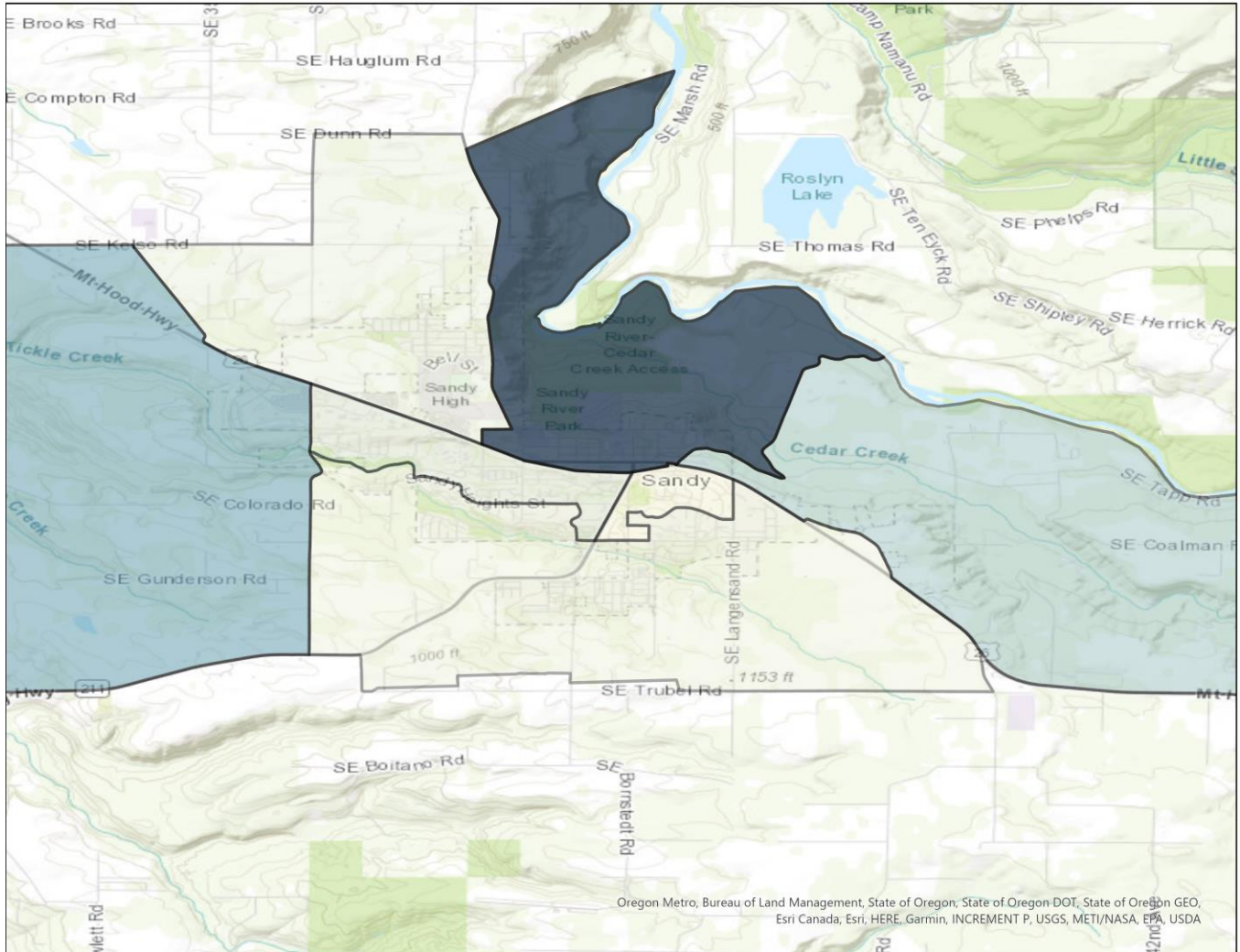
FIGURE 4: DISTRIBUTION OF IMPOVERISHED HOUSEHOLDS



ELDERLY POPULATION

The 2018 ACS estimated approximately 2,000 people over the age of 65 in Sandy. The highest proportion of elderly residents is in the block group north of US 26, as indicated by the darker shading in Figure 5.

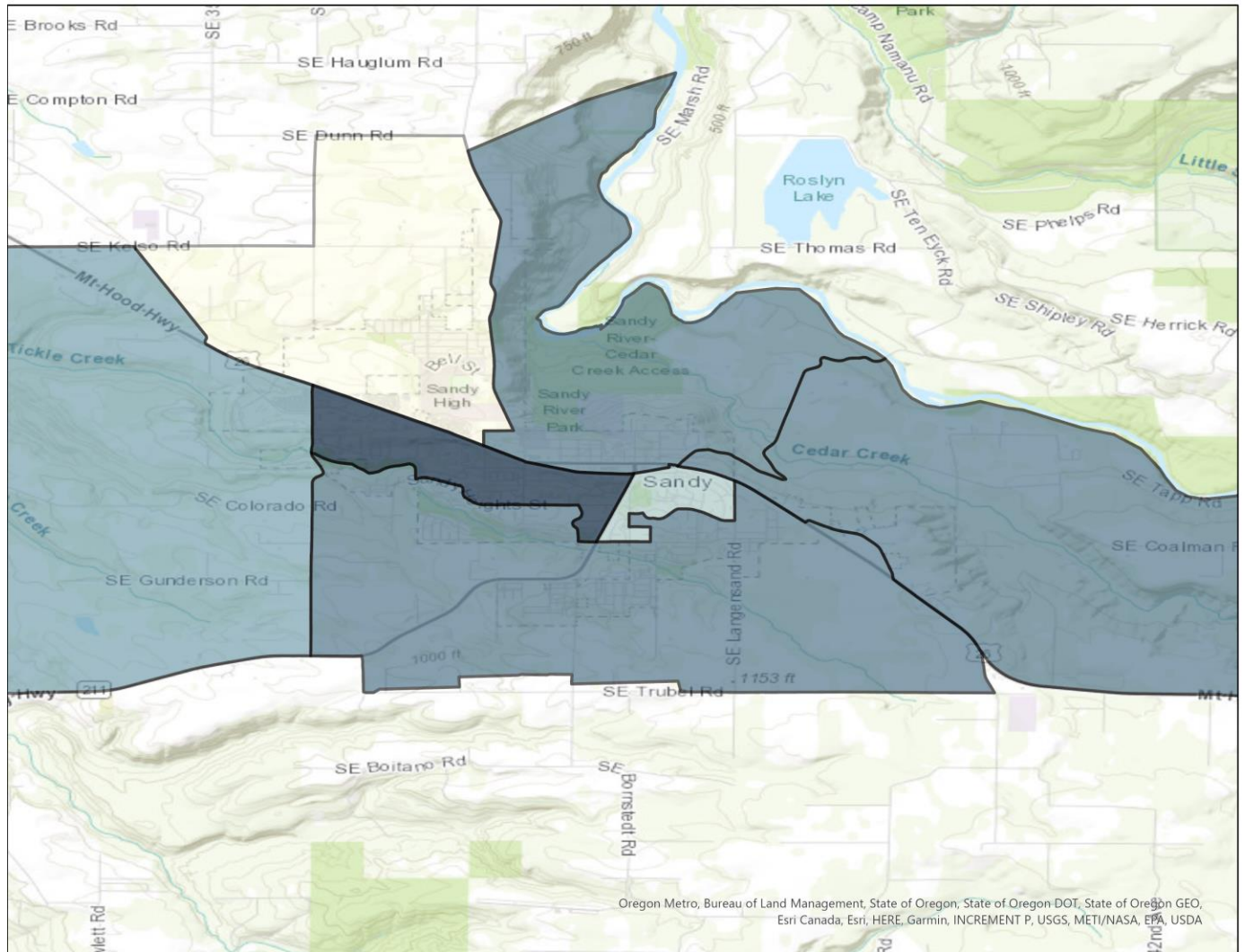
FIGURE 5: DISTRIBUTION OF POPULATION OVER THE AGE OF 65



RESIDENTS WITH A DISABILITY

The 2018 ACS estimated that in 1,578 households at least one person had a disability. These households appear evenly distributed throughout Sandy with a slightly higher occurrence south of US 26 on the west side of the city, as indicated by the darker shading in Figure 6.

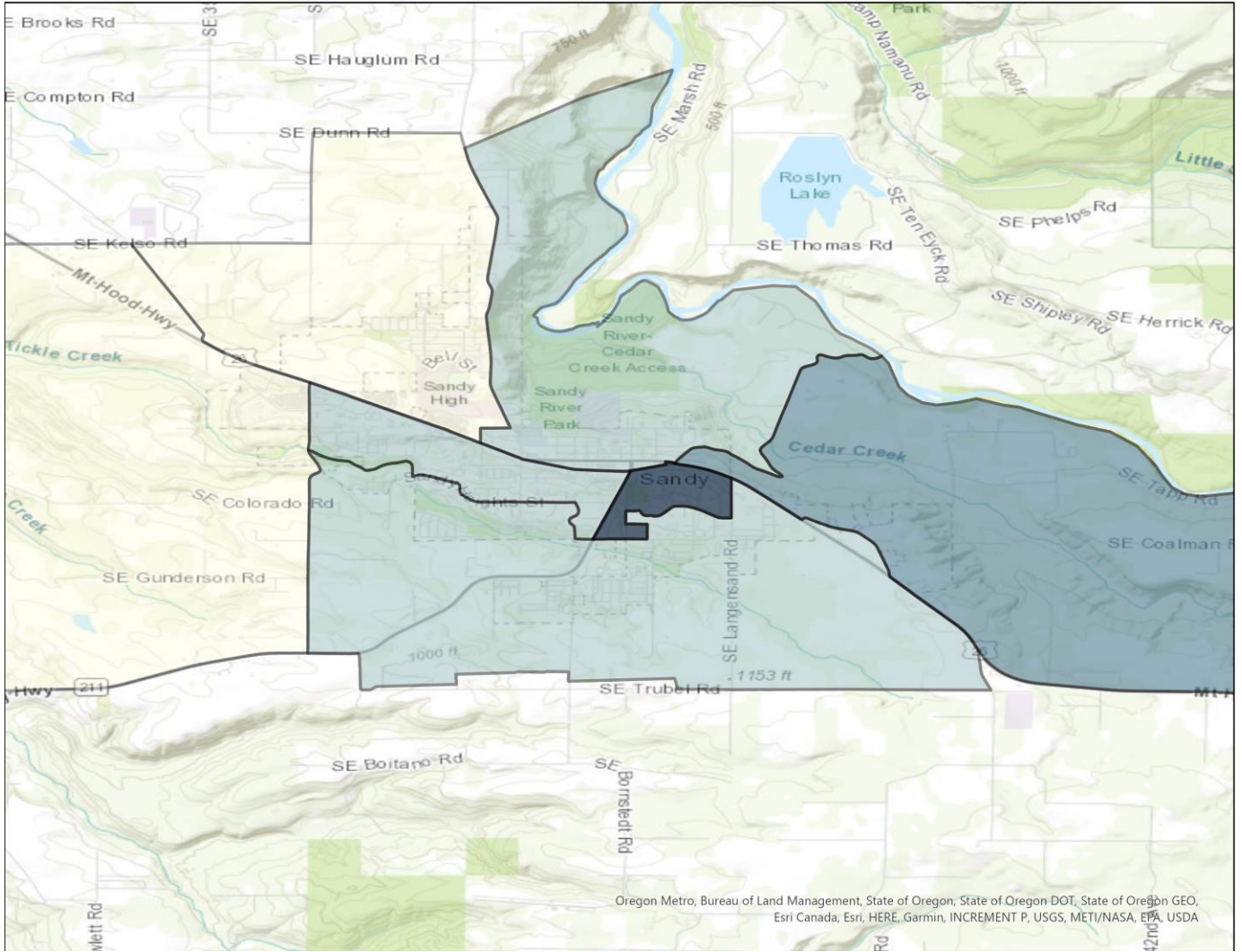
FIGURE 6: DISTRIBUTION OF HOUSEHOLDS WITH AT LEAST ONE PERSON WITH A DISABILITY



HOUSEHOLDS WITH ZERO VEHICLES

In 2018, there were 248 households in Sandy that did not own any vehicles (American Community Survey). The distribution of these households is shown in Figure 7 below. The highest proportion of these households is in the block group south of US 26 and east of OR 211.

FIGURE 7: HOUSEHOLDS WITHOUT A VEHICLE



CONCLUSION

The needs and ability of all people to participate in the TSP update process will vary. In some cases, the information above will guide the outreach effort and/or the provision of resources to improve participation of a particular group, such as providing a translator for households with limited English proficiency. In other cases, particular transportation solutions may be more appropriate for certain areas due to a prevalence of disadvantaged groups, such as improved non-automotive facilities in areas with a high proportion of zero vehicle households. In all cases, the TSP update will consider the needs of these groups and appropriate improvements for those needs.