



City of
SHERWOOD
Transportation System Plan

Planning Commission Work Session

July 13, 2026

Agenda

Project Overview and Purpose

Project Timeline and Current Status

Public Engagement

Performance Measures: Low-Stress Active Transportation Network

Planning Commission Feedback and Discussion

Next Steps

Project Team



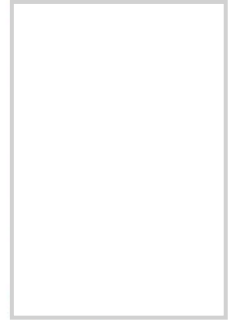
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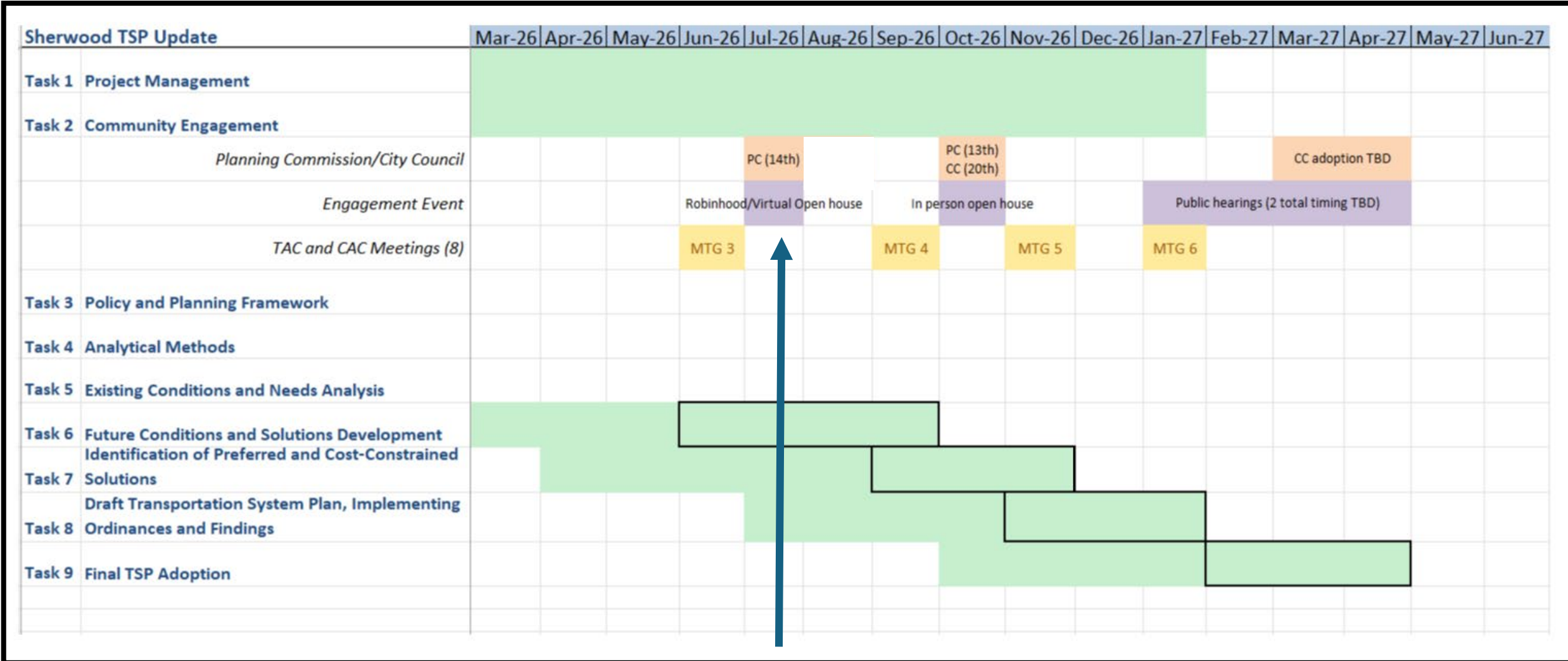


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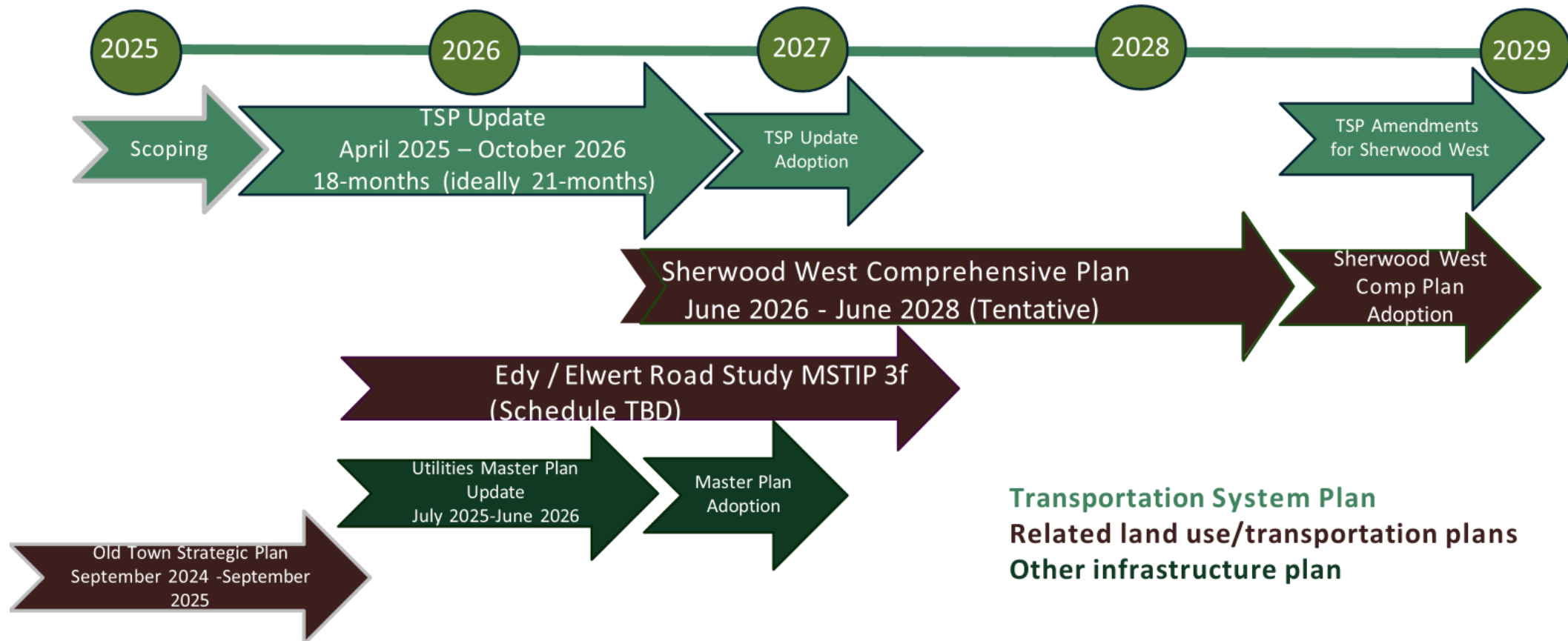
Project Overview and Purpose

- New Legal Requirements
 - Climate Friendly and Equitable Community (CFEC) rulemaking
 - Requires updates to Transportation System Plans
 - Designates Metro 2040 Centers as Climate Friendly Areas
- Timing & Benefits
 - Recommended update frequency is 10 years, Sherwood's current TSP is from 2014
 - Confirms and refines community goals for transportation
 - Extends the timeframe of the plan to a new horizon year 2046/47
 - Informs Capital Improvement Plan (CIP) updates
 - Informs land development conditions of approval (development funded improvements)

Project Timeline and Current Status



Project Timelines Relative to the TSP Update



Public Engagement Overview

Engagement Strategies

- Ongoing
 - Website
 - Interested Party List
- Targeted
 - Sherwood Winter Open House (January 28, 2026)
 - Walking and Biking Workshop (July 13)
 - Online Interactive Map for Public Input, WikiMap (**Now-August 3**)
 - <https://maps.kittelson.com/SherwoodTSP>
 - Robinhood Festival (**July 17-18**)
 - Virtual Open House (**July 21-August 3**)
 - In Person Open House (Fall 2026)
- Committees
 - Citizen Advisory Committee (CAC)
 - Technical Advisory Committee (TAC)

Current Flyer



SEEKING INPUT ON TRANSPORTATION IN SHERWOOD!

The City of Sherwood is updating their Transportation System Plan, which will guide investments over the next 20 years. As part of future project development, the project team is seeking input from community members on known safety issues and potential projects.

Multiple opportunities are available to participate throughout July!

**WE WANT TO
HEAR FROM
YOU!**



If you are unable to attend any of the events, you can also comment directly on challenges and potential projects using an interactive map.

More information will be covered at the virtual open house which will be recorded and available for viewing at your availability.



ROBIN HOOD FESTIVAL

July 17 - 18, 2026



VIRTUAL OPEN HOUSE

July 21 – August 3, 2026



**ONLINE INTERACTIVE MAP
FOR PUBLIC INPUT (WIKIMAP)**

July 6 – August 3, 2026

SCAN ME!



SCAN ME!



Visit the **Project Website**
for more details!

Revised Guidance on TSP Engagement

- Increased focus on underserved/vulnerable populations during outreach, decision making, and project selection
- Document specific attempts to engage underserved community members
- Discuss impacts of selected projects on underserved community members

Performance Measures and Standards

Metro Measures

- Implement the 2040 Growth Concept and local and adopted land use and transportation plans
- Make transit convenient, frequent, accessible and affordable
- Make biking and walking safe and convenient
- Make streets and highways safe and reliable
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of transportation options
- Manage parking to make efficient use of vehicle parking and land
- Support transition to low carbon fuels
- Secure adequate funding for transportation investments
- Demonstrate leadership on climate change

Definitions

Term	Definition
Performance Measures	Indicators used to evaluate the performance of the transportation system and demonstrate progress towards meeting OAR 660-044 greenhouse gas reduction targets.
Performance Targets	Future year targets set for performance measures to be used in major reports to demonstrate progress towards meeting the region's greenhouse gas reduction target. They include an established baseline and benchmarks for performance of the planned system to track progress over time.
Performance Standards	Performance standards are adopted during development of a TSP and include a threshold to determine whether the measured, estimated, or projected transportation facility performance meets the performance standards. Performance standards may vary by facilities and are used to review comprehensive plan and land use regulation amendments consistent with rule -0060 and to review land development applications consistent with the local development code.
Thresholds	Numerical value set for each performance standard to determine if the performance standard is met.
Evaluation Criteria	Used to compare and select alternatives.
Prioritization Factors	Criteria specified in the TPR used for prioritizing facilities and services by mode, in specific areas, and systemwide (rules -0155, -0520, -0620, -0720, and -0820).

Definitions

Term	Application to the TSP
Performance Measures	Required reporting to Metro based on 2023 RTP, local agencies can supplement
Performance Targets	Performance targets must be set by Cities at levels that are reasonably likely to achieve the regional greenhouse gas (GHG) reduction targets. In Sherwood’s case, the Metro 2023 Regional Transportation Plan has already identified targets for each of the selected performance measures.
Performance Standards	Cities must adopt at least two transportation performance standards per OAR 660-012-0215. At least one must support increasing transportation options and avoiding principal reliance on the automobile.
Thresholds	Thresholds can be set for different facility types, locations or other factors. Thresholds shall be set at the end of the planning period, time of development, or another time.
Evaluation Criteria	Cities will set these based on TSP goals and objectives.
Prioritization Factors	Cities must prioritize specific types of facilities to improve access, equity, and safety, among other factors. These can be supplemented with local prioritization factors.

Current Standards

Road Classification	Location	Performance Standard <i>Auto</i>
Arterials	Inside Town Center	V/C: 1.1 in the first hour V/C: 0.99 in the second hour
Non-Arterials	Inside Town Center	V/C: 1.1 in the first hour V/C: 0.99 in the second hour
Arterials	Outside Town Center	V/C: 0.99 first and second hour
Non Arterials	County Roads Outside Town Center	V/C: 0.99 first hour V/C: 0.90 second hour
Non Arterials	City Intersections Outside Town Center	LOS D (V/C =0.85) All Way Stop Control LOD E (V/C = 0.90) Two Way Stop Control

Standards Development

- Balance multiple priorities: easy to measure, easy to understand, meaningful progress tracking, and aligned with TSP vision and goals
- Auto standard:
 - Feedback from council and staff was consistency with neighboring jurisdictions
 - Intended to simplify approach for analysis and measurement
- Non-auto standard:
 - Alignment with state rules while contextual for Sherwood
 - Many comments from CAC and Council on the desire to walk and bike across town comfortably
 - Additional desire to incorporate the off-street trail system

Proposed Standards

Classification	Location	Performance Standard
All Roads	Inside Town Center	V/C: 1.1 in the first hour V/C: 0.99 in the second hour
All Roads	Outside Town Center	V/C: 0.99 first hour V/C: 0.99 second hour
Non-Auto	Low Stress Active Transportation Network	System Completeness

Low Stress Active Transportation Network

Developing a Low Stress Network

- CAC members shared comments about the role of off-street trail network as it relates to walking and biking network
- Updated Transportation Planning Rule (TPR) focused on biking and walking conditions of entire street network
- During performance standard discussion, financial challenges of building network across entire streets plus not accounting for paths led to individual network
- Recognizing integral role that off-street trails play, established “low stress active transportation network”

Developing a Low Stress Network

- Initially created one low stress network but then split out for modes
 - Pedestrian network should be comprehensive (e.g. all streets)
 - Neighborhood streets can more easily be adapted for low stress biking
- Off-street paths included in both networks
- Bike network focused on primary citywide connected grid, with secondary network of neighborhood streets
- Identify on-street vs. off-street facilities (shared use paths along roadway are considered off-street)

Figure 2

Low Stress Pedestrian Network

LEGEND

- Existing On Street Facilities - Complete
- Existing On Street Facilities - Partial
- - - Planned On Street Facilities
- Existing Shared Use Paths
- - - Planned Shared Use Paths
- Existing Streets with No Facilities

Key Destinations & Activity Centers

-  Public Schools
-  Private Schools
-  Fire Stations
-  Community Centers
-  City Hall & Library
-  Clinic
-  Parks
-  Open Spaces / Trails
-  Town Center
-  Sherwood West Area
-  City Boundaries
-  Urban Growth Boundary
-  County Boundaries

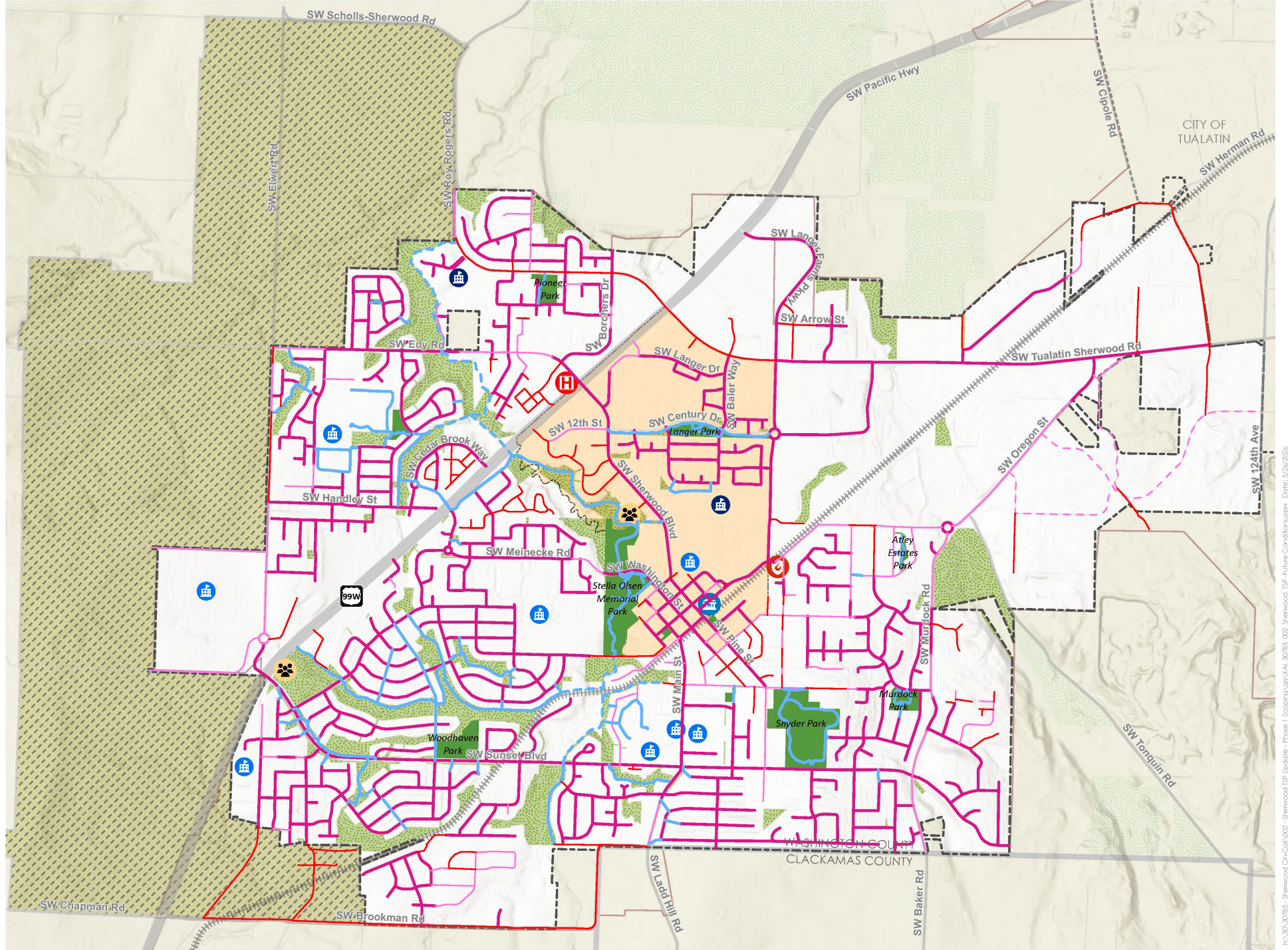


Figure 3

Low Stress Bicycle Network

LEGEND

Primary Network

- Existing On Road Facilities
- - - Planned On Road Facilities
- Existing Shared Use Paths
- - - Planned Shared Use Paths
- Existing Streets with No Facilities

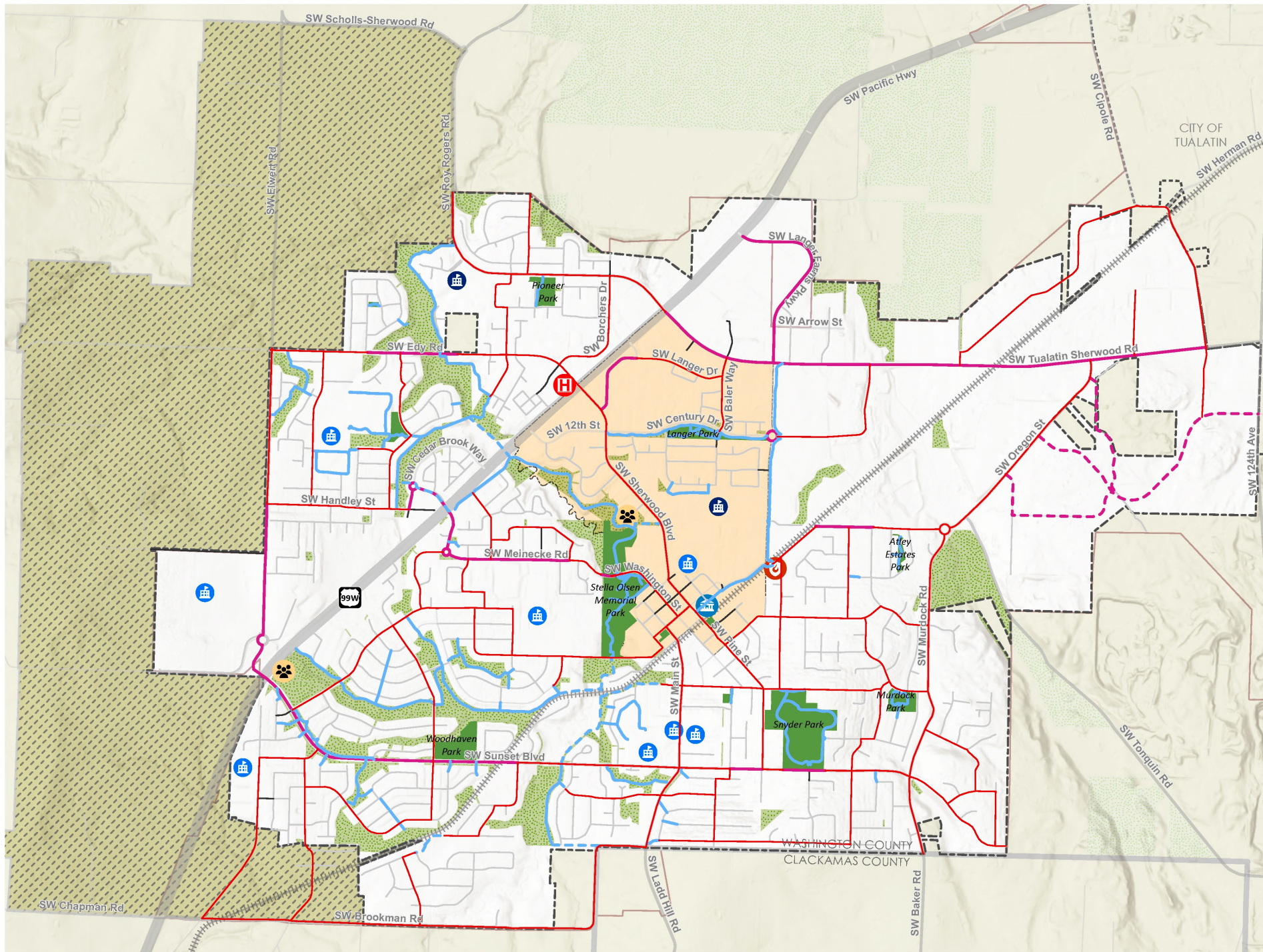
Secondary Network

- Existing On Street Facilities - High BLTS
- Existing On Street Facilities - Low BLTS

Key Destinations & Activity Centers

-  Public Schools
-  Private Schools
-  Fire Stations
-  Community Centers
-  City Hall & Library
-  Clinic
-  Parks
-  Open Spaces / Trails
-  Town Center
-  Sherwood West Area
-  City Boundaries
-  Urban Growth Boundary
-  County Boundaries

Notes:
BLTS - Bicycle Level of Traffic Stress
High BLTS refers to a BLTS of 3 or higher
Low BLTS refers to BLTS of 2 or lower



Feedback and Discussion



Next Steps

- Begin project identification and prioritization discussions
- CAC/TAC meeting anticipated in September
- Project Prioritization In-Person Open House (Fall 2026)
- City Council and Planning Commission - Discussion of Draft Preferred Solutions for Near-Term and Long-Range Improvements (October)

Contact & Website

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<https://www.sherwoodoregon.gov/projects/2026-transportation-system-plan/>