



# **TRAFFIC SAFETY COMMITTEE MEETING PACKET**

FOR

**Thursday, April 28, 2022  
6 p.m.**

***This meeting will be live streamed at***  
**<https://www.youtube.com/user/CityofSherwood>**.



# AGENDA AMENDED



## Traffic Safety Committee

<b>Date &amp; Time:</b>	Thursday - April 28, 2022 6:00 pm
<b>Location:</b>	City Hall-Conference Room A, 22560 SW Pine St
<b>Attendees</b>	
<b>T.S.C. Members:</b>	<b>City Staff:</b>
Jason Wuertz-Chair	Jon Carlson-Police Captain
Tiffany Yandt-Vice Chair	Angie Hass-Admin Assistant III
Tony Bevel	Bob Galati-City Engineer
Dorian Libal	Julia Hajduk-Community Development Director
Lisa Patterson	
Laurie Zwingli (PAB Liasion)	
Diane Foster (PAB Liasion)	

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1. Call to Order (Chair)
2. Roll Call (Staff)
3. Approval of Minutes (Chair)
4. Business (Chair)
  - a. Julia Hajduk – City Council’s Review of the CIP, 4/5/2022 (share highlights of discussion)
  - b. Issues / Complaints
    - i. Revisit: 2020-004 (Intersection @ Villa, Wildlife Haven and Railroad)
    - ii. Update: 2021-006: Captain Carlson
    - iii. Update: 2021-008: Captain Carlson & Bob Galati
    - iv. Update: 2022-002: Captain Carlson
    - v. Update: 2022-003: Captain Carlson
    - vi. Update: 2022-004: Captain Carlson & Bob Galati
    - vii. Update: 2022-005.1, .2, .3: Edy Road - Requests to lower speed, add more lighting, sidewalks and crosswalks.
    - viii. NEW: 2022-005.4: Edy Road – Request for sidewalks and bike lanes.
    - ix. NEW: 2022-006: SW Elwert & Haide, request to lower speed limit, add speed bumps or stop signs with flashing lights
    - x. NEW: 2022-007: Cedar Brook Way & Meinecke Pkwy – Request for flashing lights at crosswalk
  - c. May Meeting – Captain Carlson
5. Committee Comments (Chair)
6. Citizen Comment (Chair/Staff)
 

*Pursuant to Executive Order 20-16, citizen comments must be submitted in writing to [policeinformation@Sherwoodoregon.gov](mailto:policeinformation@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.*
7. Adjourn (Chair)

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2020

### 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	<b>C</b>	1/1/2020	Sign approved by committee, 9/24/2020. City Manager approved and stop sign installed on 10/28/2020. Speed limit signs determined to be unnecessary.
20-002	SW Sunset & SW Cinnamon Hill Pl- Drivers not stopping for pedestrians. Drivers go too fast through area.	<b>C</b>	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	<b>C</b>	4/22/2020	12/10-City staff checking to see if this is included in a future CIP. 12/31-CIP calls out single lane roundabout. Nothing more is defined in project description.
20-004	Request for two additional stop signs at Villa, Wildlife Haven & Railroad	<b>Revisit</b>	8/20/2020	Recommendation for this to be added to the CIP list. The City Council will need to first approve. (9/24/20)12/10-City staff to see if this has been added to the CIP list. 12/31-Project inclusion into the 5 year CIP list is part of the City budgeting process which begins in Feb/Mar. Addition of this project to CIP is months away. <b>3/24/2022-Committee will revisit this at the 4/28 meeting to decide whether or not request warrants being on the CIP List.</b>
20-005	Requesting No Parking signs on both sides of Haide Rd (new high school)	<b>C</b>	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.	<b>C</b>	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. Crosswalk to be repainted/striped. Current Signage deemed adequate.

**O=Open/C=Closed/P=Pending/N=New**

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2020

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
20-007	Driveway obstruction on Lavender PI/Request curb to be marked as "No Parking Zone" and painted red.	<b>C</b>	9/24/2020	12/10-No Parking Signs approved and will go through City approval process. Basketball Hoop still needs to be addressed and followed up on. 1/28/21-notification signs need to be posted prior to No Parking signs. 2/25/21-Next step: sign installation. 3/25/2021-Ms. Hajduk looking into appeal process. Will report back to committee at April meeting. 4/22/2021-Closed
20-008	Request blinking yellow LED light for pedestrians to activate when crossing Sunset @ Woodhaven.	<b>C</b>	10/1/2020	12/10-Approved w/Modifications. City staff to make a request to City Council that this CIP project be moved up on the priority list. 12/31-Project inclusion into the 5 year CIP list is part of the City budgeting process which begins in Feb/Mar. Addition of this project to CIP is months away.
20-009	Trim or remove bushes at SW Meinecke Pkwy & SW Sequoia Terr / Need marked crosswalks. <i>12/31/2020-ammended to request that bushes be removed altogether.</i>	<b>C</b>	10/20/2020	12/10-City Engineer to update and share previous report for this area at January meeting. 12/31-Requestor ammends request. To be discussed at Jan meeting. 1/28/2021-Modifications approved by TSC-City staff to proceed with next steps: Signage, Striping, ADA Ramps 2/25/21- Forwarded to City Manager for approval. 3/25/2021-Request approved and forwarded on to Public Works for implementation. 6/24/2021-All work complete except for truncated dome installation - due to be completed by end of June. 9/23/2021-Mr. Galati stated that the truncated dome installation is part of a project listed on the CIP List (Ice Age Tonquin Trail Improvement Project). The TSC voted in favor of closing out this request, as it is only a matter of time before all is complete.
20-010	Trim or remove bushes at SW Meinecke Pkwy & HWY 99 / Need marked crosswalks.	<b>C</b>	10/20/2020	12/10-This area is ODOT's responsibiity. City staff will submit request to ODOT.

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## TRAFFIC SAFETY COMMITTEE - 2020

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20-011	Extend No Parking Zone and/or Curbs Painted Red-Visibility Issue at Huntington Ln & Yorkshire Way	<b>C</b>	10/21/2020	12/10-Will be addressed through enforcement and education by the Sherwood PD.
20-012	Additional Street Lights @ the corner of Sunset & Ladd Hill Rd	<b>P</b>	10/23/2020	12/10-City Engineer to check on ownership/management of light fixtures and see if replacing is feasible. Committee members to research further on their own. 1/28/2021-City Engineer will gather photometric data. 2/25/21-Light Meter purchased. Hope to have data by March meeting. 3/25/2021-Hope to have data by April meeting. 4/22/2021-Data provided and recommendations made. Public Works to replace light element on NW corner, then re-evaluate. 9/23/2021-Data indicates that additional light/pole should be installed. Checking with Public Works to see if possible. 10/28/2021-Captain Carlson waiting for approval from City Manager. Checking with Public Works on time line. 1/27/2022-City Manager has approved this project and materials have been ordered by the Public Works Department. They are waiting on receipt of the supplies and are hoping for a spring completion.
20-013	Flashing Crosswalk Sign Requested at Crosswalk that goes across Cedar Brook Way	<b>C</b>	11/3/2020	1/28/2021-City Engineer will meet with Transportation Engineer to discuss possible options.2/25/21-Proposed changes not recommended by City Engineer or Transportation Engineer.
20-014	Request for curbs to be painted in No Parking zone along Cedar Brook, as well as in crosswalk along Berkshire Terr / Cedar Brook Way	<b>C</b>	11/3/2020	1/28/2021-Police Department will continue with frequent patrols of this area.

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# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-001	Concerns for intersection @ Ladd Hill & Sunset/traffic light & extra patrol proposed.	<b>C</b>	2/10/2021	3/25/2021-City staff to gather information to provide to committee at April meeting.6/24/2021-Traffic count/speed data acquisition for Ladd Hill Rd tentatively scheduled for late July or early August. 9/23/2021-TSC voted to close this request with the the PD to continue with regular and frequent focused patrols.
2021-002	Request to relocate crosswalk signal at the new School District Office (formerly Hopkins Elementary) to Hawks View Elementary.	<b>C</b>	2/19/2021	3/25/2021-City staff to coordinate with the Sherwood School District. City to review school zones and signs and relocate signs as appropriate. Ms. Hajduk will check with City Attorney on requirements to place "traffic control change" signs. 6/24/2021-School zone signs have been moved. Flashing sign has been modified from 20 to 25 mph. Yellow backing will be replaced with white. 9/23/2021-Everything has been completed. Request Closed.
2021-003	Request for Mini Roundabout @ 1st & Oak to help deter speeding.	<b>C</b>	3/9/2021	4/22/2021-Data collected did not warrant a mini roundabout at this intersection at this time. If issues progress, will take another look.

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## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-004	Request for truncated domes at curb cuts at the Senior Center entrance on Sherwood Blvd.	C	5/17/2021	6/24/2021-Request reviewed by TSC. City staff to collect more data to present at July meeting. 9/23/2021-Public Works will be asked to add this request to their list of intersections to be reconstructed to meet ADA standards. City staff will ask Public Works if they can, at minimum, paint basic pedestrian crossing striping at the intersection as soon as possible. 10/28/2021 - Status not yet received from Public Works. 1/27/2022 - Pedestrian Crossing Striping has been completed. Reconstruction of the truncated domes is on the Public Works Department's list, to meet ADA standards. This is part of a larger project to be done down the road. 2/24/2022-Decision to close out this request, as truncated domes are already on the list for a future project.

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## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-005	Request for stop sign, speed bumps and/or crosswalk @ SW Old HWY 99 & SW Crooked River Ln.	<b>P</b>	5/20/2021	6/24/2021-Request reviewed by TSC. City staff to collect more data to present, hopefully, at August meeting. 9/23/2021-City Engineer will get assistance from firm to conduct a speed and ped count analysis, as funding is available. 10/28/2021-Captain Carlson to request approval for funds to conduct analysis. 1/27/2022-City Manager has approved funding to hire an outside agency for the ped counts. Traffic counts scheduled by City Engineer in the next week. City Engineer to schedule pedestrian counts with outside agency, DKS. 3/24/2022-Speed Count Analysis reviewed. TSC will do more comprehensive review, once Ped County Study is completed. <i>(Not ready for 4/28 meeting. Add to May meeting agenda?)</i>

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# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-006	Request for No Parking Zone between SW Hosler Wy & YMCA entrance.	<b>P</b>	5/20/2021	6/24/2021-Request reviewed by TSC. City staff to collect more data to present at July meeting. 9/23/2021-Request to Public Works to paint the curb lines yellow at the 20-foot mark at the intersection at SW Hosler Way and Woodhaven, including the curb with the fire hydrant. After the painting has been completed, the SPD can then enforce the code for parking along those areas as well as within the required six inches of the curb. City Engineer to gather info on the pedestrian crossing. Will present at Oct Meeting. 10/28/2021-City Engineer still working on gathering data. Captain Carlson checking with Public Works on status for painting request. 1/27/2022-City Engineer had spoken to Public Works about painting the striping. Captain Carlson to check with Public Works on time line.
2021-007	Speed hump modification on Division Street between Snyder Park entrance & Cuthill Place	<b>C</b>	8/25/2021	Request has already been reviewed by the City Engineer and City staff. Recommendations are included with Request Form. 9/23/2021-City Engineer to conduct speed study before the holiday season and present results to the TSC. 10/28/2021-Data collected - TSC determined no additional action is needed. Request is closed out.

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# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-008	Safety concerns for intersection at Sunset & Timbrel / Suggestions to include: 1) Offer bus rides for kids that cross there. 2) Require crossing guards until 8:15 a.m. on school days and potentially after school until 3:45-4. 3) Install a push to walk flashing light	<b>P</b>	7/15/2021	10/28/2021-Captain Carlson to make recommendation to City Council to conduct traffic and ped count studies to see if this needs to be adjusted and/or moved up on the current CIP List. It is currently scheduled in the long term. 1/27/2022-Captain Carlson received response back from the Sherwood School District (SSD) regarding numbers 1 & 2. For #3, the SSD would like to work with the City on getting a grant to pay for flashing crosswalk lights. Motions made at Jan meeting: Request for speed and pedestrian counts by the City, adjust crossing guards times at crosswalk and school zone beacons. Talk to SSD about grant options. 3/24/2022-Captain Carlson to request additional signs (City Manager). Ms. Hajduk to add request for traffic study analysis to be completed from Pinehurst to HWY 99 on Sunset to CIP List.

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# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2022

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2022-001	Complaint received by the City of Sherwood in 2019 - forwarded to the TSC for review: Concern regarding pedestrians crossing at Handley & Roellich.	<b>C</b>	Received by City Staff-March 2019 / Forwarded to TSC 1/13/2022	Complaint was received by Mayor Mays and then reviewed by the City Engineer in March of 2019. 1/5/2022-New City Manager requested the TSC to review information gathered at the 1/27/2022 meeting. 1/27/2022-Captain Carlson to increase police presence on Handley to see if there is still an issue. Then go from there. 3/24/2022-Capt Carlson reported that no issues were observed by officers when conducting a focused patrol (1/13-3/15/2022, 4.6 hours total). Will send update to City Manager. TSC voted to close out request.
2022-002	Corners in Old Town at Attrells & Park. Cars park on corners, making it difficult to see pedestrians, especially children. Would like "no parking" stripes on each corner of side streets in Old Town.	<b>P</b>	12/15/2021	1/27/2022-The PD and City will help to educate drivers regarding parking in Old Town, in part, with social media posts. Police will help to educate with warnings. Will revisit after a month.
2022-003	No stop signs and poor visibility due to parked cars at SW Park and 1st Street in Old Town.	<b>P</b>	12/20/2021	1/27/2022-As this is similar to 002-this will be revisited after the feedback is received for 002.
2022-004	Exit lanes from Walmart main entrance onto Langer Farms. Request to make right or left turn only-no straight through to Target option.	<b>P</b>	2/21/2022	3/24/2022-TSC requests to review previous traffic studies for this location at next meeting.
2022-005 (.1, .2, .3 & .4-New for 4/28)	Edy Road - Requests to lower speed, add more lighting, sidewalks, bike lanes & crosswalks.	<b>P</b>	2/21 & 22/2022 & 3/24/2022	3/24/2022-City Engineer still waiting for results from traffic study. Will revisit at April meeting.

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# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2022

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2022-006	SW Elwert & Haide-lower speed limit, speed bumps on north and southbound on Elwert - OR - stop signs with flashing lights.	N	3/4/2022	
2022-007	Request for flashing lights @ crosswalk located at Cedar Brook Way & Meinecke Pkwy.	N	3/17/2022	

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2022-005.4

**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](mailto: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: 3/17/2022

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

Edy Rd between Elwert and Borchers. More details below and in attached docs.

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

A large population of Sherwood residents reside off SW Edy Rd. within walking distance of the Sherwood Marketplace which is a large shopping area with a number of shops and stores. There is currently no way for those residents to walk or ride a bike between those two areas creating a very dangerous situation.  
See 3 attached detailed information letters to City Council, City Engineer and Traffic Safety

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

Install sidewalk on south side of SW Edy Rd. from SW Trailblazer Pl. to the Ackerly.  
Install bike lane on the south side of SW Edy Rd. from SW Trailblazer Pl. to the Ackerly.  
Install sidewalk on the north side of Edy Rd. from SW Cherry Orchards to police station.  
See 3 attached detailed information letters to City Council, City Engineer and Traffic Safety

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

**Re: Edy Road Traffic Safety Complaint submitted on 3/24/2022**

This document is supplemental information sent with the complaint. It contains 3 emails regarding the dangerous traffic and pedestrian situations along SW Edy Road in Sherwood, Oregon. These recipients and dates of the emails are identified below.

**To Sherwood City Council, City Engineer, Traffic Safety Commission on 2/22/2022:**

The recent fatalities on Edy Rd in Sherwood have highlighted a very dangerous problem. I don't know the details behind the accident because they have not been made public, but regardless of the causes, the location of the incident was an accident waiting to happen and more people are going to get injured or killed there if the city doesn't do something about the lack of a sidewalk and a bike lane on the south side of Edy Rd. Pedestrians are forced to cross Edy right at the spot the girls were killed because the sidewalk ends and walking any further east on the south side of Edy is not an option because that area is steep, dangerous, vegetated, muddy, uneven and gives the appearance of trespassing if one continues walking where a sidewalk should be. It is not walkable and forces people to cross Edy at a very dangerous spot. I urge you to walk on the south side of Edy from where the sidewalk ends by Trailblazer to where it starts again a long distance away at The Ackerly. It will be very quickly evident that there is a serious problem there without a sidewalk. The alternative of being forced to cross Edy at that point is extremely dangerous as the speed limit is 40, people often go 50 and it's at the bottom of a hill with a fast rise in either direction where approaching cars are picking up speed and cannot be seen until the last second especially coming from the east side. One is left with 2 options: cross in a very dangerous location or go "off-trail" through difficult terrain where one feels like they are trespassing. Both are harrowing experiences. Please go see for yourself.

The city decided to build up the west side along Edy with a number of subdivisions, but did not put in the infrastructure on Edy to support it. There is a large and growing population on Edy. The city also decided to build up the shopping center at the Marketplace of Sherwood on Edy which of course will draw more pedestrian traffic along Edy from the residential areas. Putting 2 and 2 together it's obvious that there would have been substantial increases in foot, bike and car traffic because of those developments with many more people needing to walk along both sides of Edy, not just one. Unfortunately due to a lack of a sidewalk midstream between the residential and commercial areas (or between residential areas) along the south side of Edy, one is forced to unnecessarily cross Edy. But there is no safe place to cross anywhere from SW Cooper Ter. to SW Borchers and there is no safe way to walk or ride a bike continuously on the south side of Edy. So no safe place to walk, ride or cross creates a deadly situation that has been an ongoing problem and has now been highlighted by the recent tragedy. The larger subdivision and majority of population live on the south side Edy and they cannot safely travel by foot from their homes to any of the businesses on Edy or to the other residential areas of Sherwood without unnecessarily risking their lives because there is no sidewalk on the south side of Edy. They are forced to cross at dangerous locations just to get to a sidewalk that they never would have needed had there been a sidewalk put in on the south side of Edy. It's a negligent situation that has been left to fester for years. It's amazing there haven't been more people killed or injured along there. Many people just avoid it and don't walk there and drive instead in what should be a walkable area.

We all pay monthly sidewalk fees in this city. Why hasn't the city put a sidewalk in on one of its most dangerous locations, if not the most dangerous place (main road, large population, residential and commercial areas) that currently doesn't have a sidewalk? It is wrong to charge millions in taxes and fees and then not do the basic minimum for Sherwood residents to safely get around. Is the city waiting until those properties without a sidewalk in front of them along Edy are developed (some may never be) in order for those owners to be charged in the building process for putting in a sidewalk at some date that may never come? If so, that is a very short-sighted and irresponsible development policy especially since those properties may never be developed as there are already residences there. What other reason does the city have for shirking its responsibilities for so many years in that area? It is unconscionable

not to have put a sidewalk in at that location by now. That's not an exaggeration. I urge you to walk it anytime, but especially during morning or afternoon rush hour if you want the thrill of risking your life. Even now with people going much slower because of the recent tragedy, the problem is still very evident.

Additionally, the bike lane going east on Edy just ends right at that same location at Trailblazer and Edy. If one is riding a bike east on Edy, it is an extremely dangerous and harrowing experience. Not only does the bike lane end, the shoulder also ends and a bicyclist is forced to ride into the lane of traffic up a blind hill with people approaching from behind at 40mph or more where the drivers coming up on them are then forced into risking a head-on collision also going up a blind hill across the center-line into oncoming traffic just to get around the bicyclist and not kill them. It's a death trap for the cyclist and the driver. It's way too dangerous for an adult, much less for a child to ride a bike there. As dangerous as walking there along Edy is in that terrain with no sidewalk or being forced to cross at a dangerous location just to get to the sidewalk on the other side of the road, it's an even more harrowing and dangerous experience to ride a bike up that part of Edy. If you have a bike, try it. You will be in fear for your life if a car comes up behind you with a damned if you do/damned if you don't choice on either side of you: get hit by the car or wreck off the road where there is no shoulder and rough terrain. Since in addition to the sidewalk fees, we also pay fees and taxes for safe roads and bike lanes, this lack of bike lane problem should also be addressed with the lack of sidewalk problem on Edy.

I'm including a map of the area I'm talking about with the problems highlighted.

Solutions:

1. Put in a sidewalk and bike lane on the south side of Edy from Trailblazer to The Ackerly. This solves the majority of the problem.
2. Put a cross walk with flashing light at Bedstraw and Edy. This is where the vast majority of side street traffic comes into Edy. This adds a safer place to cross Edy and will serve the neighborhoods sufficiently on both sides.
3. Put a cross walk in at Houston. This gives people a safe place to cross where they are going to cross regardless.
4. Make the speed limit on Edy 35 until Elwert. Lower than that will be ridiculous and unnecessary.

Those 4 things will solve 99% of the problem. It is not necessary to put any new traffic lights in along Edy. The side street traffic is not heavy enough to warrant that and the gauntlet of traffic lights (Borchers, 99 and Langer Dr.) that anyone living on the west side of Edy already has to contend with to get across 99 to the "other" side of town is enough and a frustration. It is also not necessary to put a crosswalk or any other device at the bottom of the hill on Edy at Trailblazer as that will actually create more danger with an unnecessary stop at the bottom of a hill that no one will need to use if the above solutions are implemented. People only need to cross there because the sidewalk ends.

Please make this a priority and look into implementing the 4 solutions above. I think you will find them reasonable and appropriate. There will probably be a number of people now raising their voices who do not understand the problem and will want incorrect measures taken. I frequently travel by car, foot and bicycle daily along the route discussed. There aren't many others traveling in all 3 modes of transportation or as frequently as I do. I'd be more than happy to discuss the problem or any of my solutions if you want to contact me.

**To Keith Mays on 2/23/2022:**

Hi Keith,

Thank you for your response.

It sounds like the fact that Edy Rd. from Elwert to 99 falls within two jurisdictions makes things complicated but the upshot is that then both the city and the county have been negligent and if the sidewalk and bike lane had been put in on the south side of Edy as it should have been years ago, those girls might still be alive. While the lack of a sidewalk in their situation might have been a secondary factor rather than the primary cause, I believe that there is a very good chance that they would never have been on the north side of Edy that they were forced on specifically because their destination was on the south side of Edy at the Marketplace at Sherwood, even if their starting point was on the north side (more below). Let me explain the two major issues here, and please keep in mind that regardless of the cause of the recent tragedy and whether my conjecture about that accident is correct or not, there are looming tragedies waiting to happen if something isn't done about the lack of a sidewalk and bike lane on the south side of Edy and the "can is just kicked down the road".

Reason why the sidewalk (and bike lane) should have been put in (residents on south side of Edy):

There are large residential developments that have been put in on the south side of Edy over the last 20 years with some homes being built very recently resulting in approximately 2,000 people living on the south side of Edy within the boundary of Handley, Elwert, Edy and Cedar Creek. The population is even bigger if one includes the other side of Handley whose residents would also want a walking and biking way along Edy to get to the Marketplace at Sherwood. Those >2,000 people have to literally risk their lives to get to Marketplace without a car. That is not an exaggeration. The Marketplace at Sherwood is definitely within walking distance of those people and that includes many children who go to that shopping center as the recent accident shows. Putting a life risking situation between that many people and the area they shop at is negligent. All those people live on the same side of Edy as the Marketplace at Sherwood and they cannot safely get to it. Let me repeat since it seems to have been missed in my first letter: by not having a bicycle or pedestrian option for over 2,000 people to get a shopping center within easy walking distance without crossing a dangerous road, a very dangerous situation has been created and people's lives have been unnecessarily put at risk. Using your examples of Elwert, Oregon Way, Murdock or Brookman as a comparison misses the point and is a red herring as those locations do not have anywhere near that population and do not have a major shopping center right down the street within walking distance from that population which is the situation on Edy. Throwing those other roads into the mix as some reason why Edy hasn't been addressed only clouds the reality of the problem, distracts people from the main problem, confuses them, and puts lives unnecessarily at risk.

Reason why those girls might still be alive (residents on north side of Edy):

While I still only have limited information, from what I understand the girls were going to/from the north side of Edy off Trails End to the Marketplace at Sherwood shopping center on the south side of Edy. They had no option other than to travel on the sidewalk on the north side of Edy the whole way since there is no continuous sidewalk on the south side of Edy where they were going to/coming from. I posit that had there been a sidewalk put in on the south side of Edy as there should have been years ago, those girls would still be alive because it would have been the shortest way to their destination and pedestrians will almost always take the shorter path. And if you include a proper pedestrian crossing at Bedstraw and Edy as I have proposed (since it is at the top of the hill with the best vantage point for pedestrians, and the most logical place between the far apart Cooper Terrace and Borges intersections where the only crossings on Edy currently are) it is even more likely they never would have been where the accident occurred. Even without the Bedstraw crossing but a continuous sidewalk on the south side, it is still likely they would have traveled on the south side of Edy rather than the north side had they been given that option. We'll never know, but the point is that not only is a sidewalk and bike lane definitely needed on the south side of Edy for the <2000 people on that side of Edy, but it would also be utilized by the people that live on the north side of Edy.

If these points are still not clear, I'd be happy to sit down with you and go over a map or walk the actual geography in question so you can clearly understand the points.

Including the City Engineer, Traffic Safety Committee contact and City Council.



**To Jon Carlson on 3/24/2022:**

Hi Jon,

I've attached the completed form and the 2 letters I wrote to city council/traffic safety/public works since they contain many of the important details as they relate to the need for improvements on Edy. Thanks for passing it onto the Traffic Safety Committee.

Since you specifically addressed a number of points seeming to downplay the problems on Edy, I'd like to respond to them:

1. Regardless of the cause of the crash, Edy is a very dangerous road because it has not kept up with the city's expansion and subsequent population growth on the west side. It needs to have a bike lane and sidewalk on the south side.
2. The city has already paid for the sidewalk on the north side so there is precedent for the city taking up slack where the county is lagging. Regardless, the city needs to push the issue with the county and get the road improved.
3. The Capital Improvement Plan does not have one penny in it for Edy that I could tell, but has millions for lesser needed projects. It is an unfortunate oversight and most likely people setting priorities do not live off Edy on west side or walk or bike along it.
4. Edy is in the unique situation to be the main artery between one of the city's main population areas and the city's main shopping area that are within in walking distance from each other but it doesn't have adequate infrastructure for bicyclists or pedestrians.

As I'm sure you know there was another injury accident on Edy on 3/13 at the exact same place the girls were killed a couple weeks ago and it resulted in another car going up and onto the sidewalk again! If anyone had been walking there Saturday night they would also have been hit. The car went onto the sidewalk and down into the creek and the person in the car was injured and had to be extracted by a team of TVF&R emergency workers. If this doesn't further emphasize that Edy is dangerous and needs to be prioritized, I'm not sure what it would take.



Cedar Creek

Cedar Creek

Cedar

SW Trailblazer Pl

SW Trailblazer Pl

SW Edy Rd  
← STEEP HILL

Forced  
SW Edy Rd  
Cross

Sidewalk  
Ends

SW Edy Rd

SW Edy Rd

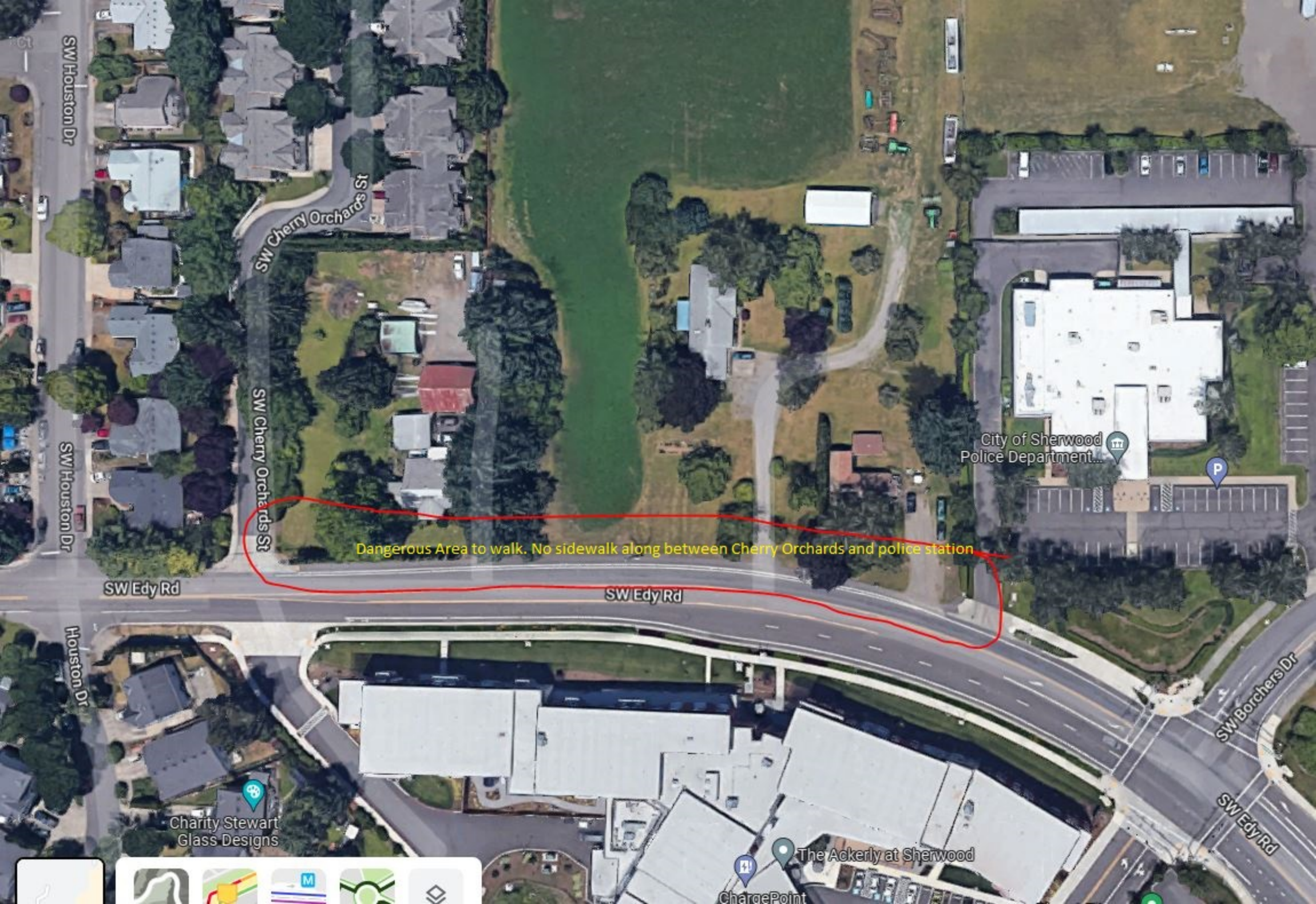
SW Edy Rd

SW Edy Rd

SW Terrapin Dr

No sidewalk anywhere here. Steep, dangerous, in people's yards, not walkable at all

No bike lane



SW Houston Dr

SW Cherry Orchards St

SW Cherry Orchards St

SW Eddy Rd

SW Eddy Rd

City of Sherwood  
Police Department

Dangerous Area to walk. No sidewalk along between Cherry Orchards and police station

Houston Dr

Charity Stewart  
Glass Designs

ChargePoint

The Ackerly at Sherwood

SW Borchers Dr

SW Eddy Rd





**2022-006**

**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](mailto: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: 03/04/2022

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

Intersection of SW Elwert Road and SW Haide Road (Sherwood High School)

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

Please see attached letter.  
My main concern are the nights when our kids attend events for example  
Friday night football games or any other event after school hours.  
Drivers may not expect people crossing the road because the driving by at durina night.

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

The suggestions are slow the speed limit along with speed bumps on both northbound and  
southbound on SW Elwert Road. Another option is to install stop signs with flashing lights  
Even though, I don't believe this will prevent a serious or fatal accident.

Thank you for your consideraton in this matter.

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

I am concerned about the risk of accident along the section of Elwert Road from the cross Street of Edy Road to the traffic light at Haide Road in front of Sherwood High school. This is a 45 speed zone and traffic often treats it like a country road and travels well above the speed limit. The problem is the lane approaching the high school is uphill and crests just short of the traffic light. This creates a very short stopping distance for drivers going at excess speeds. This traffic light is a cross walk for students used in daytime but also at night when there are events at the school. These hazards warrants a traffic study, warning signage, a flashing light or speed bumps to moderate traffic and warn drivers of the light ahead. Otherwise, there is potential of a serious injury to our kids.

Thank you for the consideration.





2022-007

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



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[policeinformation@sherwoodoregon.gov](mailto: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: 3/17/2022

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

Cedar Brook Way & Meinecke Parkway

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

We represent the Cedar Brook HOA and they are concerned about the crosswalk at this traffic circle. This crosswalk is used daily by children going to and from school. It is difficult for drivers to see as they come around the circle.

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

We would like to have flashing lights installed to alert drivers that someone is in the crosswalk.

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



# Meeting Minutes

## DRAFT



### Traffic Safety Committee

<b>Date &amp; Time:</b>	March 24, 2022 - 6:00 pm
<b>Location:</b>	Meeting held virtually through Zoom.

<b>T.S.C. Members:</b>	<b>City Staff:</b>
Jason Wuertz-Chair	Jon Carlson-Police Captain
Tiffany Yandt-Vice Chair	Ty Hanlon-Police Chief
Tony Bevel	Julia Hajduk-Community Development Director
Dorian Libal	Bob Galati-City Engineer
Lisa Patterson	Angie Hass-Administrative Assistant III, SPD
Diane Foster (PAB Liaison)	
Laurie Zwingli (PAB Liaison)	

*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=bpZ62JmYJkw&t=22s>.*

#### 1. Call to Order

Chair Wuertz called the meeting to order at 6:07 p.m.

#### 2. Roll Call

**Committee Members Present:** Chair Jason Wuertz, Vice Chair Tiffany Yandt, Tony Bevel, Dorian Libal, Lisa Patterson, Diane Foster and Laurie Zwingli (excused herself at 7:25 pm)

**Committee Members Absent:** N/A

**City Staff Members Present:** Chief Ty Hanlon, Captain Jon Carlson, Community Development Director-Julia Hajduk, City Engineer-Bob Galati, SPD Admin Assist III-Angie Hass

#### 3. Approval of Minutes

Mr. Libal moved that the February meeting minutes be approved as written and Ms. Zwingli seconded the motion. All present committee members voted in favor.

#### 4. Business

##### a. April 28<sup>th</sup> Meeting

Beginning in April, the TSC will finally be meeting in person in the City Council Chambers, located in the City Hall/Library building. This will be the first time the TSC members will

have the opportunity to meet, since the committee's inception. Angie will send everyone an e-mail with more details, as the meeting date approaches.

**b. Capital Improvement Plan (CIP), Julia Hajduk**

*The discussion for this begins at the 3:04 minute mark of the YouTube video.*

Ms. Hajduk explained to the committee that she will be discussing the CIP with the City Council at an upcoming meeting and was hoping to get some input from the TSC prior to that meeting. Some of the projects that the TSC have been discussing are already on the CIP, but may not be prioritized in the way the TSC would recommend. The CIP is updated annually by the City Council, as part of the budget process. She will be discussing this at a Work Session on April 5<sup>th</sup>. It is important to her and her team that they bring the TSC's recommendations forward.

It was brought to her attention that several of the requests the TSC has received are related to the area at Sunset and Woodhaven or Sunset and Timbrel. The CIP lists a roundabout for a future project, at Sunset and Timbrel. The question is whether a roundabout at the location still makes sense or not. That project was added to the CIP before the new high school was built. Ms. Hajduk suggested that the TSC make a recommendation to the City Council to add funding for a study between HWY 99 and Timbrel, so that they can take a look at the pedestrian needs and options to develop some more up to date and current options and alternatives. The City could then budget a project rather than piecemealing things together.

She would also like to get some clarification from the TSC regarding a project that was listed regarding two stop signs at Wildlife Haven, Villa and Railroad (#2020-004). Generally, stop signs aren't included on the CIP. She thought that there must be more to that request than the stop signs.

Ms. Patterson wondered if it might make sense to request that a study be done from HWY 99 to Pinehurst, instead of Timbrel, to get a little more comprehensive look at that area. Ms. Hajduk agreed that would be a good idea.

Ms. Hajduk stated that they probably need to update their TSP (Transportation System Plan) as well. When the new high school came in, there were a lot of traffic analysis and studies done associated with the high school, specifically surrounding the high school.

Mr. Galati stated that the last TSP was conducted in 2014 and only included dealing with pedestrians and connectivity issues. They didn't go in and re-analyze all of the transportation items related to intersections and traffic closures. It was a very lightweight update. The next TSP update should be a complete rehash. They are in need of a major update. Otherwise, the information that they're dealing with, as far as transportation items, goes clear back to 2007.



Ms. Hajduk stated that she believed that is also included in the next five-year CIP list. She can make that modification for the study of HWY 99 to Pinehurst to review pedestrian safety, pedestrian connectivity, make recommendations, and provide some detailed alternatives and scope options that would go to the TSC and then, ultimately, back to the City Council to make a decision. She will work with Mr. Galati to get some costs together for that. She thought there were funds available to do something like that and felt that would be a really good and appropriate first step.

Chair Wuertz stated that if the TSP update is a couple years out, he wondered if it would make sense to just wait for that and incorporate it all together.

Ms. Hajduk stated that it would make sense to wait, but that is really up to the TSC. It seems like the committee has been receiving requests for updates to a few of the crosswalks on Sunset on a fairly regular basis.

Mr. Galati stated that, probably, their best bet would be to do a stop-gap measure that would hold good for at least 2-3 years, until the TSP got fully analyzed. That would probably be the best way to deal with any of the issues that are coming up now. They're not going to do a complete intersection overhaul, however, something short of that is possible.

Ms. Patterson was curious if the City would be interested in taking on the Safe Routes to School Program. Ms. Hajduk stated that, generally, the City works in collaboration with the school district and the Safe Routes to School Program. She went on to explain that the City is willing and ready to support the school district in that. The City staff are currently working with Jim Rose (Sherwood School District's Chief Operating Officer). Once they have a program and projects identified, then they can apply through the State for Safe Routes to School funding. There is also a program called "Safe Side Walks" (paid through utility bills). They don't currently have funds to do a sufficient project at this time, but they do have some projects in mind.

Ms. Hajduk reviewed the 2020 and 2021 tracking sheets (see **Exhibit "A"**) and mentioned the requests that the TSC had closed out due to the project already identified as a future project on the City's CIP List: 2020-003, flashing crosswalk sign at Sunset and Timbrel; 2020-008, request for blinking yellow LED light for pedestrians at Sunset and Woodhaven; 2021-008, safety concerns for intersection at Sunset and Timbrel. It seems that there have been several items at Timbrel and Sunset, where the TSC hasn't really been able to do much because it's not a project within the committee's purview. It's more of a Capital Improvement Project. Ms. Hajduk's recommendation on how to address those items was to study those areas a little more to figure out what the improvements should really be. In addition to the requests mentioned was #2020-004, requesting stop signs at Villa, Wildlife Haven and Railroad. She needed clarification on what that meant.

Chair Wuertz asked Ms. Hajduk if what she was looking for from the TSC was a motion that recommends that a study be done to identify what the project(s) may be in the future, in relation to those requests mentioned. Ms. Hajduk stated that was correct.

Ms. Foster stated that it might be a good idea to hear more about Mr. Galati's findings regarding Timbrel and Sunset, before making a decision.

The committee decided to listen to Mr. Galati's update on 2021-008 before making a decision on recommendations to the City Council for the CIP List. (See 2021-008, below.)

Before Mr. Galati's update, Chair Wuertz asked the group if they wanted to discuss 2020-004 before moving on to 2021-008. Mr. Galati reminded everyone of the request details. This is a request for two additional stop signs at Villa, Wildlife Haven, and Railroad in Old Town. He believed that Captain Carlson previously reported that they did not show accidents occurring there. Mr. Galati stated that the intersection is really bad and does need to be completely rebuilt, but it may not be a safety priority. Ms. Hajduk suggested re-wording this request on the CIP to include more than just the two stop signs and adding that the solution needs to be a reconfiguration of the intersection. It may not be a high priority on the CIP List, but at least they can get it on there. Ms. Foster shared that the commentary for this request is in the meeting minutes from September 24, 2020. A conversation ensued.

Ms. Patterson wondered if funds could be set aside for smaller scale studies each year for the smaller projects, knowing that there will be intersections or locations they will want to study each year. Ms. Hajduk stated that was kind of what she was suggesting for the Sunset and Timbrel requests. She thought that it made sense to earmark a certain amount of money for those studies because there is only so much that the City Engineer can do. There are times when they need to have their traffic consultants assist the City staff in some studies and even evaluating and figuring out what the best alternatives are. Having a little bit more analysis for these types of things seems more appropriate.

Ms. Patterson asked for a quick summary of where they are and wanted to confirm what had been discussed, to date. She wasn't clear what they are or not proposing to make a motion on.

Ms. Hajduk stated that she was asking the TSC for their input and support on what they, as a group, are recommending to be added or thought about as part of the CIP process. That may mean a one-year CIP, which would be budgeted for the next year or the five-year CIP, or even a project beyond that. Of the things that they have discussed, since the committee's inception, there are approximately five requests that the TSC closed due to

them already being on the CIP, requesting them to be moved up in priority on the CIP or adding them to the CIP. What Ms. Hajduk was looking for was that confirmation on those projects and that she wasn't missing something.

Ms. Patterson wondered if a summary could be put together, such as a traffic study allotment, so the TSC can assess. Ms. Patterson asked if the Work Session is open to the public and if someone from the TSC could be there. Ms. Hajduk stated that they are open to the public and will be in person this year. Chair Wuertz thought it would be good to be more involved in the CIP. It might be too late to provide more input than what they have already identified. He suggested that they set a meeting next year to put something together, specifically for Ms. Hajduk. They could focus on the requests that the TSC had previously recommended for the CIP, including the improvements on Wildlife Haven.

Ms. Hajduk asked Mr. Galati if he had a recommendation to the TSC. Mr. Galati stated that he would recommend the TSC putting that intersection on the CIP if there's a safety issue.

After much discussion, Chair Wuertz suggested that the previously closed request, #2020-004, be added to the April meeting agenda to be revisited. The decision to recommend that this be added to the CIP and then close it out, was made when this committee was just starting out. The decision could potentially be a different one now and Ms. Hajduk agreed.

Ms. Patterson made the motion to table request #2020-004 to a future meeting, to re-open it and to remove it from the formal CIP List for this year. Ms. Hajduk thought that sounded like a good and solid plan. Ms. Foster seconded the motion and all committee members voted in favor.

Chair Wuertz suggested having a CIP discussion earlier in the year next year, so that they are more prepared to make recommendations. Ms. Hajduk agreed that this is something they can work on. She added that there's only so much money and there's a lot of projects that are currently underway, so they're not really adding many new projects to the one-year CIP List.

Ms. Foster went over the TSC spreadsheet with the group, highlighting the requests that the TSC had closed due to them already being on the CIP List and/or the TSC recommended that they be added. The requests included the intersection at Sunset and Timbrel, the request for stop signs at Villa, Wildlife Haven and Railroad and crossing at Sunset and Woodhaven. The two related to Sunset could really be rolled into one project. The only other project was on Meinecke (2020-009). Ms. Hajduk stated that, from her understanding, that project has already been completed.

That being said, Chair Wuertz suggested that they go ahead and listen to the studies that Mr. Galati had completed on Sunset and then the committee can give their recommendation for the CIP.

**c. Issues / Complaints**

**i. Tracking Sheets (2020-2022) Review (Exhibit “A”)**

***Please refer to the Tracking Sheets for more information on the requests discussed at this meeting.***

**ii. Update: 2021-008, Status / Progress Update, Captain Carlson and Bob Galati (See Exhibit “B”)**

*The discussion for this request begins at the 50:51 minute mark of the YouTube video.*

Chair Wuertz believed that Mr. Galati just had the vehicle counts at that time and that he was still waiting for the pedestrian counts. Mr. Galati stated that was correct. He asked the TSC members if they had all reviewed the provided vehicle and speed count study and if so, did anyone have any questions. Ms. Patterson stated that although the study didn't show a speeding problem, she felt that 35 mph was too high for Sunset Blvd. Mr. Galati said that to get a reduction in a school zone, they would have to submit an application to the State and went into a little more detail on the process. He wondered if, based on the data collected and presented, the PD perceived a speeding issue on Sunset. Typically, there is a grace zone where police will not ticket. He recommended that, at a minimum, more school crossing signage be added on Sunset. His opinion that the speed for the conditions is too high, but the PD would have to weigh in on that. With the amount of signage that there is on Sunset, he felt that it is being ignored by drivers and that this needs to be dealt with from a couple different perspectives. Driver modification and education has to be a part of the solution.

Ms. Patterson talked about the possibility of a larger median to slow cars down and shared with the group a set up that she had seen while visiting in Idaho. Chair Wuertz pointed out the positioning of the crosswalk at Timbrel and suggested a bigger comprehensive study from Pinehurst to HWY 99. The main issue at hand is the safety of the pedestrian crossing. The lack of signage is a low cost thing that should be done anyways. Additional signage isn't something that needs to be put on the CIP and is something that the TSC could help do.

Mr. Galati believed there was a combination of things they could do, including some low cost adjustments they can make to improve the situation, without having to do a reconfiguration of the whole intersection. They could get some more advanced signage out there. Anything that highlights the crossing is a good idea, but they also need to do something to adjust driver's habits.

Mr. Bevel asked about speed bumps. Mr. Galati replied that Sunset is an arterial and it would not be a good idea to have speed bumps.

Mr. Libal suggested updating the existing beacons with a little bit better, up to date, beacons and better positioning of the signs. Mr. Galati shared his thoughts and a discussion ensued. Mr. Libal thought adding a permanent speed radar sign could be helpful as well.

Ms. Patterson asked about the speeds during school hours. Mr. Galati hadn't heard about there being a speeding issue during the times that the school zone flashing lights are on. He would have to go back to the data to see what the speeds were during the specific times. This would be a 30 minute, or so, time period a few times a day on school days. However, it would be a little difficult to pin down the specific times.

In consideration of the time, Chair Wuertz asked the group if there was a recommendation for this agenda item so that they can move forward. Mr. Galati suggested that the TSC might wait to make a decision until they have heard from the PD. Ms. Hajduk informed them that Chief Hanlon and Captain Carlson were present, they just weren't visible on the Zoom meeting screen.

Captain Carlson reported that they have done extra patrols in that area. He didn't have citation data with him that evening, but a recent search that he did, did not show any pedestrian crashes and there were two single car crashes where the drivers crashed into a tree. In his opinion, there is not a speeding issue on Sunset. If drivers go over 20 in the school zone, they will be cited. If this was just a regular 35 mph road, with no school zones and only 3.6% of people going 10 mph over the speed limit, he would say there are no issues. Since there is a crosswalk with school age kids crossing there, 45 mph is pretty excessive.

Mr. Galati stated that he and Captain Carlson had discussed this earlier and he had told Captain Carlson that with 39,000 vehicles travelling on that road in a seven day period and 3.6% were going over 45 mph, that is 1,400 cars. The question is whether or not that is a large number of speeders given the volume of cars that go through there.

Chief Hanlon stated that 1,400 cars going over 45 mph is a significant number. The battle and the balance is allocating their resources. That will always be the challenge for these issues. They have traffic studies being done all over the city. They don't want anybody speeding, especially in the school zones. Since he's worked for the City, they've been putting out radar trailers and officers have been doing extra patrols. Those things do have an impact, temporarily anyway. He didn't

have an answer other than he does recognize that it certainly can be alarming to see some of those numbers. However, the fact is, their minimums are two people working at a time. For him to say that he needs two people within the city to go and allocate or spend time in these areas, sometimes isn't realistic because there are calls for service that they're responding to. When they have three or four on duty, then they will utilize them. They do have a Traffic Safety Officer that moves from zone to zone, specifically to deal with these things. He didn't want the TSC to think that by any means that they're ignoring this issue, or that they're taking it lightly. It's just that it is always going to be a juggling act. Which is why he appreciates the TSC taking the time to look at this through a different set of lenses and trying to give them direction on how they can best attack it. Moving forward in a positive way is what they are there for.

Chair Wuertz would like to see staff look at signage improvements through that area and for staff try to advance a broader study from Pinehurst to HWY 99 for the CIP List for next year. He felt that those were the appropriate steps to take at that point.

The Chief mentioned that there had been a question whether or not the construction on Tualatin-Sherwood Road might be affecting the number of vehicles driving on Sunset. He didn't feel that it had made an impact up to that point, but that may change down the road. Mr. Galati added that 39,328 vehicles in a seven-day period is about what he would expect on an arterial, which is about 5,000 cars a day.

Ms. Patterson moved to have the City review signage options and add the traffic study analysis for Sunset to the CIP List. Ms. Foster seconded the motion. Julia stated that she understood what she needed to recommend for the CIP and Captain Carlson confirmed that the next step for the signs was something he needed to work on with the City Manager for approval. All committee members voted in favor.

**i. Update: 2021-005, Status / Progress Update, Captain Carlson and Bob Galati (See Exhibit "C")**

*The discussion for this request begins at the 1 hour, 25 minute mark of the YouTube video.*

Chair Wuertz stated that this would be an interim update, as speed counts have been completed, but they are still waiting on the pedestrian counts. The TSC will wait until all of the data has been collected before providing a recommendation. All committee members agreed.

Mr. Galati wanted to point out that the volume of traffic going through Old HWY 99 is what he would expect for a residential run. His only concern was that the data

reports show that, even if it's a permanently signed school zone, people are still blowing through there. The pedestrian crossing is well signed and identified, and striped appropriately. It does go a little diagonally, but not significantly. People drive through there a little too fast for a school and residential zone. He believes that it's mostly local people who are doing it. The signage is well done for that area in both directions. He didn't have a recommendation and elaborated a bit more.

Chair Wuertz stated that this was good information. His suggestion would be that if there was staff availability and they could have an officer available from 4-7 pm, they would probably be able to cite several people that speed through there every day.

Mr. Bevel asked Mr. Galati if he felt that the majority of vehicles going through that area are residents. Mr. Galati stated that area is not a commuter route and that the majority of folks going through there are residents. Chair Wuertz asked if a pedestrian count will be done. Mr. Galati stated that he will be having one done and will be including it with one that he is doing by Copper Terrace.

After some discussion, it was decided that the TSC will have a more comprehensive discussion regarding this request, once the pedestrian count study has been completed.

**ii. Update: 2021-006, Status / Progress Update, Captain Carlson**

*The discussion for this request begins at the 1 hour, 34 minute and 44 second mark of the YouTube video.*

Captain Carlson reported that the painting and striping has been approved. They are just waiting for better weather in order to do the painting and striping.

**iii. Update: 2022-001, Status / Progress Update, Captain Carlson**

*The discussion for this request begins at the 1 hour, 35 minute mark of the YouTube video.*

Officers conducted a focused patrol at SW Handley and SW Roellich from January 13<sup>th</sup> through March 15<sup>th</sup>. They spent approximately 4.6 hours (278 minutes) and observed zero violations. The violations they were looking for were cars failing to stop for pedestrians in a crosswalk and cars running the stop sign at that intersection. The officers noted that they only observed 3-4 kids walking to school each day at that intersection.

Since there didn't appear to be an issue at this time, it was suggested that Captain Carlson compose a memo to the City Manager with the focused patrol results.

Mr. Libal made a motion to close this request out and Ms. Patterson seconded the motion. All TSC members voted in favor of closing this one out.

**iv. Update: 2022-002, Status / Progress Update, Captain Carlson**

*The discussion for this request begins at the 1 hour, 38 minute mark of the YouTube video.*

Captain Carlson didn't have an update to report, as City staff is still gathering data for this request, as well as for 2022-003.

**v. Update: 2022-003, Status / Progress Update, Captain Carlson**

See above.

**vi. New: 2022-004, Turn Lanes @ Walmart Main Entrance / Exit (Exhibit "D")**

*The discussion for this request begins at the 1 hour, 38 minute and 30 second mark of the YouTube video.*

Captain Carlson reported that there have been a few traffic crashes at the intersection on Langer Farms Parkway and the Walmart entrance. A few years ago, there was a fatal pedestrian accident and they have received a couple different complaints regarding that intersection.

Chair Wuertz reviewed the request with the group. He thinks there is a lot of confusion, in general, at that intersection.

Ms. Hajduk shared that the crosswalk and signs at that intersection were installed after the fatality and in response to that fatality. Chair Wuertz asked if there are any plans to make improvements to that intersection.

Mr. Galati stated that they have had several studies done there. It is too close to Tualatin-Sherwood Road to put a signal there. There is an option to restrict turns, but that would cause a lot of pushback from drivers and explained that it could cause a lot of anxiety from the public. He agreed that there are a lot of problems with the through traffic and shared some of the issues that he sees. The crosswalk makes it difficult for some folks because of the crosswalk stop signs installed there.

Chief Hanlon stated that he drives that area every day and didn't recall hearing of any crashes occurring from a driver going from Walmart to Target. He added that there is just no way of winning this one. There is no way to enforce drivers only being able to turn right out of the Walmart parking lot. There would be nowhere for the officers to sit in order to enforce the right turn only. He understands the frustration. He does like the crosswalk flashing lights and stated that it gets the drivers attention. Officers can continue to educate as best they can.

Chair Wuertz asked Mr. Galati if he could provide some data for the TSC, from past studies. Mr. Galati stated that he could. Chair Wuertz suggested that the committee could review the data and revisit this at the next meeting.



**vii. New: 2022-005.1, .2, .3 – Edy Road: Requests to lower speed, add more lighting, sidewalks and crosswalks (Exhibit “E”)**

*The discussion for this request begins at the 1 hour, 51 minute and 45 second mark of the YouTube video.*

Captain Carlson has received a lot of input from citizens in the last month, or so, regarding Edy Road – which resulted in three requests for the TSC. The requests are to reduce the speed limit, add crosswalks and sidewalks, and additional lighting for visibility. Mr. Galati is putting together a traffic study, which should be available at the next meeting. He stated the study is strictly traffic volume and speed count data. That information will be used to submit a request to Washington County, who will submit a request to the State of Oregon. This multi-step process will take a significant amount of time; however, he is working on getting these studies done in a timely manner.

Ms. Hadjuk talked about a program called MSTIP (Major Streets Transportation Improvement Program) in Washington County. The widening of Tualatin-Sherwood Road is being funded through this program. Their next cycle is to begin soon. The Edy Road project is likely a project that the City will be putting forward. It would be a road and sidewalk improvement project. Mr. Galati will be working on speed reductions.

Mr. Bevel asked Captain Carlson if there were any updates on what happened with the fatal accident, such as what caused the accident, etc.? Captain Carlson stated that the incident is still being investigated and he didn't have any information to share that evening. Chief Hanlon added that the completion of the investigation was still a couple months out. The investigators are exhausting everything as far as evidence is concerned. Washington County CART (Crash Analysis Reconstruction Team) came out after the accident to gather data etc. He wanted folks to know that the Washington County District Attorney (DA) has been in touch with the families and is keeping them updated on the investigation. The DA wants the full report before he makes any determinations. The Chief stated that the last he heard, it would probably be two months before everything is completed.

**5. Committee Comments**

Ms. Patterson asked Ms. Hajduk what the schedule is for the MSTIP Program. Ms. Hajduk stated that they will begin soliciting projects in April. It is a several month process for them to evaluate. There's public input and then more evaluations. Ultimately, the Board of County Commissioners makes the final decisions, and the funding wouldn't be available until, at the earliest, 2023-2025. Mr. Galati explained that the applications have to go through several committees for approval. It is a long process, but he believes that they are trying to do it faster this time around. Ms. Hajduk stated that they may ask for a letter of support from the TSC to include with the application. She hopes to have more info for the TSC at the next meeting.

**6. Citizen Comment**

N/A

**7. Adjourn**

The meeting was adjourned at 8:07 p.m.

**The next meeting is scheduled for April 28<sup>th</sup>.**

**Approval of Minutes:**

\_\_\_\_\_  
Chair Jason Wuertz

\_\_\_\_\_  
Date

**Attest:**

\_\_\_\_\_  
Angie Hass

\_\_\_\_\_  
Date

DRAFT

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

**Exhibit "A"**

## TRAFFIC SAFETY COMMITTEE - 2020

### 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	<b>C</b>	1/1/2020	Sign approved by committee, 9/24/2020. City Manager approved and stop sign installed on 10/28/2020. Speed limit signs determined to be unnecessary.
20-002	SW Sunset & SW Cinnamon Hill PI- Drivers not stopping for pedestrians. Drivers go too fast through area.	<b>C</b>	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	<b>C</b>	4/22/2020	12/10-City staff checking to see if this is included in a future CIP. 12/31-CIP calls out single lane roundabout. Nothing more is defined in project description.
20-004	Request for two additional stop signs at Villa, Wildlife Haven & Railroad	<b>C</b>	8/20/2020	Recommendation for this to be added to the CIP list. The City Council will need to first approve. (9/24/20)12/10-City staff to see if this has been added to the CIP list. 12/31-Project inclusion into the 5 year CIP list is part of the City budgeting process which begins in Feb/Mar. Addition of this project to CIP is months away.
20-005	Requesting No Parking signs on both sides of Haide Rd (new high school)	<b>C</b>	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.	<b>C</b>	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. Crosswalk to be repainted/striped. Current Signage deemed adequate.
20-007	Driveway obstruction on Lavender PI/Request curb to be marked as "No Parking Zone" and painted red.	<b>C</b>	9/24/2020	12/10-No Parking Signs approved and will go through City approval process. Basketball Hoop still needs to be addressed and followed up on. 1/28/21-notification signs need to be posted prior to No Parking signs. 2/25/21-Next step: sign installation. 3/25/2021-Ms. Hajduk looking into appeal process. Will report back to committee at April meeting. 4/22/2021-Closed

**O=Open/C=Closed/P=Pending/N=New**

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2020

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
20-008	Request blinking yellow LED light for pedestrians to activate when crossing Sunset @ Woodhaven.	<b>C</b>	10/1/2020	12/10-Approved w/Modifications. City staff to make a request to City Council that this CIP project be moved up on the priority list. 12/31-Project inclusion into the 5 year CIP list is part of the City budgeting process which begins in Feb/Mar. Addition of this project to CIP is months away.
20-009	Trim or remove bushes at SW Meinecke Pkwy & SW Sequoia Terr / Need marked crosswalks. <i>12/31/2020-ammended to request that bushes be removed altogether.</i>	<b>C</b>	10/20/2020	12/10-City Engineer to update and share previous report for this area at January meeting. 12/31-Requestor ammends request. To be discussed at Jan meeting. 1/28/2021-Modifications approved by TSC-City staff to proceed with next steps: Signage, Striping, ADA Ramps 2/25/21- Forwarded to City Manager for approval. 3/25/2021-Request approved and forwarded on to Public Works for implementation. 6/24/2021-All work complete except for truncated dome installation - due to be completed by end of June. 9/23/2021-Mr. Galati stated that the truncated dome installation is part of a project listed on the CIP List (Ice Age Tonquin Trail Improvement Project). The TSC voted in favor of closing out this request, as it is only a matter of time before all is complete. 2/24/2022- Truncated domes installed.
20-010	Trim or remove bushes at SW Meinecke Pkwy & HWY 99 / Need marked crosswalks.	<b>C</b>	10/20/2020	12/10-This area is ODOT's responsibility. City staff will submit request to ODOT.
20-011	Extend No Parking Zone and/or Curbs Painted Red-Visibility Issue at Huntington Ln & Yorkshire Way	<b>C</b>	10/21/2020	12/10-Will be addressed through enforcement and education by the Sherwood PD.

**O=Open/C=Closed/P=Pending/N=New**

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2020

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
20-012	Additional Street Lights @ the corner of Sunset & Ladd Hill Rd	<b>P</b>	10/23/2020	12/10-City Engineer to check on ownership/management of light fixtures and see if replacing is feasible. Committee members to research further on their own. 1/28/2021-City Engineer will gather photometric data. 2/25/21-Light Meter purchased. Hope to have data by March meeting. 3/25/2021-Hope to have data by April meeting. 4/22/2021-Data provided and recommendations made. Public Works to replace light element on NW corner, then re-evaluate. 9/23/2021-Data indicates that additional light/pole should be installed. Checking with Public Works to see if possible. 10/28/2021-Captain Carlson waiting for approval from City Manager. Checking with Public Works on time line. 1/27/2022-City Manager has approved this project and materials have been ordered by the Public Works Department. They are waiting on receipt of the supplies and are hoping for a spring completion.
20-013	Flashing Crosswalk Sign Requested at Crosswalk that goes across Cedar Brook Way	<b>C</b>	11/3/2020	1/28/2021-City Engineer will meet with Transportation Engineer to discuss possible options.2/25/21-Proposed changes not recommended by City Engineer or Transportation Engineer.
20-014	Request for curbs to be painted in No Parking zone along Cedar Brook, as well as in crosswalk along Berkshire Terr / Cedar Brook Way	<b>C</b>	11/3/2020	1/28/2021-Police Department will continue with frequent patrols of this area.

**O=Open/C=Closed/P=Pending/N=New**

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-001	Concerns for intersection @ Ladd Hill & Sunset/traffic light & extra patrol proposed.	<b>C</b>	2/10/2021	3/25/2021-City staff to gather information to provide to committee at April meeting.6/24/2021-Traffic count/speed data acquisition for Ladd Hill Rd tentatively scheduled for late July or early August. 9/23/2021-TSC voted to close this request with the the PD to continue with regular and frequent focused patrols.
2021-002	Request to relocate crosswalk signal at the new School District Office (formerly Hopkins Elementary) to Hawks View Elementary.	<b>C</b>	2/19/2021	3/25/2021-City staff to coordinate with the Sherwood School District. City to review school zones and signs and relocate signs as appropriate. Ms. Hajduk will check with City Attorney on requirements to place "traffic control change" signs. 6/24/2021-School zone signs have been moved. Flashing sign has been modified from 20 to 25 mph. Yellow backing will be replaced with white. 9/23/2021-Everything has been completed. Request Closed.
2021-003	Request for Mini Roundabout @ 1st & Oak to help deter speeding.	<b>C</b>	3/9/2021	4/22/2021-Data collected did not warrant a mini roundabout at this intersection at this time. If issues progress, will take another look.

O=Open/C=Closed/P=Pending/N=New

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-004	Request for truncated domes at curb cuts at the Senior Center entrance on Sherwood Blvd.	<b>C</b>	5/17/2021	6/24/2021-Request reviewed by TSC. City staff to collect more data to present at July meeting. 9/23/2021-Public Works will be asked to add this request to their list of intersections to be reconstructed to meet ADA standards. City staff will ask Public Works if they can, at minimum, paint basic pedestrian crossing striping at the intersection as soon as possible. 10/28/2021 - Status not yet received from Public Works. 1/27/2022 - Pedestrian Crossing Striping has been completed. Reconstruction of the truncated domes is on the Public Works Department's list, to meet ADA standards. This is part of a larger project to be done down the road. 2/24/2022-Decision to close out this request, as truncated domes are already the list for a future project.
2021-005	Request for stop sign, speed bumps and/or crosswalk @ SW Old HWY 99 & SW Crooked River Ln.	<b>P</b>	5/20/2021	6/24/2021-Request reviewed by TSC. City staff to collect more data to present, hopefully, at August meeting. 9/23/2021-City Engineer will get assistance from firm to conduct a speed and ped count analysis, as funding is available. 10/28/2021-Captain Carlson to request approval for funds to conduct analysis. 1/27/2022-City Manager has approved funding to hire an outside agency for the ped counts. Traffic counts scheduled by City Engineer in the next week. City Engineer to schedule pedestrian counts with outside agency, DKS. 2/24/2022-City Engineer just installed traffic counters. Will be scheduling pedestrian count study soon.

**O=Open/C=Closed/P=Pending/N=New**

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-006	Request for No Parking Zone between SW Hosler Wy & YMCA entrance.	<b>P</b>	5/20/2021	6/24/2021-Request reviewed by TSC. City staff to collect more data to present at July meeting. 9/23/2021-Request to Public Works to paint the curb lines yellow at the 20-foot mark at the intersection at SW Hosler Way and Woodhaven, including the curb with the fire hydrant. After the painting has been completed, the SPD can then enforce the code for parking along those areas as well as within the required six inches of the curb. City Engineer to gather info on the pedestrian crossing. Will present at Oct Meeting. 10/28/2021-City Engineer still working on gathering data. Captain Carlson checking with Public Works on status for painting request. 1/27/2022-City Engineer had spoken to Public Works about painting the striping. Captain Carlson to check with Public Works on time line. 2/24/2022-Public Works has the striping on their schedule - this is contingent upon the weather. Dry and warm weather are necessary when painting.
2021-007	Speed hump modification on Division Street between Snyder Park entrance & Cuthill Place	<b>C</b>	8/25/2021	Request has already been reviewed by the City Engineer and City staff. Recommendations are included with Request Form. 9/23/2021-City Engineer to conduct speed study before the holiday season and present results to the TSC. 10/28/2021-Data collected - TSC determined no additional action is needed. Request is closed out.

**O=Open/C=Closed/P=Pending/N=New**



# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2021

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2021-008	Safety concerns for intersection at Sunset & Timbrel / Suggestions to include: 1) Offer bus rides for kids that cross there. 2) Require crossing guards until 8:15 a.m. on school days and potentially after school until 3:45-4. 3) Install a push to walk flashing light	<b>N</b>	7/15/2021	10/28/2021-Captain Carlson to make recommendation to City Council to conduct traffic and ped count studies to see if this needs to be adjusted and/or moved up on the current CIP List. It is currently scheduled in the long term. 1/27/2022-Captain Carlson received response back from the Sherwood School District (SSD) regarding numbers 1 & 2. For #3, the SSD would like to work with the City on getting a grant to pay for flashing crosswalk lights. Motions made at Jan meeting: Request for speed and pedestrian counts by the City, adjust crossing guards times at crosswalk and school zone beacons. Talk to SSD about grant options. 2/24/2022-City Engineer has installed traffic counters. Scheduling pedestrian count study next. The School District and City staff are working together on grants for purchasing flashing crosswalk lights.

O=Open/C=Closed/P=Pending/N=New

# TRAFFIC SAFETY COMPLAINTS / REQUESTS

## TRAFFIC SAFETY COMMITTEE - 2022

### CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2022-001	Complaint received by the City of Sherwood in 2019 - forwarded to the TSC for review: Concern regarding pedestrians crossing at Handley & Roellich.	<b>P</b>	Received by City Staff-March 2019 / Forwarded to TSC 1/13/2022	Complaint was received by Mayor Mays and then reviewed by the City Engineer in March of 2019. 1/5/2022-New City Manager requested the TSC to review information gathered at the 1/27/2022 meeting. 1/27/2022-Captain Carlson to increase police presence on Handley to see if there is still an issue. Then go from there.
2022-002	Corners in Old Town at Attrells & Park. Cars park on corners, making it difficult to see pedestrians, especially children. Would like "no parking" stripes on each corner of side streets in Old Town.	<b>P</b>	12/15/2021	1/27/2022-The PD and City will help to educate drivers regarding parking in Old Town, in part, with social media posts. Police will help to educate with warnings. Will revisit after a month.
2022-003	No stop signs and poor visibility due to parked cars at SW Park and 1st Street in Old Town.	<b>P</b>	12/20/2021	1/27/2022-As this is similar to 002-this will be revisited after the feedback is received for 002.
2022-004	Exit lanes from Walmart main entrance onto Langer Farms. Request to make right or left turn only-no straight through to Target option.	<b>N</b>	2/21/2022	
2022-005 .1, .2, .3	Edy Road - Requests to lower speed, add more lighting, sidewalks and crosswalks.	<b>N</b>	2/21 & 22/2022	

**O=Open/C=Closed/P=Pending/N=New**



## Exhibit "B"

TSC #2021-008

**Date:** March 11, 2022  
**To:** Transportation Safety Committee  
Keith Campbell, City Manager  
Jon Carlson, Captain, Police Department  
**From:** Bob Galati P.E., City Engineer  
**Topic:** Sunset Blvd Traffic Volume/Speed Count Analysis

### General Information

This Sunset Blvd traffic volume/speed count analysis is based on a submitted citizen complaint (No. 2021-008), which is asking for traffic control device installation at the intersection of Sunset Blvd and Timbrel Lane.

City staff installed two traffic volume/speed count devices on Sunset Blvd, one device installed on each side of the intersection with Timbrel Lane. The selection of this location provides several analysis advantages.

- 1) It is well within the section of Sunset Blvd that is posted as 35 mph.
- 2) It is adjacent to the striped pedestrian crossing of Sunset Blvd at Timbrel Lane.
- 3) It will identify if speeding is occurring on Sunset Blvd that would not allow safe turn movements to and from Timbrel Lane.
- 4) It will identify the times(s) of day when speeding occurs most often.

The traffic/speed count took place over 7 days which included a weekend.

A synopsis of the traffic/speed count raw data is provided as shown below.

### Analysis and Comment

Based on the traffic data the following information is determined:

- 1) Total westbound traffic volume counts (20,580) exceed eastbound traffic volume counts (18,748).
- 2) The combined total traffic volume count (39,328) is what would be expected for an arterial road classification.
- 3) That about 85.1% of all traffic volume (eastbound and westbound combined) travel at speeds of 35 mph or less.
- 4) That for the combined traffic volume counts, the 85<sup>th</sup> percentile speed (the average speed of 85% of all traffic that is moving) is 35.9 mph.
- 5) That the eastbound 85<sup>th</sup> percentile speed (36.5 mph) is slightly higher than the westbound 85<sup>th</sup> percentile speed (35.3 mph).
- 6) That with the combined traffic volume count (eastbound and westbound directions) 4,442 vehicles out of 39,328 vehicles (11.3%) exceed the 35 mph posted speed limit, but are less than 10 mph (45 mph) over the posted speed.
- 7) That for the combined traffic volume count (eastbound and westbound directions) 1,400 vehicles out of 39,328 vehicles (3.6%) traveled faster than 10 mph over the posted speed (above 45 mph).

- 8) A review of the speed versus time of day intervals show that speeds exceeding 45 mph are occurring at all times of day except between the hours of 2 am to 4 am.

Given the location where the traffic volume/speed counters were set, it can be identified that at least 14.9% of the total traffic volume exceed the 35 mph speed limit.

It appears that the morning and afternoon commute times are when most of the vehicular speed higher than the posted speed of 35 mph occur.

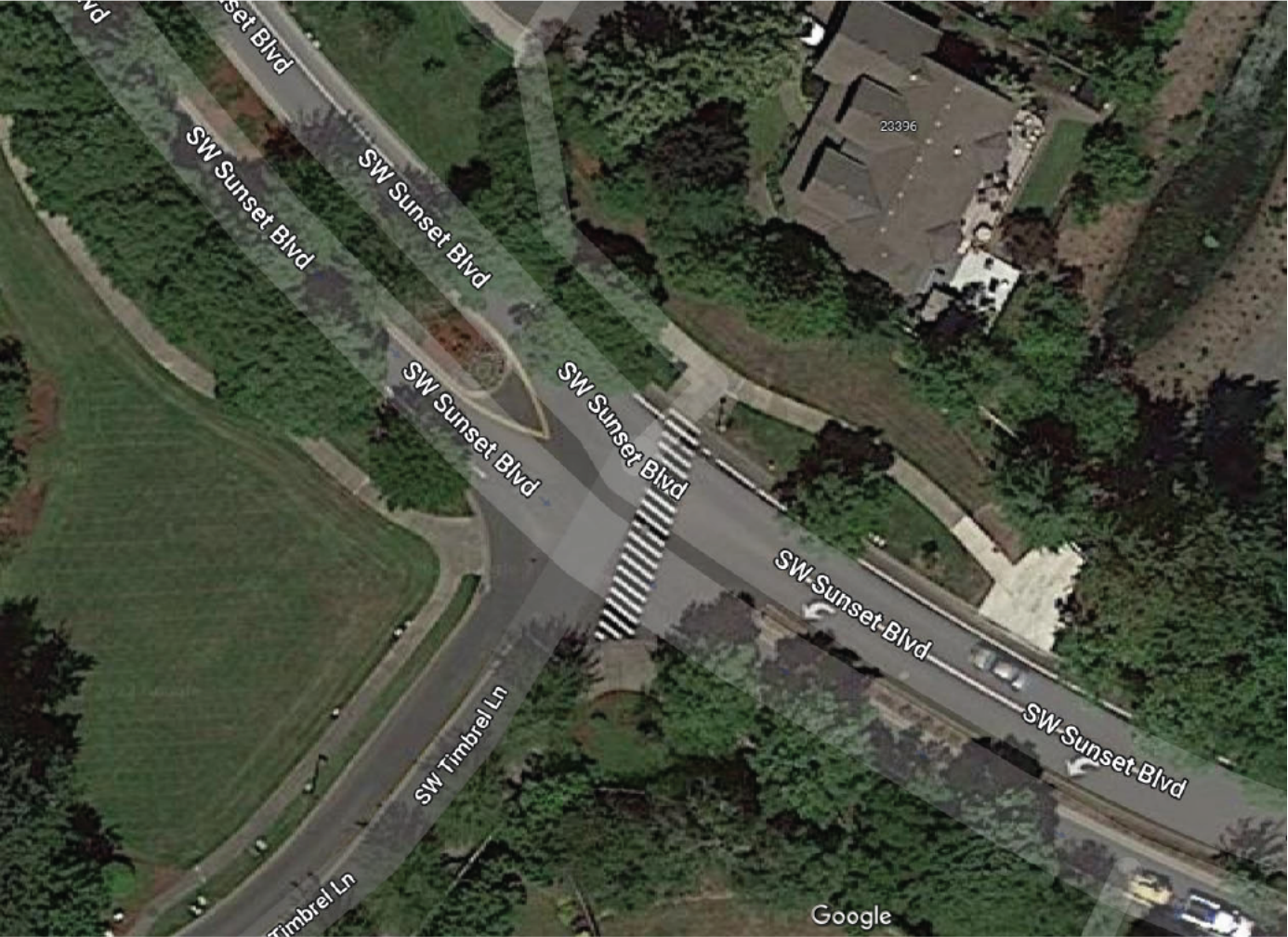
It also appears that a higher proportion of the vehicles travelling over 35 mph are in the eastbound direction on Sunset Blvd (3,448 versus 2,394).

Information provided by the City Police Department indicate a few vehicle/vehicle traffic accidents and no vehicle/pedestrian incidents have been recorded along this section of Sunset Blvd.

**Traffic Count/Speed Analysis  
 Sunset Boulevard at the  
 intersection with Timbrel Lane**

<b>Combined Directions (Eastbound + Westbound) Speed Range (posted 25 mph)</b>	<b>0-35 mph</b>	<b>&gt;35 mph</b>	<b>35 mph &gt; X mph &lt;45 mph (10 mph over posted max)</b>	<b>&gt;45 mph (&gt;10 mph over posted)</b>	<b>Total Count</b>
Count within speed range	33,486	5,842	4,442	1,400	39,328
Percentage of Total	85.1%	14.9%	11.3%	3.6%	
<b>Eastbound Direction</b>					
<b>Speed Range (posted 35 mph)</b>	<b>0-35 mph</b>	<b>&gt;35 mph</b>	<b>35 mph &gt; X mph &lt;45 mph (10 mph over posted max)</b>	<b>&gt;45 mph (&gt;10 mph over posted)</b>	<b>Total Count</b>
Count within speed range	15,300	3,448	2,495	953	18,748
Percentage of Total	81.6%	18.4%	13.3%	5.1%	
<b>Westbound Direction</b>					
<b>Speed Range (posted 35 mph)</b>	<b>0-35 mph</b>	<b>&gt;35 mph</b>	<b>35 mph &gt; X mph &lt;45 mph (10 mph over posted max)</b>	<b>&gt;45 mph (&gt;10 mph over posted)</b>	<b>Total Count</b>
Count within speed range	18,186	2,394	1,947	447	20,580
Percentage of Total	88.4%	11.6%	9.5%	2.2%	
<b>Check</b>	33,486	5,842	4,442	1,400	39,328

Eastbound Lane 85th percentile speed                      36.5 mph  
 Westbound Lane 85th percentile speed                      35.3 mph  
 Combined 85th percentile speed                              35.9 mph



23396

Google



Sherwood, Oregon

Google

Street View - Nov 2021





Image capture: Nov 2021 © 2022 Google

Sherwood, Oregon

Google

Street View - Nov 2021





**Date:** March 14, 2022  
**To:** Transportation Safety Committee  
Keith Campbell, City Manager  
Jon Carlson, Captain, Police Department  
**From:** Bob Galati P.E., City Engineer  
**Topic:** Old Hwy 99W Traffic Volume/Speed Count Analysis

**General Information**

This Old Hwy99W traffic volume/speed count analysis is based on a submitted citizen complaint (No. 2021-005), which is asking for traffic control device installation at the intersection of Old Hwy99W and SW Crooked River Lane.

City staff installed traffic volume/speed count devices on Old Hwy99W approximately 25-feet south of the intersection with SW Crooked River Lane. The selection of this location provides several analysis advantages.

- 1) It is well within the section of Old Hwy99W that is posted as 25 mph.
- 2) It is adjacent to the striped pedestrian crossing from the east side of Old Hwy99W to the west side of Old Hwy99W and the Middleton Elementary School.
- 3) It will identify if speeding is occurring on Old Hwy99W that would not allow safe turn movements to and from SW Crooked River Lane.
- 4) It will identify if speeding is occurring within the Middleton Elementary School zone.

The traffic/speed count took place over 7 days which included a weekend.

A synopsis of the traffic/speed count raw data is provided as shown below.

**Analysis and Comment**

Based on the traffic data the following information is determined:

- 1) Total northbound traffic volume counts (803) exceed southbound traffic volume counts (446).
- 2) The combined total traffic volume count (1,249) is what would be expected for a residential road classification.
- 3) That about 80% of all traffic volume (northbound and southbound combined) travel at speeds of 25 mph or less.
- 4) That for the combined traffic volume counts, the 85<sup>th</sup> percentile speed (the average speed of 85% of all traffic that is moving) is 28 mph.
- 5) That the southbound 85<sup>th</sup> percentile speed (30 mph) is slightly higher than the northbound 85<sup>th</sup> percentile speed (27 mph).
- 6) That with the combined traffic volume count (southbound and northbound directions) 383 vehicles out of 1,249 vehicles (30.7%) exceed the 25 mph posted speed limit, but are less than 10 mph (35 mph) over the posted speed.



- 7) That for the combined traffic volume count (southbound and northbound directions) 30 vehicles out of 1,249 vehicles (2.4%) traveled faster than 10 mph over the posted speed (above 35 mph).
- 8) A breakdown of the time intervals where speeds are more than 35 mph occurred are as follows:
  - a. 02/19/22 (Saturday), 10 am - 2 pm, 7 pm - 8 pm
  - b. 02/20/22 (Sunday), 10 am - 3 pm, 7 pm - 8 pm
  - c. 02/21/22 (Monday), 10 am - 1 pm, 4 pm - 7 pm
  - d. 02/22/22 (Tuesday), 7 am - 8 am, 10 am - 1 pm
  - e. 02/23/22 (Wednesday), 7 am - 10 am, 4 pm - 7 pm
  - f. 02/24/22 (Thursday), 7 am - 9 am, 4 pm - 6 pm
  - g. 02/25/22 (Friday), 7 am - 10 am

Given the location where the traffic volume/speed counters were set, it can be identified that at least 20% of the total traffic volume exceed the 25 mph speed limit, particularly through the school zone.

It appears that the morning and afternoon commute times are when most of the vehicular speed higher than the posted speed of 25 mph occur.

It also appears that vehicles travelling over 35 mph are equally split between the northbound and southbound direction on Old Hwy 99W (12/18 split).

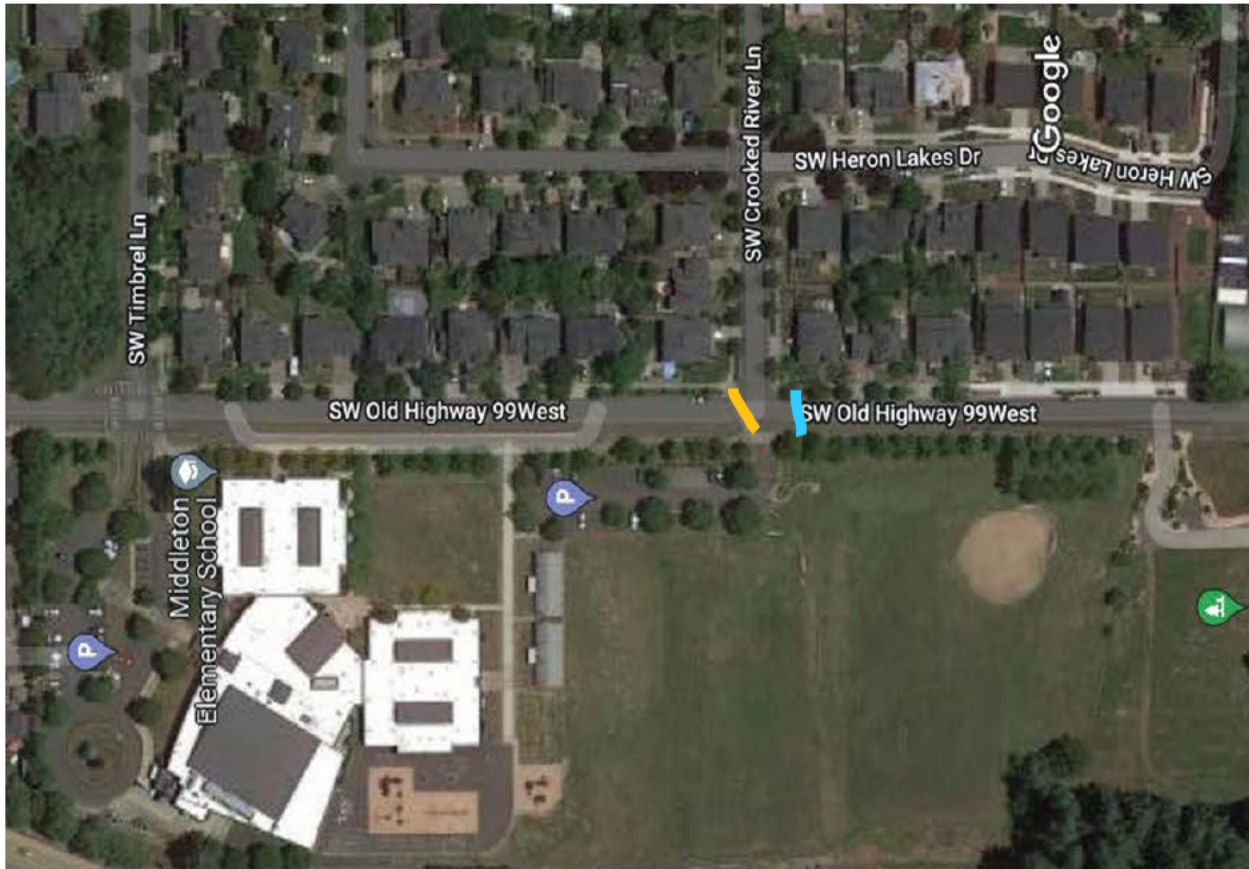
Information provided by the City Police Department indicate no traffic accidents or vehicle/pedestrian incidents have been recorded along this section of Old Hwy 99W.

**Traffic Count/Speed Analysis  
 Old Hwy99W, 25' south of  
 SW Crooked River Lane Intersection**

<b>Combined Directions (NB + SB)</b>					
<b>Speed Range (posted 25 mph)</b>	<b>0-25 mph</b>	<b>&gt;25 mph</b>	<b>25 mph &gt; X mph &lt; 35 mph (10 mph over posted max)</b>	<b>&gt;35 mph (&gt;10 mph over posted)</b>	<b>Total Count</b>
Count within speed range	995	254	383	30	1249
Percentage of Total	79.7%	20.3%	30.7%	2.4%	
<b>Southbound Direction</b>					
<b>Speed Range (posted 25 mph)</b>	<b>0-25 mph</b>	<b>&gt;25 mph</b>	<b>25 mph &gt; X mph &lt; 35 mph (10 mph over posted max)</b>	<b>&gt;35 mph (&gt;10 mph over posted)</b>	<b>Total Count</b>
Count within speed range	319	127	169	18	446
Percentage of Total	71.5%	28.5%	37.9%	4.0%	
<b>Northbound Direction</b>					
<b>Speed Range (posted 25 mph)</b>	<b>0-25 mph</b>	<b>&gt;25 mph</b>	<b>25 mph &gt; X mph &lt; 35 mph (10 mph over posted max)</b>	<b>&gt;35 mph (&gt;10 mph over posted)</b>	<b>Total Count</b>
Count within speed range	676	127	214	12	803
Percentage of Total	84.2%	15.8%	26.7%	1.5%	
<b>Check</b>	995	254	383	30	1249

Southbound Lane 85th percentile speed      30 mph  
 Northbound Lane 85th percentile speed      27 mph  
 Combined 85th percentile speed              28 mph

Traffic Volume/Speed Count  
Old Highway 99W at SW Crooked River Lane  
March 14, 2022



The blue line indicates the location of the traffic counter setup.

The yellow line indicates the location of the striped pedestrian crossing.



2022-004

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



**Exhibit "D"**

**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](mailto: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: 2-21-22

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

Main entrance to Walmart in Sherwood

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

My daughter works at Panera so we use the main entrance to Walmart often. The confusion and chaos there among drivers is very unsafe. Drivers stop often in one of the lanes to let someone go left or think they need to stop at the crosswalk when the light isn't blinking and this causes a hazard when the other lane doesn't stop and someone is turning.  
When people are asking for money at the corner, this creates another hazard as people stop to give.  
And drivers often zoom between Target and Walmart with oncoming traffic. We have had many near misses and are concerned about this.

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

I would suggest that traffic should only be able to turn right and perhaps left out of the main entrance and that traffic cannot go straight across the lanes between Target and Walmart.

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



2022-005.1

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



**Exhibit "E"**

**Traffic Safety Complaint/Request Form**

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c/o Sherwood Police Department  
20495 SW Borchers Drive ■ Sherwood, OR 97140  
[policeinformation@sherwoodoregon.gov](mailto: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: 2/21/22

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

Edy Road from 99-W to Elwert Rd

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

This area is a through street for residential neighborhoods with poor sidewalks, poor visibility, and a high speed limit. It is still set up for country road traffic rather than suburban area traffic with pedestrians. Walking this to take my son to school is very hazardous. Only 1 crosswalk near Ridaes elementary.

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

Reduce speed limit to 30 mph or 35 mph. Add crosswalks and sidewalks on both sides of the street. Add lighting for visibility

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



2022-005.2

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



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20495 SW Borchers Drive ■ Sherwood, OR 97140  
[policeinformation@sherwoodoregon.gov](mailto: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: 2/21/2022

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

EDY Rd.

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

The speed limit is 45 mph and I feel that is too high for the amount of foot traffic that I see. There is only one crosswalk on Edy and that is near the school. There is no option for pedestrians to walk safely up to the 99 hwy. There are areas where

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

Lowering the speed limit, More Crosswalks, More side walks, More Lightina.

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



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20495 SW Borchers Drive  
Sherwood, OR 97140  
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## Traffic Safety Complaint/Request Form

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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: 2/22/2022

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

SW Trailblazer Place & Edy Road

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

People driving very fast down the hill in both directions.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Requesting a speed study be completed and would like to see data, once done.  
Would like more info on whether the City would support a request to the state to lower the speed limit.  
\_\_\_\_\_  
\_\_\_\_\_

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