



# STAFF REPORT

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**Meeting Type:** City Council  
**Meeting Date:** April 6, 2026  
**From:** Tyler Deems, City Manager  
**Subject:** Discussion: ODOT Speed Investigation

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## DECISION TO BE MADE:

Discuss the results of the ODOT Speed Investigation and determine next steps.

## APPLICABLE COUNCIL GOAL:

- **Goal 1.3:** Continue to implement a traffic safety and speed enforcements program.

## BACKGROUND / CONTEXT:

In October 2024, staff submitted a request to ODOT to conduct a speed investigation for two segments of Highway 26: (1) Ten Eyck Road to Langensand Road, reducing speed to 25 mph, and (2) Langensand Road to Canyon Valley Road, reducing speed to 40 mph. In March 2026, staff received the results of the speed investigation and the corresponding recommendations. The results of the speed investigation are attached.

## KEY CONSIDERATIONS / ANALYSIS:

Staff was seeking a reduction in speed within the Highway 26 corridor of 15 mpg. The catalyst for this request was the increase in development occurring on the east end of the City of Sandy. The initial request was submitted to ODOT in October 2024, and staff received the results of the investigation and the related recommendations in March 2026. The speed zone investigation was conducted on November 4, 2025. The sample required for the basis of the investigation was a minimum of 75 vehicles traveling in each direction. Unfortunately, the recommendations from ODOT do not align with the request that was made by the City. The recommendations from ODOT and the State Traffic Engineer stem from the guidance of [OAR 734-020-0015 \(2\)\(d\)](#).

ODOT recommends no change in the speed from Ten Eyck Road to Langensand Road, retaining the existing speed of 40 mph. ODOT recommends a minor decrease in the speed from Langensand Road to Canyon Valley Road of 5 mph, resulting in a new speed of 50 mph. The City has until April 20, 2026 to either concur with the recommendations or not concur with the recommendations and advance to a Speed Zone Review Panel to present our case and seek additional reductions to the posted speed.

## Speed Zone Results

Ten Eyck Road to Langensand Road: Per the speed zone investigation, the spot speed data for this section yields a 50<sup>th</sup> percentile speed of 47 mph / 85<sup>th</sup> percentile speed of 54 mph with 96% exceeding the existing 40 mph zoning.

Langensand Road to Canyon Valley Road: Per the speed zone investigation, the spot speed data for this section yields a 50<sup>th</sup> percentile speed of 52 mph / 85<sup>th</sup> percentile speed of 55 mph with 14% exceeding the existing 55 mph zoning.

## Next Steps

After discussing the results of the speed zone study with ODOT's traffic speed zone engineer, it is my understanding that the ODOT has interpreted the results of the investigation not as a safety and speed issue, but an enforcement issue. If the City were to object to ODOT's recommendation, the City would advance to a Speed Zone Review Panel. The Panel is not bound by the same rules as the State Traffic Engineer. The City would present our case for the need for reduced speeds to the Panel. The Panel would then either enforce ODOT's recommendations, agree with the City's request, or find middle ground between the two. A hearing with the Panel would not occur for at least three to four months.

## Other Considerations

Given the fact that the City is currently exploring the use of technology to increase enforcement and compliance along Highway 26, it's important to evaluate the benefits and risks of advancing to the Speed Zone Review Panel. Some questions for the Council to consider and discuss include:

- Recognizing the high volume of drivers that are already speeding through this area, does it provide any tangible benefit to reduce the posted speed without an enforcement mechanism?
- Is it more beneficial to implement a larger enforcement mechanism first, then determine how well the enforcement program is working before making any decisions on speed reductions?

It should be noted that staff intends to return to Council on April 20<sup>th</sup> with additional information regarding the use of technology for traffic enforcements, specifically providing responses and further information that follows up on the initial work session that occurred on [February 2, 2026](#).

## **BUDGET IMPACT:**

N/A

## **RECOMMENDATION:**

Staff recommends discussing the ODOT Speed Investigation and determine next steps.

## **SUGGESTED MOTION LANGUAGE:**

N/A

## **LIST OF ATTACHMENTS / EXHIBITS:**

- Speed Zone Investigation #14038