



TRAFFIC SAFETY COMMITTEE MEETING PACKET

FOR

**Thursday, May 26, 2022
6 p.m.**

**Sherwood City Hall
Conference Rm A
22560 SW Pine Street**

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



AGENDA



Traffic Safety Committee

Date & Time:	Thursday - May 26, 2022 6:00 pm
Location:	City Hall-Conference Room A, 22560 SW Pine St
Attendees	
T.S.C. Members:	City Staff:
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)	

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

1. Call to Order (Chair)
2. Roll Call (Staff)
3. Approval of Minutes (Chair)
4. Business (Chair)
 - a. TSC Term Expirations, 6/30/2022: Lisa Patterson & Tiffany Yandt
 - i. PAB Liaisons Term Expirations, 6/30/2022: Diane Foster & Laurie Zwingli
 - b. Issues / Complaints
 - i. Update: 2021-006: Captain Carlson
 - ii. Update: 2022-002: Captain Carlson / Update from PW's
 - iii. Update: 2022-003: Captain Carlson / Update from PW's
 - iv. Update: 2022-005.1, .2, .3, 4: Edy Road / Mr. Galati - Review Traffic Volume / Speed Count Analysis
 - v. Update: 2022-006: SW Elwert & Haide / Mr. Galati- Review Traffic Volume / Speed Count Analysis

5. Committee Comments (Chair)

6. Citizen Comment (Chair/Staff)

Citizen comments may be provided in person or in writing. Written comments must be submitted at least 24 hours in advance of the scheduled meeting start time by e-mail to policeinformation@sherwoodoregon.gov and must clearly state that it is intended as a general Citizen Comment for this meeting. 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)

If you require an ADA accommodation for this public meeting, please contact the Sherwood Police Department at (503) 625-5523, #2 or policeinformation@sherwoodoregon.gov at least 48 hours in advance of the scheduled meeting time.

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	C	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.	C	2/4/2020	Crosswalk currently going in at nearby location (Sunset & Pine). Request denied, 8/27/2020.
20-003	Flashing crosswalk sign at Sunset and Timbrel	C	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	Revisit 4/28/2022	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. 3/24/2022-Committee will revisit this at the 4/28 meeting to decide whether or not request warrants being on the CIP List. 4/28/2022-SPD to look into past complaints/issues at this intersection. Mr. Galati and Chair Wuertz will present their suggestions at the 5/26 meeting.
20-005	Requesting No Parking signs on both sides of Haide Rd (new high school)	C	8/25/2020	Issue does not exist at this time. Will revisit if it becomes an issue. (8/27/2020)
20-006	Crosswalk @ 1st & Ash by traffic circle needs signage & appropriate paint on roadway.	C	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.	C	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.	C	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>	C	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.	C	10/20/2020	12/10-This area is ODOT's responsibiity. City staff will submit request to ODOT.

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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>
20-011	Extend No Parking Zone and/or Curbs Painted Red-Visibility Issue at Huntington Ln & Yorkshire Way	C	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	P	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	C	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	C	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.	C	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.	C	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.	C	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 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.	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 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>
2021-005	Request for stop sign, speed bumps and/or crosswalk @ SW Old HWY 99 & SW Crooked River Ln.	P	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.	P	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.4/28/2022-Captain Carlson reported that Public Works is hesitant to paint curbs. They are looking into a yellow adhesive tape. SPD will continue with extra patrols of that area. Folks are still parking where they shouldn't.
2021-007	Speed hump modification on Division Street between Snyder Park entrance & Cuthill Place	C	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	P	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. 4/28/2022-Ped count study not yet completed. Mr. Galati feels that speeding is an issue. City is adding a comprehensive pedestrian crossing study to the CIP. City staff has meeting scheduled w/school district. Suggestion to keep this request on TSC's radar. More updates provided at next month's 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>
2022-001	Complaint received by the City of Sherwood in 2019 - forwarded to the TSC for review: Concern regarding pedestrians crossing at Handley & Roellich.	C	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.	P	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. 4/28/2022-Capt Carlson met with Public Works. Per state statute, you are not supposed to park within 20 feet of a crosswalk. It was determined that some of the parking spaces do not meet that statute. Public Works is working on a way to meet the requirements without eliminating too many parking spaces.
2022-003	No stop signs and poor visibility due to parked cars at SW Park and 1st Street in Old Town.	P	12/20/2021	1/27/2022-As this is similar to 002-this will be revisited after the feedback is received for 002. 4/28/2022-Public Works will be looking at this one at the same time they look into 2022-002.

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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>
2022-004	Exit lanes from Walmart main entrance onto Langer Farms. Request to make right or left turn only-no straight through to Target option.	P	2/21/2022	3/24/2022-TSC requests to review previous traffic studies for this location at next meeting. 4/28/2022- Several studies and analysis have been done for this area. Does not make sense to re-open. Decision to get education to drivers regarding stop bars and pedestrians to stop, look and listen before walking into street. Will look into getting copies of previous reports to TSC members for review.
2022-005 .1, .2, .3 & (.4-New for 4/28)	Edy Road - Requests to lower speed, add more lighting, sidewalks, bike lanes & crosswalks.	P	2/21 & 22/2022 & 3/24/2022	3/24/2022-City Engineer still waiting for results from traffic study. Will revisit at April meeting. 4/28/2022- Ms. Hajduk to submit MSTP application for improvements to Edy. City Engineer still working on traffic study for this and 2022-006. Application submitted to the state to reduce speeds on Edy and Elwert from 40 to 35. TSC to write letter of support to submit with the MSTP application. Ms. Hajduk will work with Chair Wuertz to draft a letter and present at the May meeting.
2022-006	SW Elwert & Haide-lower speed limit, speed bumps on north and southbound on Elwert - OR - stop signs with flashing lights.	P	3/4/2022	4/28/2022-See above.

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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>
2022-007	Request for flashing lights @ crosswalk located at Cedar Brook Way & Meinecke Pkwy.	P	3/17/2022	4/28/2022-A similar request had already been submitted to the City, prior to the formation of the TSC. At that time, trees were cut down to improve sightline and parking spaces were moved back from crosswalk. This is also similar to TSC request #'s 2020-13 & 2020-14. Will reach out to HOA for clarification on specifics.

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Home of the Tualatin River National Wildlife Refuge

2022-005 & 006

Date: May 16, 2022
To: Transportation Safety Committee
Keith Campbell, City Manager
Ty Hanlon, Chief of Police
Jon Carlson, Captain, Police Department
From: Bob Galati P.E., City Engineer
Topic: Edy Road and Elwert Road Traffic Volume/Speed Count Analysis

GENERAL INFORMATION

This Edy Road and Elwert Road traffic volume/speed count analysis is based on a directive from the City Manager to obtain information which will be used to provide guidance on further actions taken by the City for Edy Road and Elwert Road.

EDY ROAD

City staff installed four traffic volume/speed count devices at several locations on Edy Road (see attached location map). The locations were selected to capture data which could identify volume/speed trends within specific zones along Edy Road. The selection of this location provides several analysis advantages.

- 1) All locations were fully within the section of Edy Road that is posted 40 mph.
- 2) Edy Road counter locations were split between west Edy Road (counter location #1 and #2) and east Edy Road (counter location #3 and #4).
- 3) One location is near the marked and signaled pedestrian crossing of Edy Road at Copper Terrace. This location will identify traffic volume/speed data within the school zone on Edy Road.
- 4) Another location is near the spot where a fatal accident (vehicular/pedestrian) recently occurred at Trailblazer Way intersection. This location is near the sag point of the vertical curve on Edy Road.
- 5) The analysis will identify volume counts within the following speed ranges:
 - a. 40 mph and less (the posted speed limit is 40 mph)
 - b. Between 40 mph and 50 mph (up to 10 mph over the posted speed limit)
 - c. Between 50 mph and 60 mph (from 10 mph up to 20 mph over the posted speed limit)
 - d. 60 mph and over (20 mph and over the posted speed limit)

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

ANALYSIS

Based on the traffic data the following information is presented for each volume/speed data collection point.

Edy Road at Copper Terrace Intersection Counter

			Posted Speed Limit 40 mph	<10 mph	+10 mph	+20 mph		
Edy Road at Copper Terrace Intersection Counter	0-10 mph	11-20 mph	21-30 mph	31-40 mph	41-50 mph	51-60 mph	61-70 mph	Total
Eastbound Lane	42	3,498	4,118	9,083	702	7	0	17,450
Westbound Lane	372	3,185	4,985	8,264	728	11	0	17,545
Combined Total Both Lanes	414	6,683	9,103	17,347	1,430	18	0	34,995

1. The total 7-day traffic volume at the counter location was 34,995 vehicles, with nearly a 50/50 split between eastbound traffic (17,450 vehicles) and westbound traffic (17,545 vehicles). The average daily traffic volume at this counter location is approximately 5,000 vehicles.
2. Approximately 95% of all the vehicles in both the eastbound (16,741 vehicles) and westbound (16,806 vehicles) directions travel at speeds of 40 mph or less.
3. Approximately 4% of the vehicles in both the eastbound (702 vehicles) and westbound (728 vehicles) directions travel at speeds of less than 10 mph over the posted speed limit (between 40 and 50 mph).
4. Less than 0.051% of the vehicles in both the eastbound (7 vehicles) and westbound (11 vehicles) directions travel at speeds over 10 mph over the posted speed limit (between 50 and 60 mph).
5. No vehicles were counted traveling above 60 mph at this counter location.
6. The Edy Ridge and Laurel Ridge School pedestrian crossing, and school speed zone are located just west of the traffic counter location.
7. Based on the location of the counter it is estimated that the higher speeds are for vehicles traveling to and from Edy Road. Local traffic from Copper Terrace would have to perform very high acceleration rates to achieve the higher speed data recorded at the counter location.

Edy Road at Nursey Way Intersection Counter

			Posted Speed Limit 40 mph	<10 mph	+10 mph	+20 mph		
Edy Road @ Nursery Way Intersection Counter	0-10 mph	11-20 mph	21-30 mph	31-40 mph	41-50 mph	51-60 mph	61-70 mph	Total
Eastbound Lane	0	61	667	8,606	8,927	424	6	18,691
Westbound Lane	0	71	917	10,890	6,797	255	9	18,939
Combined Total Both Lanes	0	132	1,584	19,496	15,724	679	15	37,630

1. The total 7-day traffic volume at the counter location was 37,630 vehicles, with a 50/50 split between eastbound traffic (18,691 vehicles) and westbound traffic (18,939 vehicles). The average daily traffic volume at this counter location is approximately 5,375 vehicles.
2. Approximately 50% of the vehicles in the eastbound direction (9,334 vehicles) and 63% of the vehicles in the westbound direction (11,878 vehicles) travel at speeds of 40 mph or less.
3. Approximately 47% of the vehicles in the eastbound direction (8,927 vehicles) and 36% of the vehicles in the westbound direction (6,797 vehicles) travel at speeds of less than 10 mph over the posted speed limit (between 40 and 50 mph).
4. Approximately 2% of the vehicles in the eastbound direction (424 vehicles) and 1% of the vehicles in the westbound direction (255 vehicles) travel at speeds of 10 mph to 20 mph over the posted speed limit (between 50 mph to 60 mph). This represents approximately 60 vehicles per day in the eastbound direction and 36 vehicles per day in the westbound direction traveling at speeds of 10 mph to 20 mph over the posted speed limit (between 50 and 60 mph).
5. Less than 0.05% of the vehicles in the eastbound direction (6 vehicles) and westbound direction (9 vehicles) travel at speeds exceeding 20 mph over the posted speed limit (between 60 mph to 70 mph).

This represents approximately 1 vehicle per day in both the eastbound and westbound direction traveling at speeds in excess of 20 mph over the posted speed limit.

- No vehicles were counted traveling above 70 mph at this counter location.

Edy Road at Trailblazer Place Intersection Counter

	Posted Speed Limit 40 mph				<10 mph	+10 mph	+20 mph	
Edy Road @ Trailblazer Place Intersection Counter	0-10 mph	11-20 mph	21-30 mph	31-40 mph	41-50 mph	51-60 mph	61-70 mph	Total
Eastbound Lane	0	105	307	3,421	12,395	2,066	133	18,427
Westbound Lane	0	59	411	3,564	11,420	2,202	56	17,712
Combined Total Both Lanes	0	164	718	6,985	23,815	4,268	189	36,139

- The total 7-day traffic volume at the counter location was 36,139 vehicles, with a 50/50 split between eastbound traffic (18,427 vehicles) and westbound traffic (17,712 vehicles). The average daily traffic volume at this counter location is approximately 5,162 vehicles.
- Approximately 21% of the vehicles in the eastbound direction (3,833 vehicles) and 23% of the vehicles in the westbound direction (4,034 vehicles) travel at speeds of 40 mph or less.
- Approximately 67% of the vehicles in the eastbound direction (12,395 vehicles) and 64% of the vehicles in the westbound direction (11,420 vehicles) travel at speeds of less than 10 mph over the posted speed limit (between 40 and 50 mph).
- Approximately 11% of the vehicles in the eastbound direction (2,066 vehicles) and 12% of the vehicles in the westbound direction (2,202 vehicles) travel at speeds of 10 mph to 20 mph over the posted speed limit (between 50 mph to 60 mph). This represents approximately 295 vehicles per day in the eastbound direction and 314 vehicles per day in the westbound direction traveling at speeds of 10 mph to 20 mph over the posted speed limit (between 50 and 60 mph).
- Approximately 0.07% of the vehicles in the eastbound direction (133 vehicles) and 0.03% of the vehicles in the westbound direction (56 vehicles) travel at speeds exceeding 20 mph over the posted speed limit (between 60 mph to 70 mph). This represents approximately 19 vehicle per day in the eastbound direction and 8 vehicles in the westbound direction traveling at speeds in excess of 20 mph over the posted speed limit.
- No vehicles were counted traveling above 70 mph at this counter location.

Edy Road at Houston Drive Intersection Counter

	Posted Speed Limit 40 mph				<10 mph	+10 mph	+20 mph	
Edy Road @ Houston Drive Intersection Counter	0-10 mph	11-20 mph	21-30 mph	31-40 mph	41-50 mph	51-60 mph	61-70 mph	Total
Eastbound Lane	0	448	1,813	14,351	3,874	60	0	20,546
Westbound Lane	0	372	1,615	11,453	6,040	1,776	56	21,312
Combined Total Both Lanes	0	820	3,428	25,804	9,914	1,836	56	41,858

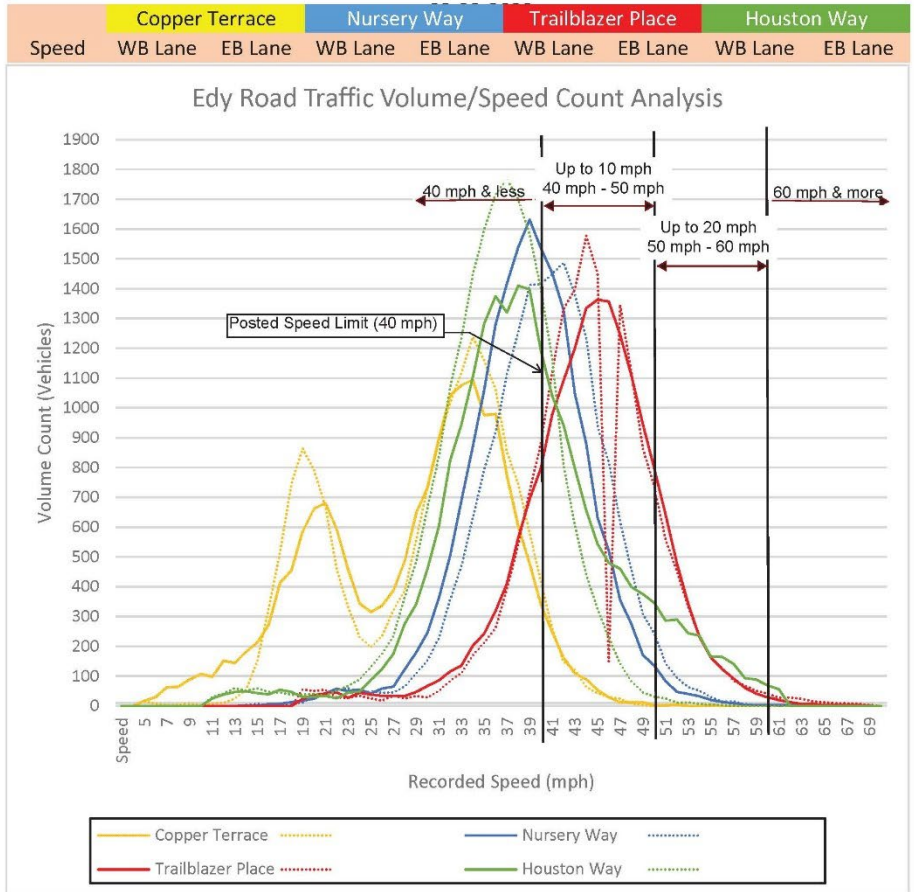
- The total 7-day traffic volume at the counter location was 41,858 vehicles, with a 50/50 split between eastbound traffic (20,546 vehicles) and westbound traffic (21,312 vehicles). The average daily traffic volume at this counter location is approximately 5,979 vehicles.
- Approximately 80% of the vehicles in the eastbound direction (16,612 vehicles) and 63% of the vehicles in the westbound direction (13,440 vehicles) travel at speeds of 40 mph or less.
- Approximately 18% of the vehicles in the eastbound direction (3,874 vehicles) and 28% of the vehicles in the westbound direction (6,040 vehicles) travel at speeds of less than 10 mph over the posted speed limit (between 40 and 50 mph).

4. Approximately 0.2% of the vehicles in the eastbound direction (60 vehicles) and 8% of the vehicles in the westbound direction (1,776 vehicles) travel at speeds of 10 mph to 20 mph over the posted speed limit (between 50 mph to 60 mph). This represents approximately 8 vehicles per day in the eastbound direction and 253 vehicles per day in the westbound direction traveling at speeds of 10 mph to 20 mph over the posted speed limit (between 50 and 60 mph).
5. Approximately 0% of the vehicles in the eastbound direction (0 vehicles) and 0.32% of the vehicles in the westbound direction (56 vehicles) travel at speeds exceeding 20 mph over the posted speed limit (between 60 mph to 70 mph). This represents approximately 8 vehicles per day in the westbound direction traveling at speeds in excess of 20 mph over the posted speed limit.
6. No vehicles were counted traveling above 70 mph at this counter location.

COMMENTS

1. The data indicates that most of the vehicles exceeding the posted speed limit at each of the locations occurs between the hours of 12:00 pm and 12:00 am (afternoon and evening hours). The morning commute time appears to be relatively calm with few data points above the posted speed limit.
2. It appears that vehicular speed as it approaches the school zone pedestrian crossing is slower, but still exceeds the 20 mph school zone posted speed limit.
3. That generally that the eastbound lane has a larger incidence of higher vehicular speeds than the westbound lane.
4. Trailblazer Place shows the highest vehicular speeds. This can be attributable in part to the vertical curve sag point located just west of the data collection location point.

EDY ROAD - HOUSTON TO ELWERT
 TRAFFIC VOLUME/SPEED COUNT ANALYSIS



ELWERT ROAD

City staff installed three traffic volume/speed count devices at several locations on Elwert Road (see attached location map). The locations were selected to capture data which could identify volume/speed trends within specific zones along Elwert Road. The selection of this location provides several analysis advantages.

1. All locations were fully within the section of Elwert Road that is posted 45 mph.
2. One location is at the marked and signaled school zone speed reduction zone on Elwert Road 450' south of the Haide Road intersection. The data will also be able to show if speed reduction is occurring during the school commute hours when the speed reduction zone is in effect.
3. The second data collection point is 25' S of the Handley Road intersection with Elwert Road. This point takes into account how traffic flow entering from and going to Handley Street impacts the driving habits within this section of Elwert Road.
4. The third data collection point is 225' S of the Simon Terrace intersection with Elwert Road. This point is along the long uphill/downhill section of Elwert Road and will provide speed data on driving habits on the long section of Elwert Road.
5. The analysis will identify volume counts within the following speed ranges:
 - a. 45 mph and less (the posted speed limit is 45 mph)
 - b. Between 45 mph and 55 mph (up to 10 mph over the posted speed limit)
 - c. Between 55 mph and 65 mph (from 10 mph up to 20 mph over the posted speed limit)
 - d. 65 mph and over (20 mph and over the posted speed limit)

The traffic/speed count took place over 10 days at the data collection point 450' S of the Haide Road Elwert Road intersection and included a weekend. The remaining two collection points (Simon and Handley) collected data over a 7-day collection period and included a weekend. The difference in the time period and date was due to equipment failure (tubes) at the Simon and Handley locations, which needed to be reset. The longer time period at the Haide location allowed some overlap of data collection time, so that analysis would be comparable.

ANALYSIS

Based on the traffic data the following information is presented for each volume/speed data collection point.

Elwert Road 450' S of Haide Road Intersection

	Posted Speed Limit 45 mph							
	<10 mph	+10 mph	+20 mph					
Elwert 450' S of Haide Road Intersection Counter	0-10 mph	11-20 mph	21-30 mph	31-40 mph	41-50 mph	51-60 mph	61-70 mph	Total
Southbound Lane	186	2,059	12,463	28,208	6,066	139	0	49,121
Northbound Lane	191	2,012	7,168	25,090	7,943	204	0	42,608
Combined Total Both Lanes	377	4,071	19,631	53,298	14,009	343	0	91,729

1. The total 10-day traffic volume at the counter location was 91,729 vehicles, with a 53%-47% split between southbound traffic (49,121 vehicles) and northbound traffic (42,608 vehicles). The average daily traffic volume at this counter location is approximately 4,912 vehicles in the southbound lane, and 4,261 vehicles in the northbound lane, for a combined total of 9,173 vehicles.
2. Approximately 98.7% of the vehicles in the southbound direction (48,041 vehicles) and 96.1% of the vehicles in the northbound direction (40,952 vehicles) travel at speeds of 45 mph or less.
3. Approximately 2.17% of the vehicles in the southbound direction (1,067 vehicles) and 3.82% of the vehicles in the northbound direction (1,628 vehicles) travel at speeds of less than 10 mph over the posted speed limit (between 45 and 55 mph).

- Approximately 0.026% of the vehicles in the southbound direction (13 vehicles) and 0.066% of the vehicles in the northbound direction (28 vehicles) travel at speeds of 10 mph to 20 mph over the posted speed limit (between 55 mph to 65 mph). This represents approximately 2 vehicles per day in the southbound direction and 4 vehicles per day in the northbound traveling at speeds in excess of 20 mph over the posted speed limit.
- No vehicles were counted traveling above 60 mph at this counter location.

Elwert Road 225' S of Simon Terrace Intersection

Elwert 225' S of Simon Terrace Intersection Counter	Posted Speed Limit 45 mph							Total
	<10 mph	+10 mph	+20 mph	0-10 mph	11-20 mph	21-30 mph	31-40 mph	
Southbound Lane	0	18	414	11,508	18,155	1,384	48	31,527
Northbound Lane	0	8	296	11,598	16,153	745	17	28,817
Combined Total Both Lanes	0	26	710	23,106	34,308	2,129	65	60,344

- The total 7-day traffic volume at the counter location was 60,344 vehicles, with a 52%-48% split between southbound traffic (31,527 vehicles) and northbound traffic (28,817 vehicles). The average daily traffic volume at this counter location is approximately 4,504 vehicles in the southbound lane, and 4,117 vehicles in the northbound lane, for a combined total of 8,621 vehicles.
- Approximately 76.7% of the vehicles in the southbound direction (24,177 vehicles) and 82.4% of the vehicles in the northbound direction (23,741 vehicles) travel at speeds of 45 mph or less.
- Approximately 22.6% of the vehicles in the southbound direction (7,120 vehicles) and 17.3% of the vehicles in the northbound direction (4,978 vehicles) travel at speeds of less than 10 mph over the posted speed limit (between 45 and 55 mph).
- Approximately 0.72% of the vehicles in the southbound direction (228 vehicles) and 0.34% of the vehicles in the northbound direction (98 vehicles) travel at speeds of 10 mph to 20 mph over the posted speed limit (between 55 mph to 65 mph).
- Approximately 0.006% of the vehicles in the southbound direction (2 vehicles) and 0% of the vehicles in the northbound direction (0 vehicles) travel at speeds exceeding 20 mph over the posted speed limit (65 mph plus).
- No vehicles were counted traveling above 65 mph at this counter location.

Elwert Road 25' S of Handley Road Intersection

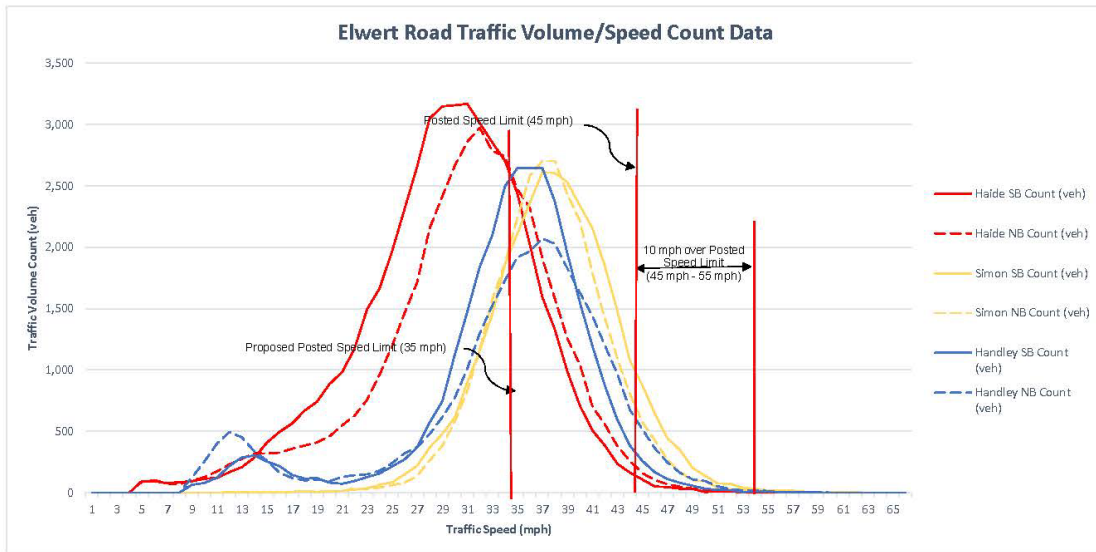
Elwert 25' S of Handley Road Intersection Counter	Posted Speed Limit 45 mph							Total
	<10 mph	+10 mph	+20 mph	0-10 mph	11-20 mph	21-30 mph	31-40 mph	
Southbound Lane	0	1,547	1,395	15,999	11,984	355	5	31,285
Northbound Lane	0	2,479	1,581	11,673	12,715	747	20	29,215
Combined Total Both Lanes	0	4,026	2,976	27,672	24,699	1,102	25	60,500

- The total 7-day traffic volume at the counter location was 60,500 vehicles, with a 52% - 48% split between southbound traffic (31,285 vehicles) and northbound traffic (29,215 vehicles). The average daily traffic volume at this counter location is approximately 4,469 vehicles in the southbound lane, and 4,174 vehicles in the northbound lane, for a combined total of 8,643 vehicles.
- Approximately 91.6% of the vehicles in the southbound direction (28,653 vehicles) and 84.6% of the vehicles in the northbound direction (24,730 vehicles) travel at speeds of 45 mph or less.
- Approximately 4.3% of the vehicles in the southbound direction (2,574 vehicles) and 7.2% of the vehicles in the northbound direction (4,380 vehicles) travel at speeds of less than 10 mph over the posted speed limit (between 45 and 55 mph).

4. Approximately 0.10% of the vehicles in the southbound direction (58 vehicles) and 0.17% of the vehicles in the northbound direction (105 vehicles) travel at speeds of 10 mph to 20 mph over the posted speed limit (between 55 mph to 65 mph). This represents approximately 8 vehicles per day in the southbound direction and 15 vehicles per day in the northbound direction traveling at speeds of 10 mph to 20 mph over the posted speed limit (between 55 and 65 mph).
5. No vehicles were counted traveling above 65 mph at this counter location.

COMMENTS

1. The data suggests that there is close adherence to the posted speed limit of 45 mph. The average speed at the three counter locations is as follows:
 - a. Haide Road Location – 34.0 mph
 - b. Handley Street Location – 41.7 mph
 - c. Simon Terrance Location – 38.2 mph
2. The data indicates that most of the vehicles exceeding the posted speed limit at each of the locations occurs as follows:
 - a. Simon Terrace Location: between the hours of 12:00 pm and 7:00 pm (noon to early evening hours). The morning commute time appears to be relatively calm with few data points above the posted speed limit.
 - b. Handley Street Location: between the hours of 12:00 pm and 7:00 pm (noon to early evening hours). The morning commute time appears to be relatively calm with few data points above the posted speed limit.
 - c. Haide Road Location: between the hours of 12:00 pm and 7:00 pm (noon to early evening hours). The morning commute time appears to be relatively calm with few data points above the posted speed limit. There does not appear to be a reduction in the vehicle speeds when the school speed zone requirements are in effect. The 3:00 pm to 5:00 pm timeslot still records a large traffic count of vehicle exceeding the 20 mph school speed zone limit.
3. That generally that the southbound lane has a larger incidence of higher vehicular speeds than the northbound lane at all counter locations.
4. It appears that there is not a large amount of traffic count data showing excessive speeds along Elwert Road between Edy Road and the roundabout on Elwert Road.



COLLECTION COUNTER LOCATION MAPS



Traffic Volume/Speed Count
SW Edy Road & SW Elwert Road
May 16, 2022





Meeting Minutes

DRAFT



Traffic Safety Committee

Date & Time:	April 28, 2022 - 6:00 pm
Location:	City Hall, Conference Room A, 22560 SW Pine St

T.S.C. Members:	City Staff:
Jason Wuertz-Chair	Jon Carlson-Police Captain
Tiffany Yandt-Vice Chair	Julia Hajduk-Community Development Director
Tony Bevel	Bob Galati-City Engineer
Dorian Libal	Angie Hass-Administrative Assistant III, SPD
Lisa Patterson	
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=MEdgvvzGHZs>.

1. Call to Order

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

2. Roll Call

Committee Members Present: Chair Jason Wuertz, Vice Chair Tiffany Yandt, Tony Bevel, Dorian Libal, Lisa Patterson (arrived at 6:21), Diane Foster and Laurie Zwingli

Committee Members Absent: N/A

City Staff Members Present: 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 March meeting minutes be approved as written and Ms. Foster seconded the motion. All present committee members voted in favor.

4. Business

- a. **Julia Hajduk – City Council's Review of the Capital Improvement Plan (CIP) List, 4/5/2022**

The discussion for this begins at the 1:15 minute mark of the YouTube video.

Ms. Hajduk provided a brief recap of the City Council's review of the CIP at the 4/5 Work Session. They had gone over staff recommendations as well as comments from the Traffic Safety Committee (TSC). The Council approved \$50,000 for the Sunset and Pinehurst pedestrian crossing study, between Hwy 99 and Pinehurst. She didn't expect that decision to change during the Budget Committee process. Ms. Hajduk stated that she would get a copy of the 5-year CIP document to all committee members. She added that it still needed to go through the approval process, but it would give the committee members an opportunity to see what is included.

b. Issues / Complaints

Please refer to the Tracking Sheets (Exhibit "A") for more information on the requests discussed at this meeting.

i. Revisit: 2020-004, Intersection @ Villa, Wildlife Haven and Railroad

The discussion for this request begins at the 2:53 minute mark of the YouTube video.

Mr. Galati reiterated his summary of this request / area that he had provided at the last meeting. He stated that the intersection at Railroad and Villa is an odd set up and felt that putting stop signs all over the place would make it worse. He felt that it should be discussed as one of the items for the CIP, as it is currently in the Transportation System Plan (TSP). This is too big of a project for the TSC. Ms. Hajduk felt that it might be in a longer CIP – perhaps in the 20 year. She suggested that the TSC could recommend that this be moved up on the CIP. Chair Wuertz asked if a plan has been identified for this intersection. Mr. Galati stated that would be part of the whole idea to have this moved up on the CIP, as there is not a plan listed. Condensing the two parallel roads would be his recommendation. Chair Wuertz had looked at this intersection a handful of times, since the last meeting. He went on to share his thoughts on how to improve the intersection for little cost. A discussion ensued.

Chair Wuertz added that it was mentioned at the last meeting that this would be low priority due to it not being a safety issue. Mr. Galati said that he would check with the SPD to see if they have received a lot of complaints and they could then go from there. They have to verify that it is a real issue. Mr. Bevel asked for clarification on what kind of traffic concern issues they were looking for. Mr. Galati explained the process, beginning with the receipt of a traffic safety complaint form. City staff first looks to see if the issue could be resolved with driver education and then look into it from a safety and budgetary standpoint. He went on to expand a bit more on the process. The committee recommended that Mr. Galati take a look at the intersection and bring his recommendations to the next meeting. Questions to consider were, "is it a valid issue" and "how much of an issue is it". Chair Wuertz offered to write up his recommendation and bring it to the next meeting.

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

The discussion for this request begins at the 20:10 minute mark of the YouTube video.

Captain Carlson had spoken to Public Works and was told that they are hesitant to paint. If they do paint the curbs, they would then need to repaint on a regular basis. They have a yellow adhesive that they will give a try. If it sticks, they will go with that. The PD will continue enforcement, but they aren't able to be there 24/7 and some people are parking where they shouldn't be. Captain Carlson hoped to have another update at the next meeting.

iii. Update: 2021-008, Status / Progress Update, Captain Carlson and Bob Galati

The discussion for this request begins at the 23:12 minute mark of the YouTube video.

Mr. Galati hadn't yet received the pedestrian count study. He felt that even with the ped count study, he believes there is a speeding issue. He stated that there is an issue with the configuration of the crosswalk at that location. He asked if that was appropriate for the intersection and expressed that speeding is significantly higher in that area. He added that putting up more signage and lights is not going to do anything with driver attitude.

Ms. Hajduk stated that they continue to get complaints. The school district has reached out to them and they have a meeting scheduled the following week. In the meantime, Mr. Galati has scheduled the speed study and is working on the ped count study. They will be adding a comprehensive pedestrian crossing study into the CIP. There are multiple things that are in different stages of completion. They are working on trying to find a solution; however, it is going to take some time.

Ms. Foster stated that the high school put an educational piece in their weekly newsletter, asking drivers to watch their speeds on Sunset. Ms. Hajduk added that there had recently been complaints about drivers blowing through crosswalks while the crossing guards were in the middle of the crosswalk. Mr. Galati said that if drivers are blowing through with people on the roads, putting up lights would mean nothing to them. With Sunset being an arterial road, it makes it difficult to put in traffic control devices. The CIP identifies a mini roundabout on Sunset. That would slow traffic down, but he didn't know if that would be the best solution.

Mr. Galati was in favor of redoing the TSP entirely with a viewpoint towards pedestrian connectivity, safety, how to make connections for pedestrians, and working traffic around. However, this would take about a year or more to complete.

Chair Wuertz asked the group if they wanted to keep this request still pending, since it's not on the CIP List. Mr. Galati recommended that they keep it on the list

as a way of doing community action since the TSC is a representative of the people. Ms. Hajduk stated it would be good to keep it on the list, so they can continue to get updates.

Mr. Libal recommended upgrading the beacons, for visibility sake, to 12". If they could be upgraded in both directions, it could make a difference. The infrastructure is already there, it would just be a matter of upgrading the system. It is inexpensive and it would make it much more visible.

Mr. Galati stated that he has several areas that he is hoping to include with this request and hopes to deal with them collectively. Mr. Bevel asked how long until they'll be done with collecting the data. Mr. Galati let the committee know of the different areas that he's gathering data from and it may take awhile to get everything together. Ms. Hajduk reminded the committee that Mr. Galati has a whole other part of his job and that the TSC is just a part of it; patience is key.

Ms. Hajduk asked Mr. Galati if he had yet shared his news. Mr. Galati stated that he had not made a formal announcement yet and then proceeded to share his exciting news. He is retiring in 5.5 months. He named off several projects that he is working on and hoping to complete in that time frame. The growth of this city challenges them at every turn.

Ms. Hajduk explained that they are still trying to figure out where exactly the TSC fits in for these different processes. Mr. Bevel said that the way he looks at it is the citizens hold the committee members' feet to the fire and the committee holds the city staff's feet.

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

The discussion for this request begins at the 39:34 minute mark of the YouTube video.

Captain Carlson spoke of a recent meeting he had with Public Works staff. That included going out and taking some measurements of parking spaces in Old Town. Per state statute, you are not supposed to park within 20 feet of a crosswalk. Some of the parking spaces are within 20 feet. Public Works may have to eliminate some parking spaces and/or completely re-do all. Public Works will be looking at how best to fix this without losing too many parking spaces.

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

The discussion for this request begins at the 41:09 minute mark of the YouTube video.

Public Works will be taking a look at this area when they look at the above.

vi. Update: 2022-004, Status / Progress Update, Captain Carlson & Bob Galati

The discussion for this request begins at the 42 minute mark of the YouTube video.

Mr. Galati had spoken to the City Manager about this request. He stated that DKS and Kittleson (traffic engineering firms) had already done multiple reports and analysis. Since the City has already had so many studies done and things have not changed since they were completed, staff does not want to re-open. The accidents that have occurred there were due to driver behavior, not because of design. The design aspects still meet all of the current criteria. There isn't any rational reason for them to go back and release the old reports because they are predicated on design standards that are still valid today. Citizens can put in a records request to see reports, but the City Manager didn't feel it would be beneficial since things have not changed. The issues that need to be addressed here are more about driver behaviors when they are exiting the parking lot. Driver behavior is the start of these problems.

Ms. Patterson asked what year the reports were completed. The spacing and statutes might be the same, but potentially, there could be more volume increase or more turning movements. Mr. Galati stated that the reports were done based on an increase to 2020 and explained, in some detail, how that worked. The projected volumes at that time, match the numbers they are currently experiencing.

Ms. Hajduk stated that what Mr. Galati was saying was that it didn't make sense for the TSC to review an old study that has been updated and reviewed several times and is still valid. Mr. Galati elaborated.

Mr. Libal shared a comment he had seen, specifically about this, on social media regarding the stop bars and how it can be confusing there. Ms. Hajduk felt that an education campaign, maybe an article in The Archer, might be helpful. Mr. Galati stated that, per state law, drivers are to stop for pedestrians at any marked or unmarked crosswalk. This should be a combination education piece for both pedestrians and drivers. Pedestrians need to stop, look and listen before walking out in the street. Ms. Hajduk suggested that the TSC could perhaps put a little educational piece each month in The Archer and a brief discussion ensued.

Chair Wuertz was a little surprised that the decision was made to not give copies of the reports to the TSC. He felt that having to put in a records request for the report was counter intuitive to what they're trying to work on together. He felt that it would be beneficial for the TSC to see what options were considered. He didn't want to open up a can of worms on work that the City has already done, but this is the citizen input process, which is what he feels the TSC is here for. It is clearly an issue and just because it was designed correctly, doesn't mean that there aren't solutions. Ms. Hajduk stated that she will meet with the City Manager and Mr. Galati again to discuss this further. The main thing that they didn't want to do, was to open something up that had already been resolved three times. Captain Carlson

stated that he recalled a couple crashes on that road, but the numbers are not higher than expected. Mr. Galati said that driver perception is that they can fix driver habit with a technical fix. Ms. Hajduk stated that just because there is driver confusion with the set-up, it doesn't necessarily mean that there is an issue.

Mr. Galati explained how they look at the roadway design. Chair Wuertz felt that the committee owed it to citizens to do their due diligence and review the report. Ms. Hajduk will speak with the City Manager to see if she can get the TSC members a copy. She did stress that City staff may not be able to go over all of it again, since that has already been done multiple times, but at least the TSC will be able to review it.

vii. Update: 2022-005.1.2.3, Progress Update, Bob Galati

The discussion for this and the below request begins at the 1 hour, 9 minute and 48 second mark of the YouTube video. See below.

viii. New: 2022-005.4 – Edy Road: Request for sidewalks and bike lanes (Exhibit “B”)

Ms. Hajduk will be submitting a Major Streets Transportation Program (MSTP) application the next week to the county for improvements to Edy Road. They won't know for a while where it lands on the list. She is working on this long-term project, and even if it is funded, it won't be for several years.

Mr. Galati provided his update for both 2022-005 and 2022-006 together. He had received the data for Edy Road. They had some mechanical issues when getting data gathered for Elwert. He was hopeful that he would have all of the data together for both areas, to the City Manager, Chief, and Captain in a couple weeks.

Mr. Galati reported that he had submitted an application to the state to reduce the speed on Edy and Elwert from 40 to 35. The state is working with the county on this.

Ms. Hajduk asked Mr. Galati if there is a speed reduction process when a new speed is set. Mr. Galati stated that Public Works assists with that by putting flags out to notify drivers. That doesn't happen until the state signs off, of course. There is a six-step process and they are at step two. Ms. Hajduk asked if he thought there would be any reason to not lower the speeds. He didn't think so and explained why he thought that. Mr. Bevel asked if it would be six months. Mr. Galati didn't feel that it would be that long. Chair Wuertz stated that he felt that the community would really appreciate this.

Ms. Zwingli asked about the sidewalks and bike lanes on Edy. Mr. Galati stated that is where the MSTP comes in. Mr. Libal mentioned that Edy already has sidewalks. Mr. Galati reminded everyone of the challenge of Edy and Elwert being county roads. The City doesn't have the right to just go out and do what they want.

Chair Wuertz asked Ms. Hajduk if a letter of support would be helpful for the MSTP application. Ms. Hajduk and Mr. Galati both thought that would be very helpful. Mr. Galati stated that one of the best first steps on Edy would be four of the solar powered speed radar signs. They are \$13,000 each and since it is a county road, technically, county should pay for it. Ms. Hajduk stated that she could draft a letter of support for the TSC and the TSC could review and approve it at the next meeting.

ix. New: 2022-006–Elwert & Haide, Request to lower speed limit (Exhibit “C”)

Please see above (2022-005) for part of the discussion for this request.

Mr. Galati stated that speed bumps will not be going in here. He will share the results of his study at the next meeting.

x. New: 2022-007–Cedar Brook Way & Meinecke Pkwy, Request for flashing lights at crosswalk (Exhibit “D”)

The discussion for this request begins at the 1 hour, 25 minute and 50 second mark of the YouTube video.

The City has already cut down some trees there for sightline, per Captain Carlson and Mr. Galati. If there is a problem, it is because people are going too fast. Chair Wuertz believed that the committee had received this similar request before. When this was previously addressed, Public Works cut down some trees and parking spaces were pulled back from the crosswalk. Mr. Galati stated that they also made sure that lighting was appropriate. If there is an issue, it is driver behavior. There was a discussion to get clarification on where, exactly, the issue is.

Mr. Libal wondered if staff should e-mail the Cedar Brook HOA to let them know that the safety concerns have been addressed. Angie will email them, to get clarification on what they are looking for. Ms. Zwingli suggested that the HOA could be helpful in sending out an education message to residents. If they put out a monthly letter to residents, they could put an educational message in there.

Captain Carlson shared that at the Public Works meeting he attended, it was mentioned that the Public Works Director will attend a future TSC meeting to be available to answer questions that the TSC may have.

c. May Meeting – Captain Carlson

Captain Carlson will be unavailable to attend the May meeting. There was a discussion as to whether or not to cancel the May meeting. It was decided to make a final decision as the May meeting date gets closer.

In the event that the May meeting is cancelled, Chair Wuertz would still like to meet to complete the letter of support for Ms. Hajduk’s MSTP application. It was suggested that Chair Wuertz could work with Ms. Hajduk to complete the letter. Once a draft has been completed, Angie could send the draft to all TSC members for their input and approval.

Ms. Patterson made a motion that Mr. Wuertz can sign the letter for the committee, once reviewed and approved. Ms. Foster seconded the motion. All board members approved.

5. Committee Comments

Mr. Bevel stated that it was nice to have an in person meeting.

6. Citizen Comment

N/A

7. Adjourn

The meeting was adjourned at 7:40 p.m.

Next meeting is scheduled for May 26th.

Approval of Minutes:

Chair Jason Wuertz

Date

Attest:

Angie Hass

Date

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	C	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.	C	2/4/2020	Crosswalk currently going in at nearby location (Sunset & Pine). Request denied, 8/27/2020.
20-003	Flashing crosswalk sign at Sunset and Timbrel	C	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	Revisit	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. 3/24/2022-Committee will revisit this at the 4/28 meeting to decide whether or not request warrants being on the CIP List.
20-005	Requesting No Parking signs on both sides of Haide Rd (new high school)	C	8/25/2020	Issue does not exist at this time. Will revisit if it becomes an issue. (8/27/2020)
20-006	Crosswalk @ 1st & Ash by traffic circle needs signage & appropriate paint on roadway.	C	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/stripped. 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.	C	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.	C	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>	C	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.	C	10/20/2020	12/10-This area is ODOT's responsibiity. City staff will submit request to ODOT.

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>
20-011	Extend No Parking Zone and/or Curbs Painted Red-Visibility Issue at Huntington Ln & Yorkshire Way	C	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	P	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	C	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	C	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.	C	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.	C	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.	C	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.	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.

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>
2021-005	Request for stop sign, speed bumps and/or crosswalk @ SW Old HWY 99 & SW Crooked River Ln.	P	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>

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.	P	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	C	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	P	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.

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.	C	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.	P	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.	P	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.	P	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.	P	2/21 & 22/2022 & 3/24/2022	3/24/2022-City Engineer still waiting for results from traffic study. Will revisit at April meeting.

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>
2022-006	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	

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



2022-005.4

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



Exhibit "B"

Traffic Safety Complaint/Request Form

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

Completed forms shall be submitted to:

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

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

1. Requestor's Contact Information:

Name: _____
Address: _____
Phone Number: _____
Email: _____
Date form submitted: 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 Sa

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 Sa

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

SW Trailblazer Pl

SW Trailblazer Pl

← STEEP HILL

SW Edy Rd

Forced
SW Edy Rd
Cross

Sidewalk
Ends

SW Edy Rd

STEEP HILL →

SW Edy Rd

SW Edy Rd

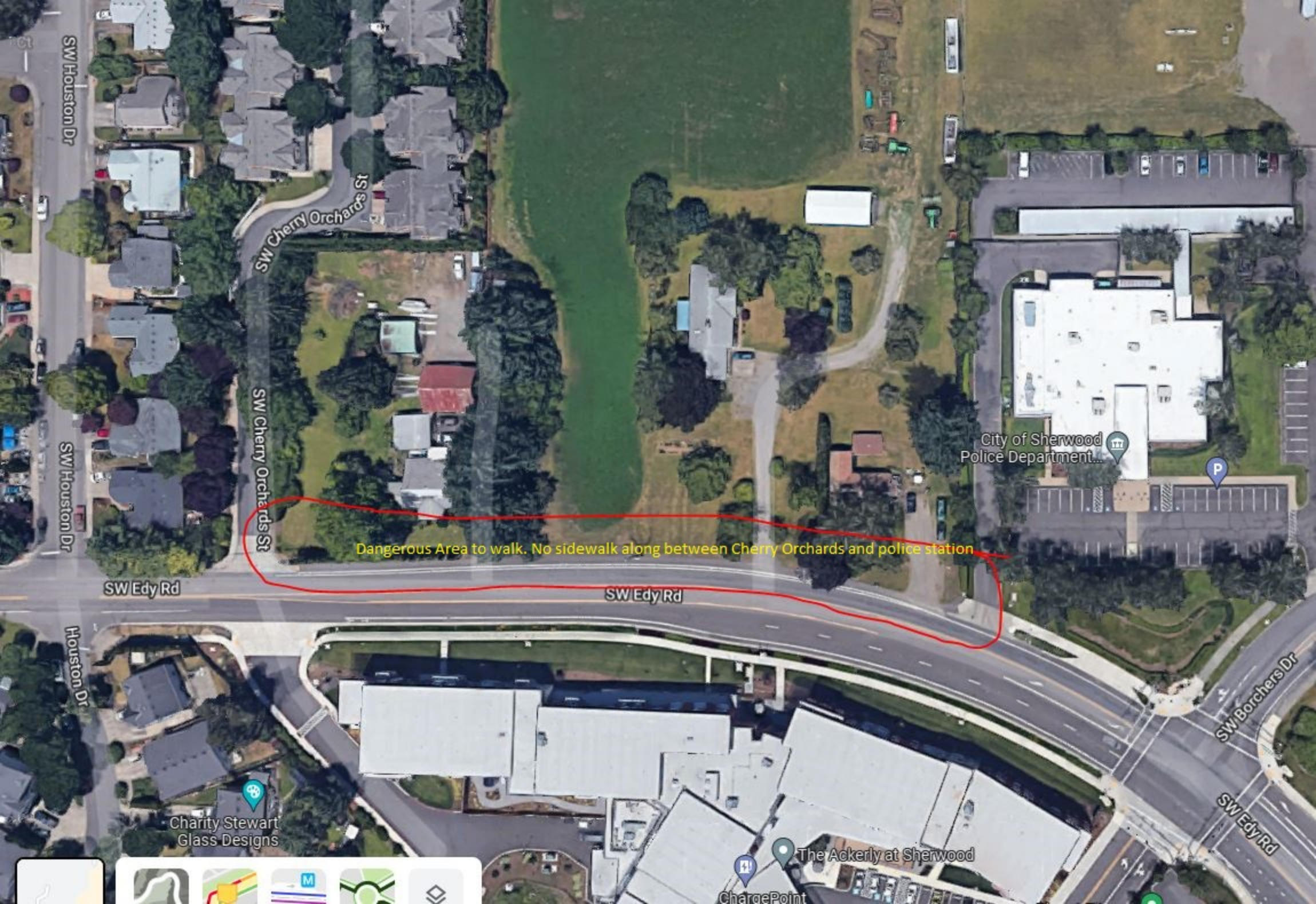
SW Edy Rd

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

No bike lane

SW Terrapin Dr

Cedar



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



Exhibit "C"

Traffic Safety Complaint/Request Form

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

Completed forms shall be submitted to:

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



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

1. Requestor's Contact Information:

Name: _____
Address: _____
Phone Number: _____
Email: _____
Date form submitted: 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 exemple
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



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

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.