



TRAFFIC SAFETY COMMITTEE MEETING PACKET

FOR

**Thursday, October 22, 2020
6 p.m.**

Meeting held virtually through Teams.

Pursuant to Executive Order 20-16, this meeting will be conducted electronically and will be live streamed at <https://www.youtube.com/user/CityofSherwood>.



AGENDA

Traffic Safety Committee

Date & Time:	Thursday - October 22, 2020 6:00 pm
Location:	Pursuant to House Bill 4212 (2020), this meeting will be conducted electronically and will be live streamed at https://www.youtube.com/user/CityofSherwood .

Attendees

T.S.C. Members:	City Staff:
Jason Wuertz-Chair	Jon Carlson-Police Captain
Patti Spreen-Vice Chair	Angie Hass-Executive Assistant
Tony Bevel	Bob Galati-City Engineer
Ruthanne Rusnak	Jeff Groth-Police Chief
Mike Smith	Julia Hajduk-Community Development Director
Chris West	
Tiffany Yandt	

Agenda

1. Call to Order (Chair)
2. Roll Call (Staff)
3. Approval of Minutes (Chair)
4. Business (Chair)
 - a. November Meeting on Thanksgiving-Cancel?
 - b. Traffic Calming Options-draft council resolution for review and approval
 - c. Issues / Complaints
 - i. Langer Farms/Century Roundabout-Update (Julia Hajduk)
 - ii. Review tracking sheet
 - iii. New: 2020-007, parking issues on SW Lavender Place
 - iv. New: 2020-008, request for blinking yellow light at crosswalk - Sunset & Woodhaven

5. Citizen Comment (Chair/Staff)

Pursuant to Executive Order 20-16, citizen comments must be submitted in writing to hassa@Sherwoodoregon.gov. To be included in the record for this meeting, the email must clearly state that it is intended as a citizen comment for this meeting and must be received at least 24 hours in advance of the scheduled meeting time. Per Council Rules Ch. 2 Section (V)(D)(5), Citizen Comments, "Speakers shall identify themselves by their names and by their city of residence." Anonymous comments will not be accepted into the meeting record.

6. Adjourn (Chair)

TO: Sherwood City Council

FROM: Bob Galati P.E., City Engineer

Through: Jeff Groth, Chief of Police
Julia Hajduk, Community Development Director

SUBJECT: Resolution 2020-xxx, Establishing Acceptable Traffic Calming Measures

Issue:

Shall the City Council adopt Resolution 2020-XXX thereby Establishing Acceptable Traffic Calming Measures?

Background:

In order to facilitate the City's response to public concerns, the City Council established the Traffic Safety Committee (Ordinance 2019-015), which is associated with the Police Advisory Board. One goal of the Traffic Safety Committee (TSC) is to improve the City's ability to review and respond to community concerns regarding traffic safety issues.

To support the TSC in meeting its stated goal, it is desirable to have a pre-approved list of acceptable traffic calming measures to select from, in providing solution recommendations in response to community requests.

City Engineering Department staff was tasked with providing a list of typical traffic calming measures. The best source for identifying standard traffic calming measures is the Institute of Transportation Engineers (ITE). ITE is a nationally/internationally recognized source of transportation engineering information and data that identifies necessary research, develops technical resources including standards and recommended practices and policies, and develops public awareness programs.

The ITE website provided Traffic Calming Measure Fact Sheets for the various types of traffic control measures typically used by jurisdictional transportation agencies. City Engineering staff generated a compilation of Traffic Calming Measures fact sheets which have been recommended to the TSC and PAB as acceptable measures to be used within the City. Those fact sheets are attached to this staff report for reference.

The ITE fact sheets provide an existing nationally recognized standard which can be uniformly applied in the City. Each fact sheet provides significant relevant information for the decision making process. This includes:

- a) Description - an accurate description of traffic calming measure
- b) Applications – lists where the application is most appropriate
- c) Design/Installation Issues – lists issues that need to be considered during design and construction
- d) Potential Impacts – lists possible positive and negative impacts from the use of the measure
- e) Emergency Response Issues – lists specifically whether there is a negative impact to emergency response vehicles

- f) Typical Cost (2017 dollars) – provides an estimated range of design and construction cost. The costs are in 2017 dollars, and are based on a national average. Local cost indexing and increase due to annual increases would need to be performed.

City staff presented the Traffic Calming Measure Fact Sheets and list of recommended acceptable traffic calming measures to the TSC and PAB. Both the TSC and the PAB have recommended City Council approval of this list and inclusion of these measures in the City's Engineering Design and Standard Details Manual.

The inclusion of these measures in the transportation section of the City's Engineering Design and Standard Details Manual is appropriate for the following reasons:

- 1) The Engineering Design and Standard Details Manual (Manual) is a living document which allows for updating and revisions to the technical information based on new/improved materials, techniques, and applications.
- 2) Updates to the Manual can be made by City staff at the direction of the City Council based on the recommendation of the City Engineer, the Public Works Director, or the Traffic Safety Committee and Police Advisory Board.

Financial Impacts:

There are no additional financial impacts as a result of approval of this resolution.

Recommendation:

Staff respectfully recommends City Council approval of Resolution 2020-xxx, Establishing Acceptable Traffic Calming Measures.



RESOLUTION 2020-XXX

ESTABLISHING ACCEPTABLE TRAFFIC CALMING MEASURES

WHEREAS, the City Council established the Traffic Safety Committee (TSC) by Ordinance 2019-015, which is associated with the Police Advisory Board (PAB); and

WHEREAS, one goal of the TSC is to improve the City's ability to review and respond to community concerns regarding traffic safety issues; and

WHEREAS, to support the TSC in meeting this goal, it is desirable to have a pre-approved list of acceptable traffic calming measures to select from; and

WHEREAS, City engineering staff has generated a list of traffic calming measures which have been recommended to the TSC and PAB as acceptable measures to be used within the City; and

WHEREAS, City staff presented the review findings and recommendations to the TSC and the PAB, with the committee and board approving the findings and recommending that the acceptable traffic calming measures be made part of the City's Engineering Design and Standard Details Manual; and

WHEREAS, the Engineering Design and Standard Details Manual is a living document, where additions and deletions of acceptable traffic control measures may be made by City staff at the direction of the City Council based on the recommendation of the City Engineer, the TSC and PAB; and

WHEREAS, it is understood that while this Resolution establishes acceptable traffic calming measures for consideration in any (re)construction of public infrastructure, the selection of a recommended traffic calming measure will require a determination by City Engineering staff that supports the use and effectiveness of the selected traffic control measure, on a case by case basis.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The Traffic Calming Measures listed below shall be added to the City's Engineering Design and Standard Details Manual as acceptable Traffic Calming Measures for use within the City:

- a. Chicane
- b. Choker
- c. Corner Extension/Bulb-Out
- d. Diagonal Diverter
- e. Lateral Shift
- f. Median Barrier/Forced Turn Lane
- g. Median Island
- h. Mini Roundabout
- i. On-Street Parking
- j. Raised Intersection
- k. Realigned Intersection
- l. Roundabout
- m. Speed Cushion
- n. Speed Hump
- o. Speed Table/Raised Crosswalk
- p. Traffic Circle

Section 2. Future additions to or deletions from the list of acceptable Traffic Calming Measures may occur as needed, based on the City Engineer's recommendation, the Traffic Safety Committee and Police Advisory Board recommendations, and City Council approval.

Section 3. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 20th day of October, 2020.

Keith Mays, Mayor

Attest:

Sylvia Murphy, MMC, City Recorder

TRAFFIC CALMING MEASURES FACT SHEETS

Traffic Calming Fact Sheets

May 2018 Update

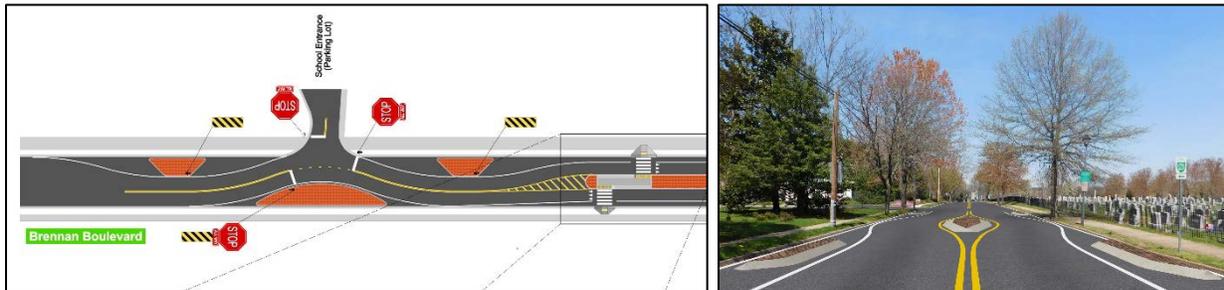
Chicane

Description:

- A series of alternating curves or lane shifts that force a motorist to steer back and forth instead of traveling a straight path
- Also called deviations, serpentines, reversing curves, or twists

Applications:

- Appropriate for mid-block locations but can be an entire block if it is relatively short
- Most effective with equivalent low volumes on both approaches
- Appropriate speed limit is typically 35 mph or less
- Typically, a series of at least three landscaped curb extensions
- Can use alternating on-street parking from one side of a street to the other
- Applicable on one-lane one-way and two-lane two-way roadways
- Can be used with either open or closed (i.e. curb and gutter) cross-section
- Can be used with or without a bicycle facility



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Chicanes may still permit speeding by drivers cutting straight paths across the center line
- Minimize relocation of drainage features
- May force bicyclists to share travel lanes with motor vehicles
- Maintain sufficient width for ease of emergency vehicles and truck throughput

Potential Impacts:

- No effect on access, although heavy trucks may experience challenges when negotiating
- Limited data available on impacts to speed and crash risk
- Street sweeping may need to be done manually
- Minimal anticipated volume diversion from street
- May require removal of some on-street parking
- Provides opportunity for landscaping
- Unlikely to require utility relocation
- Not a preferred crosswalk location
- Bus passengers may experience discomfort due to quick successive lateral movements

Emergency Response Issues:

- Appropriate along primary emergency vehicle routes

Typical Cost (2017 dollars):

- Reported costs range between \$8,000 and \$25,000

Traffic Calming Fact Sheets

May 2018 Update

Choker

Description:

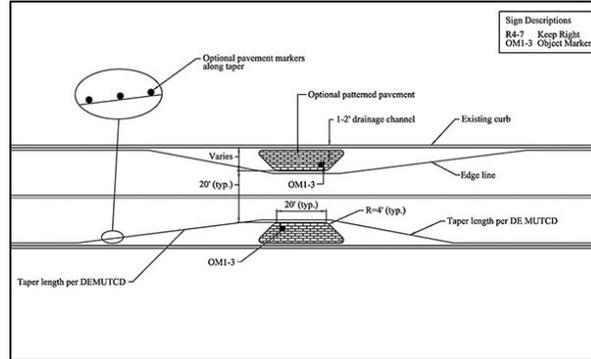
- Curb extension is a lateral horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at an intersection, it is called a corner extension or a bulb-out
- If located midblock, it is referred to as a choker
- Narrowing of a roadway through the use of curb extensions or roadside islands

Applications:

- Can be created by a pair of curb extensions, often landscaped
- Encourages lower travel speeds by reducing motorist margin of error
- One-lane choker forces two-way traffic to take turns going through the pinch point
- If the pinch point is angled relative to the roadway, it is called an angled choker
- Can be located at any spacing desired
- May be suitable for a mid-block crosswalk
- Appropriate for arterials, collectors, or local streets



(Source: City of An Arbor, Michigan)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calming.cfm

Design/Installation Issues:

- Only applicable for mid-block locations
- Can be used on a one-lane one-way and two-lane two-way street
- Most easily installed on a closed-section road (i.e. curb and gutter)
- Applicable with or without dedicated bicycle facilities
- Applicable on streets with, and can protect, on-street parking
- Appropriate for any speed limit
- Appropriate along bus routes
- Typical width of 6 to 8 feet; offset from through traffic by approximately 1.5 feet
- Locations near streetlights are preferable
- Length of choker island should be at least 20 feet

Potential Impacts:

- Encourages lower speeds by funneling it through the pinch point
- Can result in shorter pedestrian crossing distances if a mid-block crossing is provided
- May force bicyclists and motor vehicles to share the travel lane
- May require some parking removal
- May require relocation of drainage features and utilities

Emergency Response Issues:

- Retains sufficient width for ease of use for emergency vehicles

Typical Cost (2017 dollars):

- Between \$1,500 and \$20,000, depending on length and width of barriers

Corner Extension/Bulb-Out

Description:

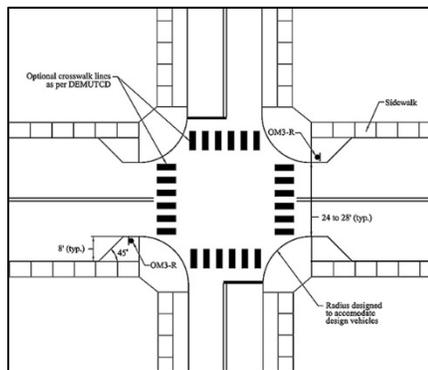
- Horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at a mid-block location, it is typically called a choker

Applications:

- When combined with on-street parking, a corner extension can create protected parking bays
- Effective method for narrowing pedestrian crossing distances and increase pedestrian visibility
- Appropriate for arterials, collectors, or local streets
- Can be used on one-way and two-way streets
- Installed only on closed-section roads (i.e. curb and gutter)
- Appropriate for any speed, provided an adequate shy distance is provided between the extension and the travel lane
- Adequate turning radii must be provided to use on bus routes



(Source: James Barrera, Horrocks, New Mexico)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Effects on vehicle speeds are limited due to lack of deflection
- Must check drainage due to possible gutter realignment
- Major utility relocation may be required, especially drainage inlets
- Typical width between 6 and 8 feet
- Typical offset from travel lane at least 1.5 feet
- Should not extend into bicycle lanes

Potential Impacts:

- Effects on vehicle speeds are limited due to lack of deflection
- Can achieve greater speed reduction if combined with vertical deflection
- Smaller curb radii can slow turning vehicles
- Shorter pedestrian crossing distances can improve pedestrian safety
- More pedestrian waiting areas may become available
- May require some parking removal adjacent to intersections

Emergency Response Issues:

- Retains sufficient width for ease of emergency-vehicle access
- Shortened curb radii may require large turning vehicles to cross centerlines

Typical Cost (2017 dollars):

- Cost between \$1,500 and \$20,000, depending on length and width of barriers

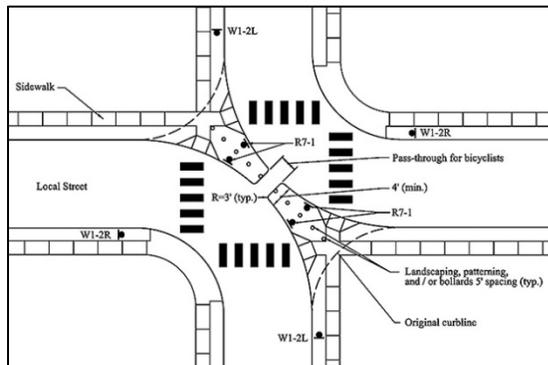
Diagonal Diverter

Description:

- Barriers placed diagonally across four-legged intersections, blocking through movements
- Sometimes called full diverters or diagonal road closures

Applications:

- Typically applied only after other measures are deemed ineffective or inappropriate
- Provisions are available to make diverters passable for pedestrians and bicyclists
- Often used in sets to make travel through neighborhoods more circuitous



(Source: Delaware Department of Transportation)



(Source: PennDOT Local Technical Assistance Program)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Possible legal issues associated with closing public streets (e.g., business and/or emergency access)
- Can only be placed at intersections
- Can be used on both one-way and two-way streets
- Typically found on closed-section roads (i.e. curb and gutter)
- Typical maximum appropriate speed limit is 25 mph
- Maintain drainage as necessary to mitigate potential flooding
- Corner radii should be designed to allow full-lane width for passing motor vehicle traffic
- SU-30 default design vehicle
- Appropriate signing and pavement markings needed on approaches
- Openings for pedestrians and bicyclists should allow movement between all intersection legs
- Barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other obstruction that leave an opening smaller than the width of a typical passenger car

Potential Impacts:

- Concern regarding impacts to emergency response, street network connectivity, and capacity
- Should consider traffic diversion patterns and associated impacts
- No significant impacts on vehicle speeds beyond the approach to the diverter
- Not appropriate for bus transit routes
- Improved pedestrian and bicycle safety

Emergency Response Issues:

- Should not be used on roads that provide access to hospitals or primary emergency services
- Restricts emergency vehicle access through intersections
- Can be designed to allow emergency vehicle access with removable, or breakaway delineators or bollards, gates, mountable curbs, etc.

Typical Cost (2017 dollars):

- Typical cost of \$6,000 for diverter with limited drainage modifications

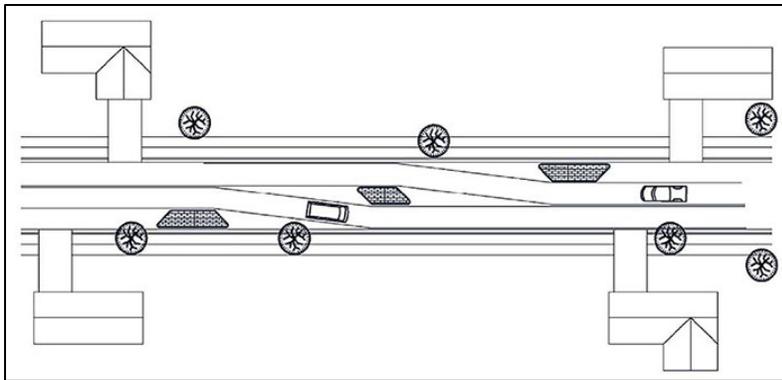
Lateral Shift

Description:

- Realignment of an otherwise straight street that causes travel lanes to shift in at least one direction
- A chicane is a variation of a lateral shift that shifts alignments more than once

Applications:

- Appropriate for local, collector, or arterial roadways
- Appropriate for one-lane one-way and two-lane two-way streets
- Appropriate on roads with or without dedicated bicycle facilities
- Maximum appropriate speed limit is typically 35 mph
- Appropriate along bus transit routes



(Source: Delaware Department of Transportation)



(Source: Google Street View)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Typically separates opposing traffic through the shift with the aid of a raised median
- Applicable only to mid-block locations
- Can be installed on either open- or closed-section (i.e. curb and gutter) roads
- Location near streetlights preferred
- May require drainage feature relocation
- Should not require utility relocation

Potential Impacts:

- Without islands, motorists could cross the centerline to drive the straightest path possible
- No impact on access
- May require removal of some on-street parking
- Limited data available on impacts on speed, volume diversions, and crash risk
- Provides opportunities for landscaping
- Can provide locations for pedestrian crosswalks

Emergency Response Issues:

- Appropriate along primary emergency vehicle routes or on streets with access to hospitals/emergency medical services, provided vehicles can straddle the street centerline

Typical Cost (2017 dollars):

- Reported costs range between \$8,000 and \$25,000

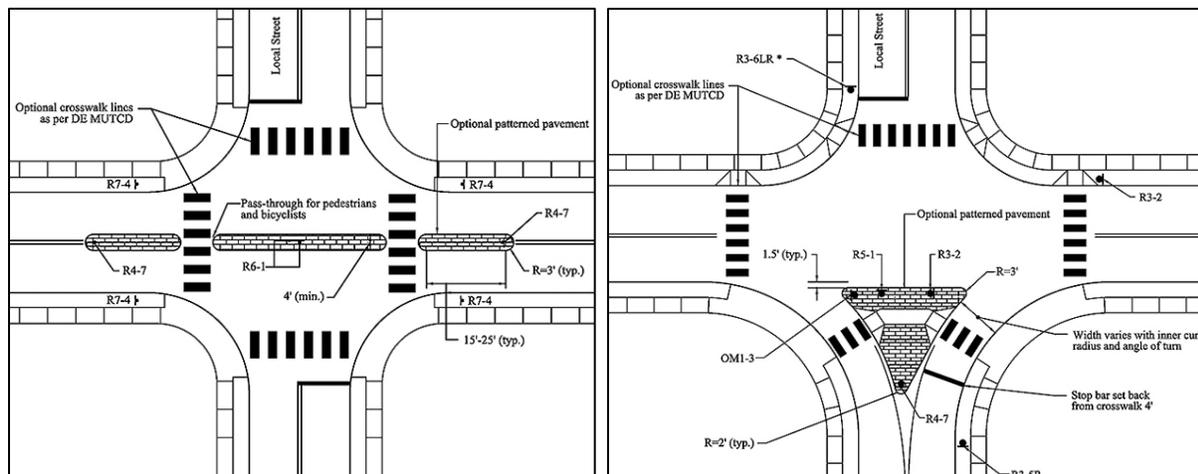
Median Barrier/Forced Turn Island

Description:

- Raised islands along the centerline of a street and continuing through an intersection that block the left-turn movement from all intersection approaches and the through movement from the cross street; also called median diverter, intersection barrier, intersection diverter, and island diverter
- Raised island that forces a right turn is called a forced turn island

Applications:

- For use on arterial or collector roadways to restrict access to minor roads or local streets and/or to narrow lane widths
- Typically applied only after other measures have failed or been deemed inappropriate/ineffective
- Barriers are made passable for pedestrians and bicyclists
- Often used in sets to make travel to/through neighborhoods more circuitous



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Potential legal issues associated with blocking a public street (e.g., business/emergency access)
- Placed on major roads on approaches to and across intersections with minor roads
- Should extend beyond the intersection to discourage improper/illegal turn movements
- Barriers may consist of landscaped islands, mountable features, walls, gates, side-by-side bollards, or any other obstruction that leave an opening smaller than the width of a passenger car

Potential Impacts:

- May divert traffic volumes to other parallel and/or crossing streets
- May require removal or shortening of on-street parking zones on approaches/departures
- May impact access to properties adjacent to intersection
- No significant impacts on vehicle speeds beyond the approaches to intersection

Emergency Response Issues:

- Restricts emergency vehicle access using minor street
- Can be designed to allow emergency vehicle access

Typical Cost (2017 dollars):

- Cost between \$1,500 and \$20,000, depending on length and width of barriers

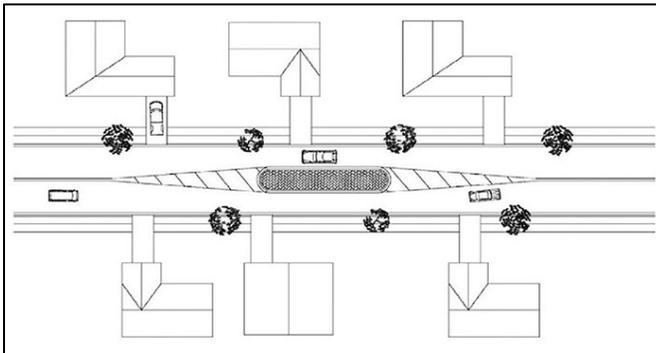
Median Island

Description:

- Raised island located along the street centerline that narrows the travel lanes at that location
- Also called median diverter, intersection barrier, intersection diverter, and island diverter

Applications:

- For use on arterial, collector, or local roads
- Can often double as a pedestrian/bicycle refuge islands if a cut in the island is provided along a marked crosswalk, bike facility, or shared-use trail crossing
- If placed through an intersection, considered a median barrier



(Source: Delaware Department of Transportation)



(Source: James Barrera, Horrocks, New Mexico)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Potential legal issues associated with blocking a public street (e.g., business or emergency access)
- Barriers may consist of landscaped islands, mountable facilities, walls, gates, side-by-side bollards, or any other obstruction that leave an opening smaller than the width of a passenger car
- Can be placed mid-block or on the approach to an intersection
- Typically installed on a closed-section roadway (i.e. curb and gutter)
- Can be applied on roads with or without sidewalks and/or dedicated bicycle facilities
- Maximum appropriate speed limits vary by locale
- Typically not appropriate near sites that attract large combination trucks

Potential Impacts:

- May impact access to properties adjacent to islands
- No significant impact on vehicle speeds beyond the island
- Little impact on traffic volume diversion
- Safety can be improved without substantially increasing delay
- Shortens pedestrian crossing distances
- Bicyclists may have to share vehicular travel lanes near the island
- May require removal of some on-street parking
- May require relocation of drainage features and utilities

Emergency Response Issues:

- Appropriate along primary emergency vehicle roads or street that provides access to hospitals/emergency medical services

Typical Cost (2017 dollars):

- Cost between \$1,500 and \$10,000, depending on length and width of island

Traffic Calming Fact Sheets

March 2019 Update

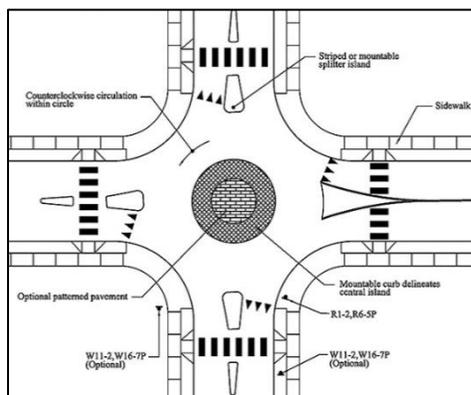
Mini Roundabout

Description:

- Raised islands, placed in unsignalized intersections, around which traffic circulates
- Motorists yield to motorists already in the intersection
- Require drivers to slow to a speed that allows them to comfortably maneuver around them
- Center island of mini roundabout is fully traversable, splitter islands may be fully traversable

Applications:

- Intersections of local and/or collector streets
- One lane each direction entering intersection
- Not typically used at intersections with high volume of large trucks or buses turning left
- Appropriate for low-speed settings



(Source: Delaware DOT)



(Source: Gary Schatz)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation:

- See NCHRP Report 672 for design details
- Typically circular in shape, but may be an oval shape
- Controlled by YIELD signs on all approaches with pedestrian crosswalks, if included, one car-length upstream of YIELD bar
- Preferable for roadway to have urban cross section (i.e., curb and gutter)
- Can be applied to road with on-street parking
- Can be applied to roads both with and without a bicycle facility. Bicycle facilities, if provided, must be separated from the circulatory roadway with physical barriers; cyclists using the circulatory roadway must merge with vehicles. Bicycle facilities are prohibited in the circulatory roadway to prevent right-hook crashes.
- Key design features are the fastest paths and path alignment.

Potential Impacts:

- Slight speed reduction
- Little diversion of traffic
- Bicycle and motorist will share lanes at intersections because of narrowed roadway
- Large vehicles/buses usually drive over the center island for left turns

Emergency Response:

- Emergency vehicles maneuver using the center island at slow speeds

Typical Cost

- Cost is similar to bulb-outs because pedestrian ramps and outside curb lines usually have to be relocated

On-Street Parking

Description:

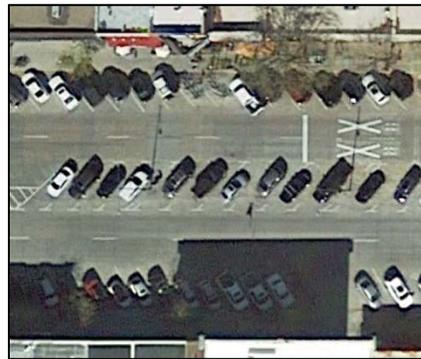
- Allocation of paved space to parking
- Narrows road travel lanes and increases side friction to traffic flow
- Can apply on one or both sides of roadway
- Can be either parallel or angled, but parallel is generally preferred for maximized speed reduction

Applications:

- High likelihood of acceptability for nearly all roadway functional classifications and street functions
- More appropriate in urban or suburban settings
- Can be combined with other traffic calming measures
- Can apply alternating sides of street for chicane effect
- Can combine with curb extensions for protected parking, including landscaping for beautification
- Can apply using time-of-day restrictions to maximize throughput during peak periods
- Can be used on one-way or two-way streets
- Preferable to have a closed-section road (i.e. curb and gutter)
- Appropriate along bus transit routes



(Source: PennDOT Local Technical Assistance Program)



(Source: Google Earth, Fort Collins, CO)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Appropriate distance needed between travel lane and parking lane
- Impact is directly affected by demand; must have parked vehicles present to be effective
- If used for chicane effect, must verify parking demand to ensure that majority of spaces are occupied when effect is desired most during the day; can use parallel, angled, or combination
- Should not be considered near traffic circles nor roundabouts
- Should not be applied along median island curbs
- For lower-demand locations, can counteract negligible impact with curb extensions or other road-narrowing features

Potential Impacts:

- Can be blocked in by snow during plowing operations; required vehicle removal
- May limit road user visibility and sight distance at driveways/alleys/intersections
- Can put bicyclists at risk of colliding with car doors
- May be impacted if other traffic calming measures are considered or implemented
- Provides buffer between moving vehicles and pedestrian facilities

Emergency Response Issues:

- Preferred by emergency responders to most other traffic calming measures
- Requires consideration of design of parking lanes near hydrants and other emergency features

Traffic Calming Fact Sheets

May 2018 Update



Typical Cost (2017 dollars):

- Approximately \$6000 or less (factor of design specifics and length of application); can be much higher

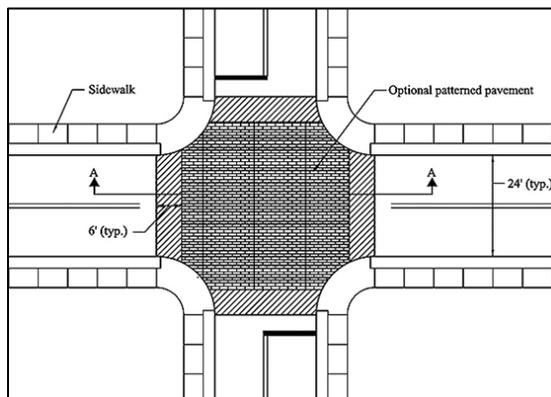
Raised Intersection

Description:

- Flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps
- Sometimes referred to as raised junctions, intersection humps, or plateaus

Applications:

- Intersections of collector, local, and residential streets
- Typically installed at signalized or all-way stop controlled intersections with high pedestrian crossing demand
- Works well with curb extensions and textured crosswalks
- Often part of an area-wide traffic calming scheme involving both intersecting streets in densely-developed urban areas



(Source: Delaware Department of Transportation)



(Source: Chuck Huffine, Phoenix AZ)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Used at intersections with a maximum speed limit of 35 mph
- Typically rise to sidewalk level; appropriate if crosswalks exist on all four legs
- Appropriate if a dedicated bicycle facility passes through the intersection
- Detectable warnings and/or color contrasts must be incorporated to differentiate the roadway and the sidewalk
- May require bollards to define edge of roadway
- Storm drainage/underground utility modifications are likely necessary
- Minimum pavement slope of 1 percent to facilitate drainage

Potential Impacts:

- Reduction in through movement speeds likely at intersection
- Reduction in mid-block speeds typically less than 10 percent
- No impact on access
- Can make entire intersections more pedestrian-friendly
- No data available on volume diversion or safety impacts

Emergency Response Issues:

- Slows emergency vehicles
- Appropriate for primary emergency vehicle routes and streets with access to a hospital or emergency medical services

Typical Cost (2017 dollars):

- Costs range between \$15,000 and \$60,000

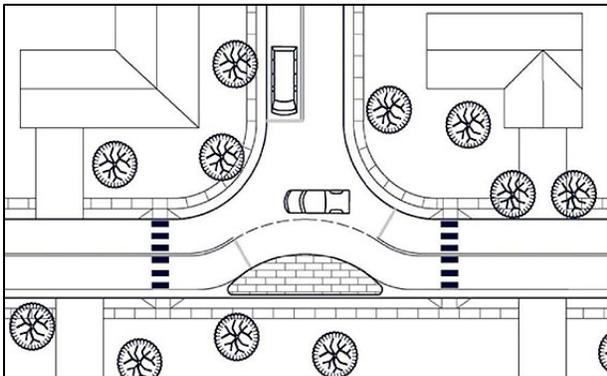
Realigned Intersection

Description:

- Reconfiguration of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection
- Also called modified intersection

Applications:

- Appropriate for collector or local streets
- Most applicable at T-intersections
- Can be used where on-street parking exists
- Applicable on one-way and two-way roadways
- Most commonly installed on closed-section roads (i.e. curb and gutter)
- Can be applied with and without a dedicated bicycle facility
- Can be applied with or without on-street parking



(Source: Delaware Department of Transportation)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Need to avoid relocating drainage features such as catch basins, concrete channels, valley gutters, inlets, and trench drains
- Bicyclists and motorists may have separate lanes or may share lanes at intersections
- Be cognizant of pedestrian crossing needs (e.g., ADA, wheelchair ramps at T-intersections)
- Default design vehicle SU-30
- Typical maximum speed limit of 25 mph
- May be appropriate for buses if adequate turning radii can be provided

Potential Impacts:

- Limited-to-no impact on access
- Minimal anticipated diversion of traffic
- Can result in speed reductions between 5 and 13 mph within intersection limits
- Provides opportunity for landscaping
- Can improve pedestrian safety
- Consider additional intersection lighting

Emergency Response Issues:

- Appropriate along an emergency vehicle route or on a street with access to hospital/emergency medical services
- Little impact on response time

Typical Cost (2017 dollars):

- Costs range between \$15,000 and \$60,000

Traffic Calming Fact Sheets

March 2019 Update

Roundabout

Description:

- Raised islands placed in unsignalized intersections around which traffic circulates
- Approaching motorists yield to motorists already in the intersection
- Requires drivers to slow to a speed that allows them to comfortably maneuver around them
- Different from traffic circles or mini-roundabouts; possible substitute for traffic signal control

Applications:

- Intersections of arterial and/or collector streets
- One or more entering lanes
- Can be used at intersections with high volumes of large trucks and buses, depending on design



(Source: Grant Kaye)



(Source: PennDOT Local Technical Assistance Program)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation:

- See NCHRP Report 672 for design details
- Design vehicle is determined specifically for each site ranging from emergency vehicles to over size/overweight vehicles
- Typically circular in shape but may be an oval shape
- Key physical elements are center islands, truck aprons, and splitter islands
- Controlled by YIELD signs on all approaches with pedestrian crosswalks, if included, one car-length upstream of YIELD bar
- Key design features include: fastest paths, swept paths, and path alignment
- Large vehicles circulating around the center island for all movements may traverse the apron
- Landscaping needs to be designed to allow adequate sight distance per NCHRP 672
- Preferable to have a closed-section road (i.e. curb and gutter)
- Bicycle facilities, if provided, must be separate from the circulatory roadway with physical barriers; cyclists using the circulatory roadway must merge with vehicles. Bicycle facilities are prohibited in the circulatory roadway to prevent right-hook crashes.

Potential Impacts:

- Limited impact on access, except for access points immediately adjacent to intersection
- Limited impact on roadways with on-street parking
- May draw additional traffic but with reduced delays and queues

Emergency Response:

- Appropriate for emergency vehicle routes or streets that provide access to hospitals
- Emergency vehicles may traverse the apron

Typical Cost

- Cost varies widely by site, but is usually comparable to a traffic signal

Speed Cushion

Description:

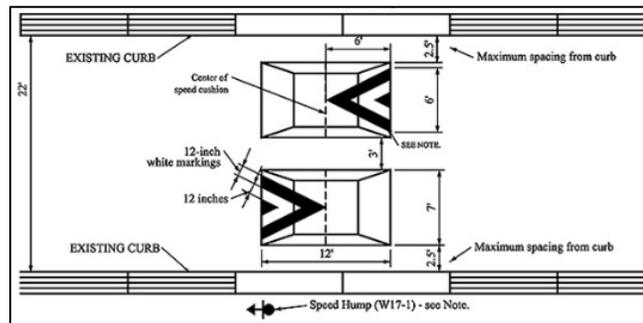
- Two or more raised areas placed laterally across a roadway with gaps between raised areas
- Height and length similar to a speed hump; spacing of gaps allow emergency vehicles to pass through at higher speeds
- Often placed in a series (typically spaced 260 to 500 feet apart)
- Sometimes called speed lump, speed slot, and speed pillow

Applications:

- Appropriate on local and collector streets
- Appropriate at mid-block locations only
- Not appropriate on grades greater than 8 percent



(Source: James Barrera, Horrocks, New Mexico)



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Two or more cushions at each location
- Typically 12 to 14 feet in length and 7 feet in width
- Cushion heights range between 3 and 4 inches, with trend toward 3 - 3 ½ inches maximum
- Speed cushion shapes include parabolic, circular, and sinusoidal
- Material can be asphalt or rubber
- Often have associated signing (advance-warning sign before first cushion at each cushion)
- Typically have pavement markings (zigzag, shark's tooth, chevron, zebra)
- Some have speed advisories

Potential Impacts:

- Limited-to-no impact on non-emergency access
- Speeds determined by height and spacing; speed reductions between cushions have been observed averaging 20 and 25 percent
- Speeds typically increase by 0.5 mph midway between cushions for each 100 feet of separation
- Studies indicate that average traffic volumes have reduced by 20 percent depending on alternative routes available
- Average collision rates have been reduced by 13 percent on treated streets

Emergency Response Issues:

- Speed cushions have minimal impact on emergency response times, with less than a 1 second delay experienced by most emergency vehicles

Typical Cost (2017 dollars):

- Cost ranges between \$3,000 and \$4,000 for a set of rubber cushions

Speed Hump

Description:

- Rounded (vertically along travel path) raised areas of pavement typically 12 to 14 feet in length
- Often placed in a series (typically spaced 260 to 500 feet apart)
- Sometimes called road humps or undulations

Applications:

- Appropriate for residential local streets and residential/neighborhood collectors
- Not typically used on major roads, bus routes, or primary emergency response routes
- Not appropriate for roads with 85th-percentile speeds of 45 mph or more
- Appropriate for mid-block placement, not at intersections
- Not recommended on grades greater than 8 percent
- Work well in combination with curb extensions
- Can be used on a one-lane one-way or two-lane two-way street



(Source: City of Boulder, Colorado)



(Source: PennDOT Local Technical Assistance Program)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- ITE recommended practice - "Guidelines for the Design and Application of Speed Humps"
- Typically 12 to 14 feet in length; other lengths (10, 22, and 30 feet) reported in practice in U.S.
- Speed hump shapes include parabolic, circular, and sinusoidal
- Typically spaced no more than 500 feet apart to achieve an 85th percentile speed between 25 and 35 mph
- Hump heights range between 3 and 4 inches, with trend toward 3 - 3 ½ inches maximum
- Often have associated signing (advance warning sign before first hump in series at each hump)
- Typically have pavement markings (zigzag, shark's tooth, chevron, zebra)
- Taper edge near curb to allow gap for drainage
- Some have speed advisories
- Need to design for drainage, without encouraging means for motorists to go around a hump

Potential Impacts:

- No impact on non-emergency access
- Average speeds between humps reduced between 20 and 25 percent
- Speeds typically increase approximately 0.5 to 1 mph midway between humps for each 100 feet Beyond the 200-foot approach and exit of consecutive humps
- Traffic volumes diversion estimated around 20 percent; average crash rates reduced by 13 percent

Emergency Response Issues:

- Impacts to ease of emergency-vehicle throughput
- Approximate delay between 3 and 5 seconds per hump for fire trucks and up to 10 seconds for ambulances with patients

Typical Cost (2017 dollars):

- Cost ranges between \$2,000 and \$4,000

Speed Table/Raised Crosswalks

Description:

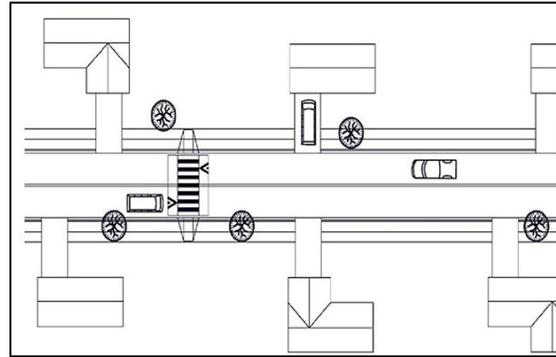
- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called an offset speed table

Applications:

- Appropriate for local and collector streets; mid-block or at intersections, with/without crosswalks
- Can be used on a one-lane one-way or two-lane two-way street
- Not appropriate for roads with 85th percentile speeds of 45 mph or more
- Typically long enough for the entire wheelbase of a passenger car to rest on top or within limits of ramps
- Work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- Can be applied both with and without sidewalks or dedicated bicycle facilities
- Typically installed along closed-section roads (i.e. curb and gutter) but feasible on open section



(Source: Google Maps, Boulder, Colorado)



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- ITE recommended practice – “Guidelines for the Design and Application of Speed Humps”
- Most common height is between 3 and 4 inches (reported as high as 6 inches)
- Ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear
- Careful design is needed for drainage
- Posted speed typically 30 mph or less

Potential Impacts:

- No impact on non-emergency access
- Speeds reductions typically less than for speed humps (typical traversing speeds between 25 and 27 miles per hour)
- Speeds typically decline approximately 0.5 to 1 mph midway between tables for each 100 feet beyond the 200-foot approach and exit points of consecutive speed tables
- Average traffic volumes diversions of 20 percent when a series of speed tables are implemented
- Average crash rate reduction of 45 percent on treated streets
- Increase pedestrian visibility and likelihood of driver yield compliance
- Generally not appropriate for BRT bus routes

Emergency Response Issues:

- Typically preferred by fire departments over speed humps, but not appropriate for primary emergency vehicle routes; typically less than 3 seconds of delay per table for fire trucks

Typical Cost (2017 dollars):

- Cost ranges between \$2,500 and \$8,000 for asphalt tables; higher for brickwork, stamped asphalt, concrete ramps, and other enhancements sometimes used at pedestrian crossings

TRAFFIC SAFETY COMPLAINTS / REQUESTS
TRAFFIC SAFETY COMMITTEE
CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
20-001	Sherwood View Estates / Stop &/or Speed Limit Signs	P	1/1/2020	Sign approved by committee, 9/24/2020. Ready for City Manager approval.
20-002	SW Sunset & SW Cinnamon Hill PI- Drivers not stopping for pedestrians. Drivers go too fast through area.	C	2/4/2020	Crosswalk currently going in at nearby location (Sunset & Pine). Request denied, 8/27/2020.
20-003	Flashing crosswalk sign at Sunset and Timbrel	P	4/22/2020	Additional data to be collected. Asking the Woodhaven HOA if issue exists even when school is not in session, 8/27/2020.
20-004	Request for two additional stop signs at Villa, Wildlife Haven & Railroad	P	8/20/2020	Recommendation for this to be added to the CIP list. The City Council will need to first approve. (9/24/20)
20-005	Requesting No Parking signs on both sides of Haide Rd (new high school)	C	8/25/2020	Issue does not exist at this time. Will revisit if it becomes an issue. (8/27/2020)
20-006	Crosswalk @ 1st & Ash by traffic circle needs signage & appropriate paint on roadway.	P	9/2/2020	Mr. Galati will gather more information re: what is still to be done and when and will let committee members know at the 10/22/2020 meeting.
20-007	Driveway obstruction on Lavender PI/Request curb to be marked as "No Parking Zone" and painted red.	N	9/24/2020	<i>New! To be reviewed at October meeting.</i>
20-008	Request blinking yellow LED light for pedestrians to activate when crossing Sunset @ Woodhaven.	N	10/1/2020	<i>New! To be reviewed at October meeting.</i>



Sherwood Police Department
 20495 SW Borchers Drive
 Sherwood, OR 97140
 Ph: 503-625-5523 ♦ Fax: 503-925-7159



Traffic Safety Complaint/Request Form

In accordance with the City of Sherwood's Municipal Code, citizens interested in requesting any action regarding traffic safety shall complete and submit this form to the Sherwood Traffic Safety Committee for review and consideration. Upon receipt of a completed form, city staff will review the proposed request and forward it to the committee for formal review. Contact with the applicants regarding the request will be included in the review process.

Completed forms shall be submitted to:

Sherwood Traffic Safety Committee
 c/o Sherwood Police Department
 20495 SW Borchers Drive ■ Sherwood, OR 97140
policeinformation@sherwoodoregon.gov



Feel free to attach additional sheets containing pictures, maps, or additional text if the space provided is insufficient.

1. Requestor's Contact Information:

Name: _____
 Address: _____
 Phone Number: _____
 Email: _____
 Date form submitted: 09/23/2020

2. Please identify the specific location/intersection of concern:

Driveway Entrance Obstruction

3. Please describe the nature of the traffic problem which concerns you:

Since my property is on the dead end, every day my driveway is obstructed.
People that live next to me (20465 SW Lavender Pl) constantly have Large SUV parked
there, even when their driveway is completely empty. Sometimes it's even on my driveway
In addition, vehicle is not parked next to curb but couple feet away so its very difficult
to enter the driveway. Please see attached images!

4. Please describe what actions (if any) you feel would reduce your traffic concerns:

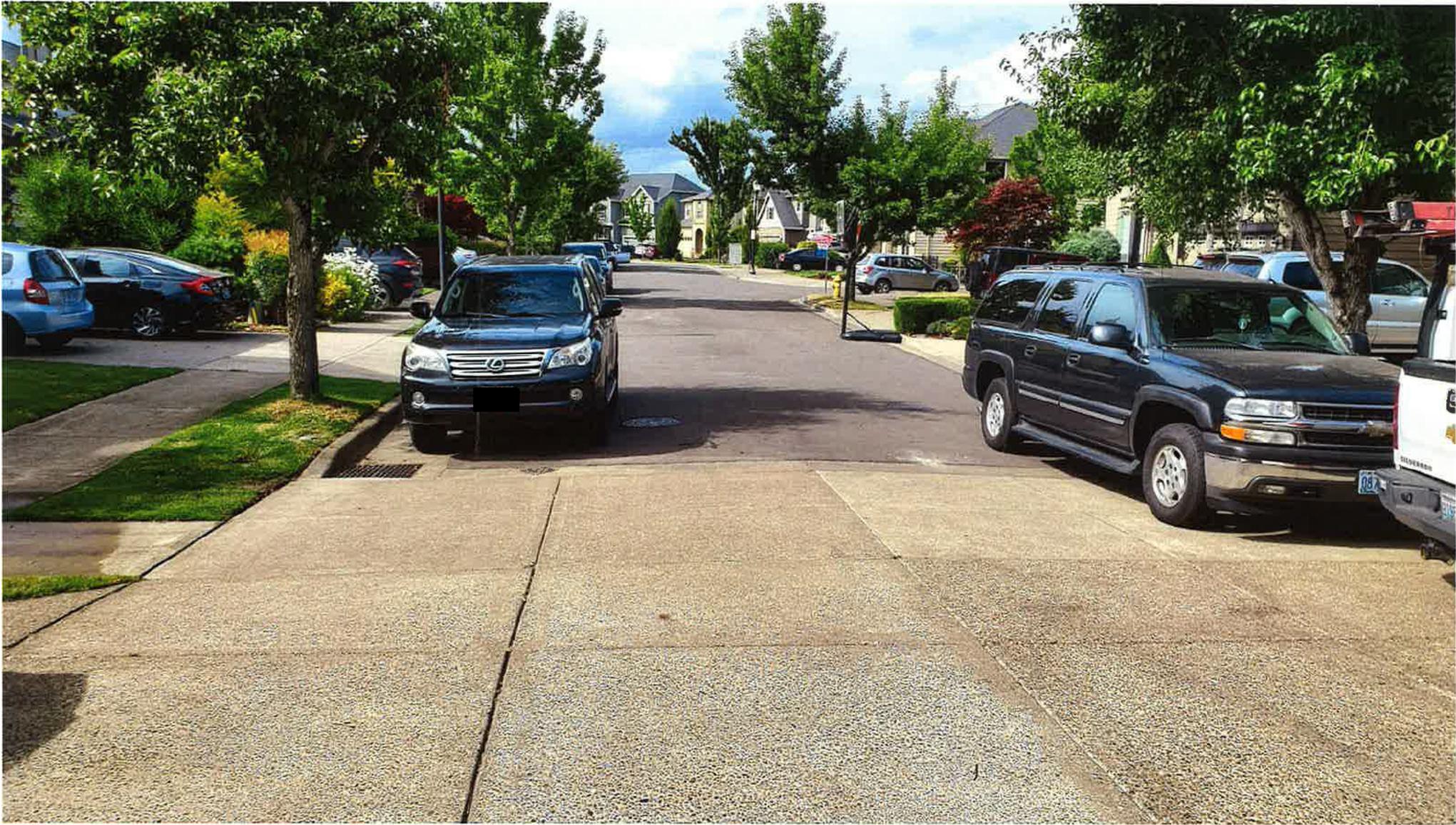
In my humble opinion it would be the best if that area is marked red as NO parking zone.
Please see from Attached images clear driveway obstruction.
In case of Emergency, no Emergency vehicle will be able to enter the property.

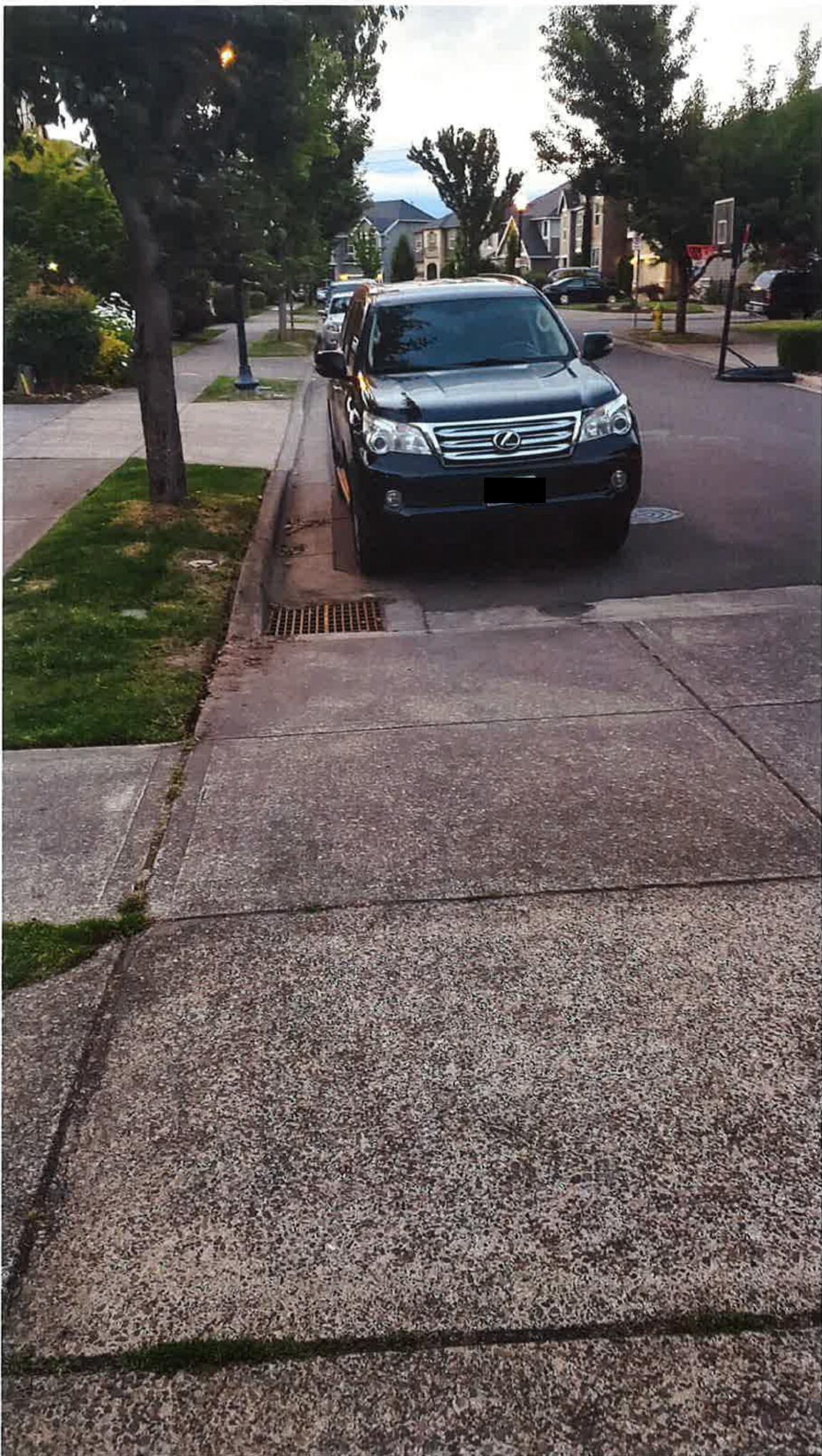
Looking forward to your response and help with this issue. Thank you for the review!!

Please attach any photographs and/or diagrams that document the problem.

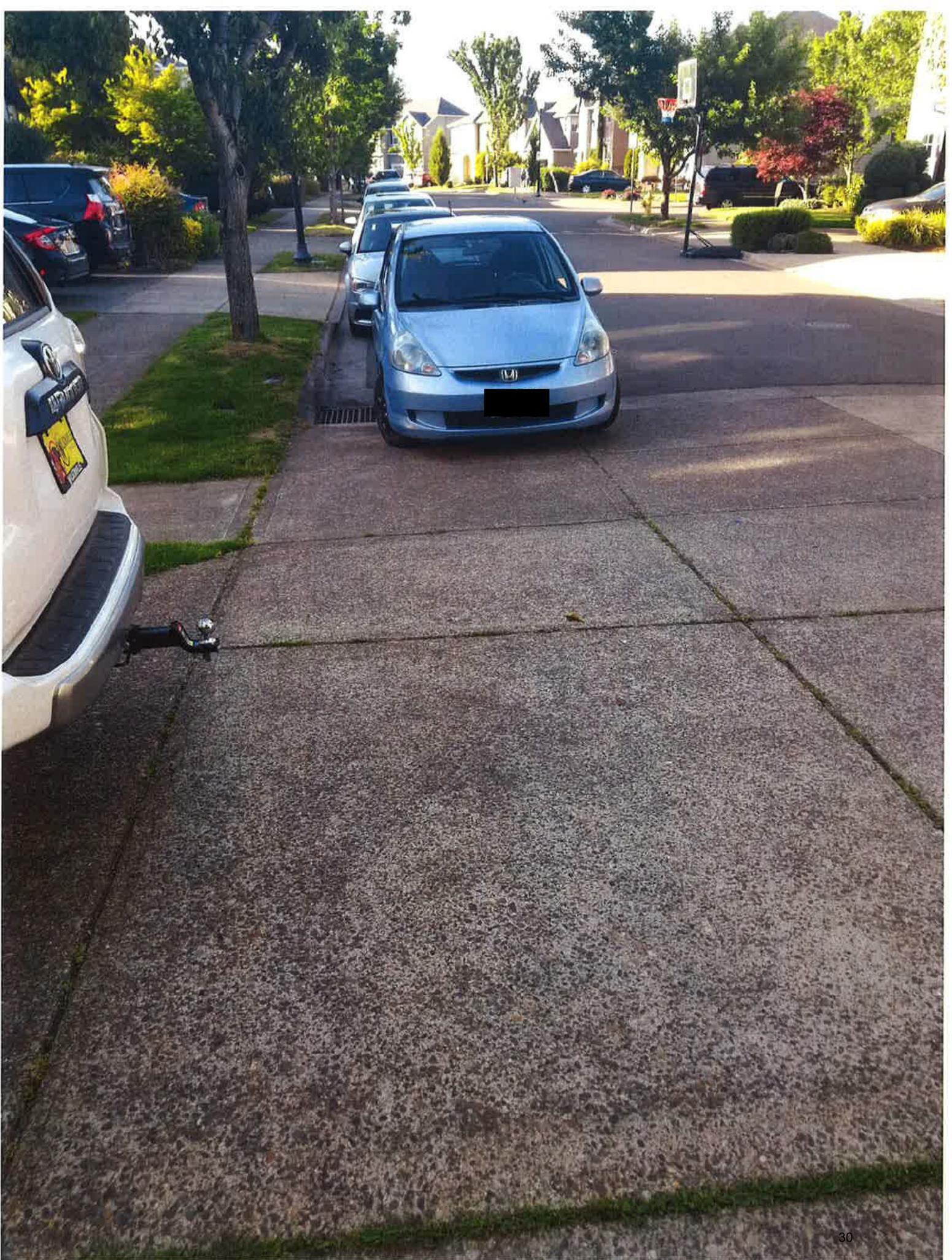














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c/o Sherwood Police Department
20495 SW Borchers Drive ■ Sherwood, OR 97140
policeinformation@sherwoodoregon.gov

Feel free to attach additional sheets containing pictures, maps, or additional text if the space provided is insufficient.

1. Requestor's Contact Information:

Name: _____
Address: _____
Phone Number: _____
Email: _____
Date form submitted: oct 1 2020

2. Please identify the specific location/intersection of concern:

Cross walk at Sunset and wood haven

3. Please describe the nature of the traffic problem which concerns you:

Trees and at night makes it hard for the Drivers to see the People that want to cross Sunset . could you look in to putting a blinking yellow led light that they could activate to make there presences known, Just like you have in old town

4. Please describe what actions (if any) you feel would reduce your traffic concerns:

read above on 3

Please attach any photographs and/or diagrams that document the problem.



Meeting Minutes

DRAFT



Traffic Safety Committee	
Date & Time:	September 24, 2020 - 6:00 pm
Location:	Meeting held virtually through Teams.



T.S.C. Members:	City Staff:
Jason Wuertz-Chair	Jeff Groth-Police Chief
Patti Spreen-Vice Chair	Jon Carlson-Police Captain
Tony Bevel	Angie Hass-Executive Assistant
Ruthanne Rusnak	Bob Galati-City Engineer
Mike Smith	Julia Hajduk-Community Development Director
Chris West	TVF&R Staff
Tiffany Yandt	AFM, Kate Stoller
	DFM, Patrick Furst

This meeting was live-streamed (and recorded) through the City of Sherwood's YouTube channel. The video is available for viewing: <https://www.youtube.com/watch?v=hch2AeWUm4E>

1. Call to Order

Chair Wuertz called the meeting to order at 6:05 p.m.

2. Roll Call

Committee Members Present: Chair Jason Wuertz, Vice Chair Patti Spreen, Tony Bevel, Ruthanne Rusnak, Mike Smith, Chris West and Tiffany Yandt

Committee Members Absent: N/A

3. Approval of Minutes

Ms. Rusnak had a question about the dollar amounts listed in the August meeting minutes (*page 8*), in regards to the total cost of the crosswalk system by Langer's. She asked for clarification as to whether the \$80,000 included the \$15,000 for engineering fees, or if that was separate. Mr. Galati confirmed that the \$15,000 was in addition, bringing the total to \$95,000. With that one clarification, Mr. West moved that the August meeting minutes be approved and Ms. Rusnak seconded the motion. All committee members voted in favor.

The Chief informed the group that Captain Jon Carlson would begin his transition that evening, to being their PD liaison.

4. Business

a. Traffic Safety Signs

Captain Carlson informed the committee that there were still several of the traffic safety signs available for pick up at the PD. He asked them to help get the word out that the signs can be picked up during the hours of 8 a.m. and noon, weekdays.

Mr. West mentioned that he hadn't seen any notifications on any of the social media groups, such as NextDoor, that the signs were available. He felt certain that if they could stir up some chatter on those sites, that the signs would be gone fairly quickly. Angie chimed in to say that she had posted on both Facebook and NextDoor as soon as the signs were available. She said that she would be happy to repost to see if that might help to stir up some more interest. The Chief added that after the posts went out, the comments very quickly turned into debates about problem areas, everything that was going on, etc. It was a classic example of how social media takes a 90 or 180 degree turn from what the intent of the post was. He agreed that they can repost and added that word of mouth works very well.

Vice Chair Spreen asked if they could possibly get permission to post the signs in a couple of the parks. After a brief conversation, the Chief shared that it had been decided a while back that signs could not be placed on City property and expanded a bit on how that came to be. He said that they could double check, but that was the decision made, last he knew.

Mr. Bevel suggested that the committee members each pick up a handful of signs and go out into the neighborhoods asking folks if they'd mind a sign being put up in their yard. They could spread the signs through the city that way. He said that he was willing to do so. The Chief replied that from his perspective, he didn't see any reason why they couldn't do that. He knew that Ms. Yandt had picked up a handful and assumed she had picked some up for others.

b. Issues / Complaints

i. Review Tracking Sheet

See Exhibit "A". In regards to request #20-002, that they had discussed the last month, Mr. West asked Mr. Galati about the activity on Sunset, stating that it appeared to have stopped. He wondered what the status was with the project on Pine Street. He wondered if it was stopped because of the poor air quality due to the fires, or was there something else going on.

As Ms. Hajduk had just received an update from the Project Manager, she provided an update to the committee. She stated that it had stopped because of a combination of things. One issue was that they had ran into a gas line that hadn't shown up on the locates and then needed to work with Northwest Natural to get that relocated.

This in combination with the poor air quality, put a temporary hold on the project. The gas line has since been relocated. She believed that work will resume on the project beginning on Monday.

Chair Wuertz had some edit suggestions for the tracking sheet and the Chief shared his thoughts as well. Angie will make the suggested changes.

ii. Pending 20-001 Stop Sign Whitney & Denali (Sherwood View Estates)

(For entire discussion regarding this request, check out the YouTube recording beginning at the 15:05 minute mark.) Mr. Galati proceeded to go over the Intersection Analysis that he had put together (see Exhibit “B”). He explained that in order to get vehicle speeds and counts, traffic tubes were placed right up to the curb face at the entry of Denali into Whitney. In doing so, they made the assumption that anybody going over 10 mph, was basically not stopping at that intersection. In looking at the data collected, people were cruising through at 25, 30, 35 mph, which was a clear indication that drivers were not stopping. 31% of the drivers were exceeding 10 mph. He believed that the analysis showed that a stop sign is warranted. At first, the stop sign will get drivers attention and they will stop. However, in time, people will get used to it being there and some will go back to their old habits. He suggested, at that point, some police presence will be necessary to do some enforcement of the stop sign. Eventually, people will get the message. He added that the traffic there is all local people, no commuter traffic. His recommendation was that a stop sign be installed, followed up with some police action. In a year, or so, they can go back out and conduct another analysis to see if driving habits have changed.

Mr. Smith asked Mr. Galati if he was surprised at the number of vehicles that had travelled through that intersection during that time period. Mr. Galati replied that it was an average number and elaborated a bit on how he came to that conclusion. Ms. Hajduk asked Mr. Galati to confirm that the average daily trips per day, for a household is around 10. He replied that was about right, on average.

Chair Wuertz asked if this request had come in from a single individual or a group of neighbors. Mr. Galati stated it was from a single individual. Captain Carlson added that the PD has received complaints regarding that area for quite a while, now. One person may have completed the complaint form, but there have been multiple complaints regarding speeding and not stopping at that intersection.

Mr. Galati stated the importance of helping to get the word out to citizens that even though there may not be a stop sign at a T intersection, drivers are required to stop. He is concerned that once the stop sign is installed at Whitney and Denali, residents will then want a stop sign at all T intersections. Ms. Rusnak agreed that there needs

to be some better general education to the citizenry. She added that from Mr. Galati's analysis, she did feel that a stop sign would be warranted at Whitney and Denali.

Mr. Galati stated that helping to get the word out regarding T intersections is where the public outreach comes into play. The Traffic Safety Committee would be the perfect avenue for that.

Chair Wuertz asked for some clarification, as it was his understanding that drivers are to yield at an uncontrolled T intersection and that it is not required, by law, to come to a full, complete stop. The Chief replied that was correct and provided some examples of how a driver could receive a citation when not safely yielding at a T intersection.

The Chief explained the process when a recommendation is approved by the Committee. Once a decision has been made to move forward, it then goes to the City Manager for final approval and expenditure of funds.

After much conversation and deliberation, Mr. West made a motion to, in response to request 20-001, follow staff recommendation to install a stop sign and do the enforcement, based on the staff review and the data. Ms. Rusnak seconded the motion and all board members approved.

iii. Pending 20-004 Stop Sign(s) at Wildlife Haven, Park and Villa

(For entire discussion regarding this request, check out the YouTube recording beginning at the 56:14 minute mark.) Mr. Galati stated that this intersection is a weird set up and went on to elaborate a bit. He felt that this is a prime example of something that should be dealt with as a City Capital Improvement Project (CIP) in the way of dealing with a road improvement for the downtown core area. With this particular layout, he felt that was the best way to make this area functional and safe and to make it work better. He didn't think signage would be enough to make it work right. He suggested starting out with a traffic study of the whole thing to see how they could improve that intersection, as it is a very hard angular intersection for Villa coming into Wildlife Haven. They typically like 90 degree intersections because it is better for sight distance. Ms. Hajduk stated that depending on how much it would cost, studying it made a lot of sense.

Chair Wuertz asked if it was appropriate to recommend that staff consider this in the next round of CIP planning. Mr. Galati asked for confirmation from Ms. Hajduk, but he thought it would be appropriate to have it listed on the CIP list. Ms. Hajduk stated that this is exactly what they want from this committee. Recommendations for staff to scope something out a little bit and then they can discuss it further as they're doing

the CIP, the budget and cost, the timing, priorities, etc. This would at least get the ball rolling to flush it out a little bit more and figure out what those costs would be. She replied that, yes, it would be appropriate.

Mr. Smith made a motion to add request #20-004 to the CIP list. Mr. West seconded the motion. Before going further, Ms. Hajduk explained that when they recommend something be added to the CIP, it then goes to the City Council for approval. So, to clarify, they would be making a motion to send to the City Council for approval to add it to the CIP. The Chief added that in order to have a study completed, that cost could, potentially, come out of the Traffic Calming budget. Depending on the outcome it, perhaps, wouldn't need to be added to the CIP list.

Mr. Smith changed the wording of his motion to include that he was recommending request #20-004 be added to the CIP list. Mr. West seconded the motion. All committee members approved.

It needs to be noted here that Ms. Rusnak lost connection to the meeting at 7:10 p.m. and her vote was not included.

iv. New 20-006 Crosswalk at 1st & Ash, Old Town (See Exhibit "C")

(For entire discussion regarding this request, check out the YouTube recording beginning at the 1:05 minute mark.) Mr. Galati explained that when The Springs development came in, the City asked them to do a traffic analysis of the intersection in particular to the pedestrian crossing. The recommendations that came back from DKS at the time, were that the City provide the enhanced European style type crossings. Which is the big, thick painted striping type scenario. They said all that was necessary was to highlight the pedestrian crossing. Because of the tight quarters and they're putting in signage, it may even create some issues with having the appropriate locations of the signs, too many of them, a distraction to traffic movement when you're having yield conditions, etc. If they start putting more signage up there, it could actually make it a little bit more of a problem. He said that he could send it back to DKS, based on the latest things that The Springs put in for part of their development, and have it re-analyzed. He wasn't certain that the City would get a different answer, because DKS could go back to their initial review of it with the site development and maybe even say that nothing's changed. He was hesitant to suggest that they do something when they've already done something and gotten an answer once.

After discussion and deliberation, it was decided that Mr. Galati will do a little more investigation into what all is still to come and when, so they can have a better close-out discussion on how they're going to resolve this request at the next meeting. Chair Wuertz stated that this will be tabled until next month's meeting.

5. Citizen Comment

N/A

Mr. West spoke about a discussion that took place at the last Police Advisory Board (PAB) meeting in regards to an issue at the Langer Farms Roundabout. There has been a lot of chatter and concern about it. The TSC hasn't received anything from citizens yet, but there's clearly chatter out there about that. It was reported that staff is working on it, but he just wanted to flag that this was brought up by the PAB.

Vice Chair Spreen asked about the timeline for requests. After the forms have been completed and turned into staff, how long until they make it to the TSC for discussion. The Chief replied that, depending on the request, it should only take staff a few days to a week for them to have a chance to review. They will review to see if there's anything that needs to be done by PD staff and/or forward on to Mr. Galati to see if there's any existing history on it. He explained that the meeting packets will include the requests and that the packets are posted, generally, a week ahead of time. An unofficial timeline would be approximately two weeks, before it would be added to the meeting agenda.

6. Adjourn

With nothing further to discuss, the meeting was adjourned at 7:30 p.m.

The next meeting is scheduled for October 22nd at 6 p.m.

Approval of Minutes:

Chair Jason Wuertz

Date

Attest:

Angie Hass

Date

TRAFFIC SAFETY COMPLAINTS / REQUESTS
TRAFFIC SAFETY COMMITTEE
CITY OF SHERWOOD

Exhibit "A"

<u>Date Rec'd</u>	<u>Project #</u>	<u>Brief Description of Request</u>	<u>Status</u>
1/1/2020	20-001	Sherwood View Estates / Stop &/or Speed Limit Signs	Traffic and speed study to be conducted and reviewed by committee.
2/4/2020	20-002	SW Sunset & SW Cinnamon Hill PI-Drivers not stopping for pedestrians. Drivers go too fast through area.	Closed. Crosswalk currently going in at nearby location (Sunset & Pine)
4/22/2020	20-003	Flashing crosswalk sign at Sunset and Timbrel	Additional data to be collected. Asking the Woodhaven HOA if issue exists even when school is not in session.
8/20/2020	20-004	Request for two additional stop signs at Villa, Wildlife Haven & Railroad	SPD to gather data.
8/25/2020	20-005	Requesting No Parking signs on both sides of Haide Rd (new high school)	Closed. Issue does not exist at this time. Will revisit if it becomes an issue.
9/2/2020	20-006	Crosswalk @ 1st & Ash by traffic circle needs signage & appropriate paint on roadway.	<i>New! To be reviewed at September meeting.</i>



Home of the Tualatin River National Wildlife Refuge

Exhibit "B"

MEMORANDUM

September 9, 2020

To: Traffic Safety Committee
From: Bob Galati P.E., City Engineer, City of Sherwood
Through: Jeff Groth, Chief of Police, City of Sherwood
Subject: SW Denali Lane & SW Whitney Lane Intersection Analysis

The following analysis and report is to determine if signage control, specifically a Stop Sign is needed at the right turn from SW Denali Lane to SW Whitney Lane.

Citizen complaint number 20-001 submitted to the Traffic Safety Committee, stated that traffic from SW Denali Lane was not stopping at the intersection with SW Whitney Lane, and conducting right turn movements at high rates of speed.

Intersection Physical Description

The approach from SW Denali Lane to SW Whitney Lane is a downward gradient of 15%, with SW Whitney Lane having downward gradient of 4% towards the intersection. The intersection from SW Denali Lane to SW Whitney Lane has good sight distance clearance in the eastbound direction with some obstructions (vegetation and grades) in the westbound direction. The intersection is a "tee" configuration with SW Whitney Lane being the defined through street.

Speed Study Results

A speed study was established at the corner of SW Denali Lane and SW Whitney Lane, with the traffic tubes set on the southbound right-turn lane of SW Denali Lane as close to the intersection SW Whitney Lane as possible. It was projected that recorded traffic speeds of greater than 10 mph would indicate that traffic is making right-hand turns onto SW Whitney Lane without stopping.

The speed study was executed over a 6-day period from Thursday morning (September 3rd) to Tuesday morning (September 8th). The study period included a weekend (September 5th and 6th) and a holiday on Monday (September 7th) of the study period.

Over the 6-day period, a total count of 650 vehicles making the right-hand turn from SW Denali Lane to SW Whitney Lane was recorded.

1. A total of 455 vehicles (69%) registered a speed of less than 10 mph.
2. A total of 195 vehicles (31%) registered speeds in excess of 10 mph.
3. 15 vehicles (3.8%) exceeded 25 mph.
4. The majority of the registered speeds over 10 mph occurred between 7 am and 5 pm.

Conclusion

Based on the data, the intersection exhibits a significant number of right-hand turns from SW Denali Lane to SW Whitney Lane without executing a full stop. Installation of a stop sign for the right-turn lane of SW Denali Lane is warranted.

However, this analysis indicates that driver behavior is the main issue and that a stop sign may not be effective in changing driver behavior. Ongoing random enhanced enforcement along with the installation of the stop sign is recommended for best results.



Photo #1 – Southbound view of SW Denali Lane towards SW Whitney Lane



Photo #2 – Eastbound view SW Whitney Lane at SW Denali Lane



Photo #3 – Westbound view SW Whitney Lane at SW Denali Lane

City of Sherwood
Engineering Department
22560 SW Pine Street
Sherwood, OR 97140

Denali Lane
Whitney Lane

Weather: Sunny, Hot, 90s
Counter Number: 1
Installed By: JG/DR
Other Notes: None

Date Start: 03-Sep-20
Date End: 08-Sep-20
Latitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	Pace Speed	Number in Pace
09/03/20	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	6	0	0	2	1	0	1	0	0	0	0	0	0	0	10	1-10	7
11:00	14	1	0	3	1	2	0	1	1	0	0	0	0	0	23	1-10	16
12 PM	11	1	0	3	2	0	0	0	0	0	0	0	0	0	17	1-10	13
13:00	18	0	0	5	0	3	0	0	3	0	0	0	0	0	29	1-10	20
14:00	11	0	1	6	5	0	0	0	0	0	0	0	0	0	23	1-10	14
15:00	10	0	0	0	2	0	0	1	1	0	0	0	0	0	14	1-10	10
16:00	11	0	2	3	1	1	0	0	0	0	0	0	0	0	18	1-10	14
17:00	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8	*	7
18:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	*	7
19:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	*	4
20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	101	2	3	22	13	6	2	2	5	0	0	0	0	0	156		
Percent	64.7%	1.3%	1.9%	14.1%	8.3%	3.8%	1.3%	1.3%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00		11:00	10:00	11:00	10:00	11:00	11:00						11:00		
Vol.	14	1		3	1	2	1	1	1						23		
PM Peak	13:00	12:00	16:00	14:00	14:00	13:00	17:00	15:00	13:00						13:00		
Vol.	18	1	2	6	5	3	1	1	3						29		

City of Sherwood
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22560 SW Pine Street
Sherwood, OR 97140

Weather: Sunny, Hot, 90s
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Installed By: JG/DR
Other Notes: None

Denali Lane
Whitney Lane

Date Start: 03-Sep-20
Date End: 08-Sep-20
Latitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	Pace Speed	Number in Pace
09/04/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	9	0	0	6	1	0	0	2	0	0	0	0	0	0	18	1-10	11
08:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	*	5
09:00	6	0	0	1	0	1	0	2	0	0	0	0	0	0	10	1-10	6
10:00	6	0	1	1	0	0	0	0	0	0	1	0	0	0	9	1-10	7
11:00	12	0	0	1	0	0	1	1	0	0	0	0	0	0	15	1-10	12
12 PM	5	0	0	1	2	1	0	0	0	0	0	0	0	0	9	1-10	5
13:00	15	0	0	5	1	0	1	1	0	0	0	0	0	0	23	1-10	17
14:00	8	0	0	1	2	0	0	0	0	0	0	0	0	0	11	1-10	8
15:00	9	1	0	1	1	2	0	0	0	0	0	0	0	0	14	1-10	10
16:00	5	0	0	0	1	0	1	0	0	1	0	0	0	0	8	*	5
17:00	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	*	5
18:00	7	0	0	2	0	0	0	0	0	0	0	0	0	0	9	1-10	8
19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	3
20:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	1-10	3
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	100	1	1	19	11	4	3	6	0	1	1	0	0	0	147		
Percent	68.0%	0.7%	0.7%	12.9%	7.5%	2.7%	2.0%	4.1%	0.0%	0.7%	0.7%	0.0%	0.0%	0.0%			
AM Peak	11:00		10:00	07:00	04:00	09:00	11:00	07:00			10:00				07:00		
Vol.	12		1	6	1	1	1	2			1				18		
PM Peak	13:00	15:00		13:00	12:00	15:00	13:00	13:00		16:00					13:00		
Vol.	15	1		5	2	2	1	1		1					23		

City of Sherwood
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Denali Lane
Whitney Lane

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Other Notes: None

Date Start: 03-Sep-20
Date End: 08-Sep-20
Latitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	Pace Speed	Number in Pace
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
09/05/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	1-10	2
08:00	5	0	0	5	1	0	0	0	1	0	0	0	0	0	12	1-10	7
09:00	8	0	0	1	2	3	0	0	0	0	0	0	0	0	14	1-10	8
10:00	6	0	1	2	0	0	0	1	1	0	0	0	0	0	11	1-10	8
11:00	7	0	0	2	1	0	0	0	0	0	0	0	0	0	10	1-10	8
12 PM	4	0	1	0	0	0	0	0	0	1	0	0	0	0	6	*	5
13:00	9	0	1	3	1	0	1	0	0	0	0	0	0	0	15	1-10	11
14:00	5	0	1	0	0	1	0	1	0	0	0	0	0	0	8	*	6
15:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	*	7
16:00	5	0	0	0	0	0	0	0	1	0	0	0	0	0	6	*	5
17:00	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1-10	4
18:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	*	4
19:00	6	0	0	0	1	0	0	0	0	0	1	0	0	0	8	*	6
20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	2
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	76	0	4	14	8	4	1	2	3	1	1	0	0	0	114		
Percent	66.7%	0.0%	3.5%	12.3%	7.0%	3.5%	0.9%	1.8%	2.6%	0.9%	0.9%	0.0%	0.0%	0.0%			
AM Peak	09:00		10:00	08:00	09:00	09:00		10:00	08:00								09:00
Vol.	8		1	5	2	3		1	1								14
PM Peak	13:00		12:00	13:00	13:00	14:00	13:00	14:00	16:00	12:00	19:00						13:00
Vol.	9		1	3	1	1	1	1	1	1	1						15

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Denali Lane
Whitney Lane

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Other Notes: None

Date Start: 03-Sep-20
Date End: 08-Sep-20
Latitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	Pace Speed	Number in Pace
	3	6	9	12	15	18	21	24	27	30	33	36	39	999			
09/06/20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	*	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	*	4
10:00	7	0	0	5	1	0	0	0	0	0	0	0	0	0	13	1-10	9
11:00	6	0	0	1	1	1	0	0	0	0	0	0	0	0	9	1-10	6
12 PM	4	0	0	0	1	1	0	0	0	0	0	0	0	0	6	*	4
13:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	*	5
14:00	8	0	0	3	3	0	1	0	0	0	0	0	0	0	15	1-10	9
15:00	8	0	0	0	0	1	0	1	0	0	0	0	0	0	10	1-10	8
16:00	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7	1-10	6
17:00	3	0	0	2	1	0	0	0	0	0	0	0	0	0	6	1-10	4
18:00	5	0	0	0	1	1	0	0	0	0	0	0	0	0	7	*	5
19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	3
20:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	1-10	2
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
22:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	*	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	67	0	0	12	9	4	2	1	0	1	0	0	0	0	96		
Percent	69.8%	0.0%	0.0%	12.5%	9.4%	4.2%	2.1%	1.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00			10:00	10:00	11:00	05:00								10:00		
Vol.	7			5	1	1	1								13		
PM Peak	14:00			14:00	14:00	12:00	14:00	15:00		22:00					14:00		
Vol.	8			3	3	1	1	1		1					15		

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Denali Lane
Whitney Lane

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Other Notes: None

Date Start: 03-Sep-20
Date End: 08-Sep-20
Latitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	Pace Speed	Number in Pace
09/07/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1-10	2
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
07:00	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1-10	4
08:00	3	0	0	2	2	0	0	0	0	0	0	0	0	0	7	10-19	4
09:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	*	5
10:00	10	0	0	3	2	1	0	0	0	0	0	0	0	0	16	1-10	11
11:00	8	0	0	4	2	0	1	0	0	0	0	0	0	0	15	1-10	9
12 PM	11	0	1	3	3	0	0	1	0	0	0	0	0	0	19	1-10	13
13:00	7	0	0	0	3	1	0	1	0	0	0	0	0	0	12	1-10	7
14:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	5	1-10	4
15:00	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11	1-10	10
16:00	8	0	0	1	4	0	0	0	0	0	0	0	0	0	13	1-10	8
17:00	4	0	0	0	1	0	0	1	0	0	0	0	0	0	6	*	4
18:00	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4	1-10	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	83	0	2	16	17	2	2	3	1	0	0	0	0	0	126		
Percent	65.9%	0.0%	1.6%	12.7%	13.5%	1.6%	1.6%	2.4%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00			11:00	08:00	10:00	05:00								10:00		
Vol.	10			4	2	1	1								16		
PM Peak	12:00		12:00	12:00	16:00	13:00		12:00	18:00						12:00		
Vol.	11		1	3	4	1		1	1						19		

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Date Start: 03-Sep-20
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Latitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total	Pace Speed	Number in Pace
09/08/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	*	1
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
07:00	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5	1-10	4
08:00	4	0	0	0	2	0	0	0	1	0	0	0	0	0	7	*	4
09:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	3
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	14	0	1	2	3	0	0	1	1	0	0	0	0	0	22		
Percent	63.6%	0.0%	4.5%	9.1%	13.6%	0.0%	0.0%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00		03:00	07:00	08:00			05:00	08:00						08:00		
Vol.	4		1	2	2			1	1						7		
PM Peak																	
Vol.																	
Total	441	3	11	85	61	20	10	15	10	3	2	0	0	0	661		
Percent	66.7%	0.5%	1.7%	12.9%	9.2%	3.0%	1.5%	2.3%	1.5%	0.5%	0.3%	0.0%	0.0%	0.0%			
			15th Percentile :		-1 MPH												
			50th Percentile :		2 MPH												
			85th Percentile :		13 MPH												
			95th Percentile :		20 MPH												
Stats			10 MPH Pace Speed :		1-10 MPH												
			Number in Pace :		483												
			Percent in Pace :		73.1%												
			Number of Vehicles > 55 MPH :		0												
			Percent of Vehicles > 55 MPH :		0.0%												
			Mean Speed(Average) :		6 MPH												

City of Sherwood
Engineering Department
22560 SW Pine Street
Sherwood, OR 97140

Denali Lane
Whitney Lane

Weather: Sunny, Hot, 90s
Counter Number: 1
Installed By: JG/DR
Other Notes: None

Date Start: 03-Sep-20
Date End: 08-Sep-20
Latitude: 0' 0.0000 Undefined

Start Time	Mon 31-Aug-20	Tue 01-Sep-20	Wed 02-Sep-20	Thu 03-Sep-20	Fri 04-Sep-20	Average Day	Sat 05-Sep-20	Sun 06-Sep-20	Week Average					
12:00 AM	*	*	*	*	0	0	0	1	0					
01:00	*	*	*	*	0	0	0	0	0					
02:00	*	*	*	*	0	0	0	0	0					
03:00	*	*	*	*	0	0	0	0	0					
04:00	*	*	*	*	2	2	0	0	1					
05:00	*	*	*	*	0	0	1	2	1					
06:00	*	*	*	*	0	0	0	0	0					
07:00	*	*	*	*	18	18	3	1	7					
08:00	*	*	*	*	5	5	12	1	6					
09:00	*	*	*	*	10	10	14	4	9					
10:00	*	*	*	10	9	10	11	13	11					
11:00	*	*	*	23	15	19	10	9	14					
12:00 PM	*	*	*	17	9	13	6	6	10					
01:00	*	*	*	29	23	26	15	5	18					
02:00	*	*	*	23	11	17	8	15	14					
03:00	*	*	*	14	14	14	7	10	11					
04:00	*	*	*	18	8	13	6	7	10					
05:00	*	*	*	8	6	7	5	6	6					
06:00	*	*	*	7	9	8	5	7	7					
07:00	*	*	*	4	3	4	8	3	4					
08:00	*	*	*	1	4	2	2	3	2					
09:00	*	*	*	0	1	0	1	1	1					
10:00	*	*	*	2	0	1	0	2	1					
11:00	*	*	*	0	0	0	0	0	0					
Day Total	0	0	0	156	147	169	114	96	133					
% Avg. WkDay	0.0%	0.0%	0.0%	92.3%	87.0%									
% Avg. Week	0.0%	0.0%	0.0%	117.3%	110.5%	127.1%	85.7%	72.2%						
AM Peak	-	-	-	11:00	07:00	-	11:00	-	09:00	10:00	-	11:00	-	-
Vol.	-	-	-	23	18	-	19	-	14	13	-	14	-	-
PM Peak	-	-	-	13:00	13:00	-	13:00	-	13:00	14:00	-	13:00	-	-
Vol.	-	-	-	29	23	-	26	-	15	15	-	18	-	-

City of Sherwood
Engineering Department
22560 SW Pine Street
Sherwood, OR 97140

Weather: Sunny, Hot, 90s
Counter Number: 1
Installed By: JG/DR
Other Notes: None

Denali Lane
Whitney Lane

Date Start: 03-Sep-20
Date End: 08-Sep-20
Latitude: 0' 0.0000 Undefined

Start Time	Mon 07-Sep-20	Tue 08-Sep-20	Wed 09-Sep-20	Thu 10-Sep-20	Fri 11-Sep-20	Average Day	Sat 12-Sep-20	Sun 13-Sep-20	Week Average
12:00 AM	0	0	*	*	*	0	*	*	0
01:00	0	2	*	*	*	1	*	*	1
02:00	0	0	*	*	*	0	*	*	0
03:00	2	2	*	*	*	2	*	*	2
04:00	0	0	*	*	*	0	*	*	0
05:00	3	2	*	*	*	2	*	*	2
06:00	1	1	*	*	*	1	*	*	1
07:00	5	5	*	*	*	5	*	*	5
08:00	7	7	*	*	*	7	*	*	7
09:00	5	3	*	*	*	4	*	*	4
10:00	16	*	*	*	*	16	*	*	16
11:00	15	*	*	*	*	15	*	*	15
12:00 PM	19	*	*	*	*	19	*	*	19
01:00	12	*	*	*	*	12	*	*	12
02:00	5	*	*	*	*	5	*	*	5
03:00	11	*	*	*	*	11	*	*	11
04:00	13	*	*	*	*	13	*	*	13
05:00	6	*	*	*	*	6	*	*	6
06:00	4	*	*	*	*	4	*	*	4
07:00	0	*	*	*	*	0	*	*	0
08:00	2	*	*	*	*	2	*	*	2
09:00	0	*	*	*	*	0	*	*	0
10:00	0	*	*	*	*	0	*	*	0
11:00	0	*	*	*	*	0	*	*	0
Day Total	126	22	0	0	0	125	0	0	125
% Avg. WkDay	100.8%	17.6%	0.0%	0.0%	0.0%				
% Avg. Week	100.8%	17.6%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	10:00	08:00	-	-	-	10:00	-	-	10:00
Vol.	16	7	-	-	-	16	-	-	16
PM Peak	12:00	-	-	-	-	12:00	-	-	12:00
Vol.	19	-	-	-	-	19	-	-	19
Grand Total	126	22	0	156	147	294	114	96	258

ADT

ADT 132

AADT 132



Sherwood Police Department
20495 SW Borchers Drive
Sherwood, OR 97140
Ph: 503-625-5523 ♦ Fax: 503-925-7159



Exhibit "C" 20-006

Traffic Safety Complaint/Request Form

In accordance with the City of Sherwood's Municipal Code, citizens interested in requesting any action regarding traffic safety shall complete and submit this form to the Sherwood Traffic Safety Committee for review and consideration. Upon receipt of a completed form, city staff will review the proposed request and forward it to the committee for formal review. Contact with the applicants regarding the request will be included in the review process.

Completed forms shall be submitted to:

Sherwood Traffic Safety Committee
c/o Sherwood Police Department
20495 SW Borchers Drive ■ Sherwood, OR 97140
policeinformation@sherwoodoregon.gov

Feel free to attach additional sheets containing pictures, maps, or additional text if the space provided is insufficient.

1. Requestor's Contact Information:

Name: _____
Address: _____
Phone Number: _____
Email: _____
Date form submitted: Sept 2, 2020

2. Please identify the specific location/intersection of concern:

Crosswalk at 1st Street & Ash Street

3. Please describe the nature of the traffic problem which concerns you:

The crosswalk at 1st & Ash by the traffic circle is poorly marked. There is no signage indicating that there is a crosswalk at that location, and there is not much paint on the street. I was told 2 years ago that this would be improved as a part of The Springs construction, but this did not happen.

4. Please describe what actions (if any) you feel would reduce your traffic concerns:

Install signage indicating a crosswalk in that location and add appropriate paint to the roadway.

Please attach any photographs and/or diagrams that document the problem.