



TRAFFIC SAFETY BOARD MEETING PACKET

FOR

**Thursday, October 22, 2026
6 p.m.**

**Sherwood Police Department
Community Room
20495 SW Borchers Drive**

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



AGENDA



Traffic Safety Board

Date & Time:	Thursday – October 22, 2026 6:00 pm
Location:	Sherwood Police Department, Community Room 20495 SW Borchers Drive, Sherwood
Attendees	
T.S.B. Members:	Council Liaison:
Jason Wuertz-Chair	Councilor Dan Standke
Tiffany Yandt-Vice Chair	City Staff:
Tony Bevel	Corey Jentzsch-Police Captain
Dorian Libal	Rich Sattler- Public Works Director
Lisa Patterson	Jason Waters- City Engineer
Richard Amicci (PAB Liaison)	Sabrina Sharp-Admin Assistant II
Lawrence O'Keefe (PAB Liaison) (absent)	

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. Citizen Comments (Chair)

How to Provide Citizen Comments: Citizen comments may be provided in person or in writing. Sign-up forms will be available at the meeting for anyone who wishes to provide comments in person. Written comments must be submitted at least 24 hours in advance of the scheduled meeting start time by email to policeinformation@sherwoodoregon.gov and must clearly state that it is intended as a general Citizen Comment for this meeting. Comments are limited to 4 minutes per person. Per Council Rules Ch. 2 Section (V)(D)(5), Citizen Comments, "Speakers shall identify themselves by their name and by their city of residence." Anonymous comments will not be accepted into the meeting record

5. Business (Chair)
 - A. November & December Meeting Cancellations
 - B. 2027 Traffic Safety Board Goals & Initiatives
 - C. Additional Board discussion on Residential Speed limit Recommendations for Council
 - D. Mobile Camera Location Request Process Update
6. Councilor News
7. Board Announcements (Chair)
8. Staff Comments
9. 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 BOARD - 2026
CITY OF SHERWOOD

<u>Project #</u>	<u>Brief Description of Request</u>	<u>*Status</u>	<u>Date Rec'd</u>	<u>Notes</u>
2026-001	Request for flashing crosswalk on SW Century Dr or yellow curb extension due to sight distance concerns WB due to cars parking too close to crosswalk	C	11/17/2025	1/22/26-Board made a motion to recommend city staff extend the no parking zones near Century St crosswalks, and proposed repainting crosswalk lines with high visibility markings instead of standard solid lines. Item will remain pending until city staff can obtain additional data. 3/26/26-Yellow curb extended at location, no flashing crosswalk needed, motion made to close item with no further action taken
2026-002	Request for additional stop sign at SW Meadow Terrace/Cereghino Ln and a dead end sign at the end of SW Meadow Terrace	C	3/20/2026	5/28/26-Board made a motion for city staff to add reflectors to fence on SW Meadow Terrace by elementary school to indicate area is a dead end and additional signage stating location is a dead end, but did not recommend any action on additional stop sign at location as it will not meet warrants.7/23/26-Staff awaiting installation of reflectors, will remain pending until reflectors & addl dead end signage is up 8/27/26-Reflectors & signage installed by staff, motion made to close item as complete
2026-003	Request for no parking signs on SW Villa Rd between Park St and Stella Olsen Park, extra speed enforcement of e-bikes and scooters	C	5/26/2026	5/28/26-Board did not recommend no parking signs for location, but asked for PD to make an informational post about e-bikes and safety on social media, all members voted in favor to close item.PD staff indicated that extra speed enforcement of ebikes/scooters is difficult as officers cannot safely chase them on sidewalks or trails, however, potential city ordinance updates may be explored in the future
2026-004	Request for protected crossing points, marked crosswalks & mobile speed enforcement cameras placed between Woodhaven Park and Archer Glen on Sunset Blvd..	C	6/8/2026	7/23/26-Mr.Waters indicated that this area would be addressed by upcoming TSP update which would include two possible crosswalk enhancements within the complaint location. Mobile enforcement cameras are already set to be installed in the school zones on Meinecke when the school year resumes. Motion made to close request with no action as item would be addressed by TSP update.

Meeting Minutes

DRAFT



Traffic Safety Board

Date & Time:	Thursday – August 27, 2026 6:00 pm
Location:	Sherwood Police Department, Community Room 20495 SW Borchers Drive, Sherwood
Attendees	
T.S.B. Members:	Council Liaison:
Jason Wuertz-Chair	Councilor Dan Standke
Tiffany Yandt-Vice Chair	City Staff:
Tony Bevel (absent)	Corey Jentzsch-Police Captain
Dorian Libal (absent)	Rich Sattler-Public Works Director
Lisa Patterson (via zoom at 6:11 pm)	Jason Waters-City Engineer
Richard Amicci (PAB Liaison)	Chris Pierce-Traffic Officer
Lawrence O'Keefe (PAB Liaison)	Joy Chang-Senior Planner
	Sabrina Sharp-Admin Assistant II

This meeting was live streamed (and recorded) through the City of Sherwood's YouTube channel:

<https://www.youtube.com/watch?v=8tg7kXPTqgo>

Call to Order

The meeting was called to order at 6:02 pm.

Overview

- **Mobile Speed Camera Program:** Streamlined request form approved to ease public input, with cameras on high-traffic roads moved monthly based on violation data.
- **Speed Data & Enforcement:** Oregon Street camera recorded 3,000 violations first period, 600 citations next; fines categorized by speed, enforcement focuses on top speed outliers.
- **Residential Speed Limit:** 20 mph limit approved only for Old Town business district; residential reductions delayed for more public feedback, discussed Oct 6 Council session.
- **Public Engagement:** Multi-channel outreach needed before expanding limits; education on new signals growing but limited; messaging will clarify safety benefits and manage expectations.
- **Ongoing Projects:** TSP update on schedule with 200+ input entries; Sherwood West study ongoing; lodging tax to increase; safety fee vote forthcoming for more officers.

- **Infrastructure & Events:** Traffic safety improved via signage, vegetation trimming; stop sign project completed; community events include the Sept 11th blood drive and Walk to School Day on October 7th.

Approval of Minutes

Mr. O'Keefe made a motion to approve the July meeting minutes as written. The motion was seconded by Mr. Amicci and all present board members voted in favor.

Citizen Comments

Tracey Enright, a member of the Library Board, introduced herself and noted she was visiting other city boards to observe their operations and make connections.

Jean Simpson, a Sherwood resident, and Planning Commission Chair, spoke in appreciation of the traffic calming measures recently implemented on Oregon Street.

Business (Chair)

- **Mobile Speed Camera Location Discussion**

Adoption of a dedicated request form for camera locations was proposed and approved to simplify public submissions and avoid delays. It eliminates the need for personalized responses, automatically adding requests to a review list. The discussion also included exploring an interactive GIS map or a Wiki map page for the public to submit locations directly.

Current camera placement strategy focuses on high traffic corridors, not neighborhoods to avoid privacy concerns and manage expectations. The cameras can be moved every 30 days to new hot spots based on violation data. The transportable camera unit on Oregon Street recorded 3000 violations during the 30-day grace period, followed by 600 citations in the next 30 days, indicating effective behavior change. Future placements are planned for Main Street and possibly Sunset or Roy Rogers, with physical constraints influencing exact locations.

Speed citation thresholds currently remain at 11 mph over the limit, pending potential legal challenges to lower this in school zones. Violations are categorized by speed ranges, with fines set by state statutes. Citations can be issued at any speed over the limit, though 11 mph is the common enforcement threshold. PD staff emphasized balancing enforcement with community perceptions to avoid the appearance of revenue-based policing. Community feedback and educational outreach remain critical components of the program. The board recognized the need for clear, ongoing education to improve driver understanding and support.

Mr. O'Keefe made a motion to adopt a special form specifically for requesting traffic camera locations. The motion was seconded by Mr. Amicci and all present board members voted in favor.

- **Residential Speed Limit Reduction Discussion & Updates**

Ms. Chang presented more information to the board members on the speed limit reduction program in her PowerPoint presentation. She listed nearby cities and asked if their programs passed or failed regarding speed limit reduction in residential areas.

Mr. Amicci stated his intent to vote against a residential reduction, citing concerns about public perception. He noted that the mobile camera program has already drawn criticism from community members who characterize it as a revenue-generating measure, and expressed concern that reducing residential speed limits could reinforce that perception—particularly at a time when the department may soon seek public support for a public safety fee or levy to fund additional officers. He argued that trust with the community was more important to preserve in the short term. Councilor Standke noted that a commercial public safety fee is currently undergoing its second reading at City Council, with approval potentially allowing funding for two additional officers.

Chair Wuertz acknowledged the perception concern but offered support for at least selective residential reductions, noting that the data supports speed reduction as a meaningful safety tool, particularly for high-end speeders. He referenced the proven relationship between vehicle speed and pedestrian fatality risk and suggested that even modest reductions in the speeds of outlier drivers could have significant safety benefits.

Ms. Patterson expressed general support for the Old Town speed reduction but was not prepared to recommend a citywide residential reduction without more information. She emphasized that any public outreach should be framed as engagement—a two-way exchange of information—rather than a simple survey. After extended discussion, the Board reached consensus around a motion that would advance the Old Town business district reduction, while deferring a recommendation on residential streets pending further public engagement and analysis.

Staff noted that this recommendation will be presented to City Council at a joint work session meeting on October 6th, at which Traffic Safety Board members are also invited to participate. Ms. Chang confirmed the full presentation materials will be shared with City Council to provide context for the Board's deliberations.

Mr. O'Keefe made a motion to proceed with the Old Town business district speed reduction only, and to continue further discussion on speed reductions in residential areas, pending public engagement and additional analysis. The motion was seconded by Mr. Amicci and all present members voted in favor.

Pending Traffic Safety Request

Request 2026-002: Requesting an additional stop sign at SW Meadow Terrace/SW Cereghino Ln, and a dead-end sign at the end of SW Meadow Terrace

The reflectors and the dead-end signage were installed; therefore, the item was closed. Mr. Amicci made a motion to close Request #2026-002. The motion was seconded by Mr. O'Keefe and all present board members voted in favor.

Councilor News

Councilor Standke provided the following updates from the City Council:

The council's second reading on Tuesday would include two items: (1) a commercial fee for public safety, calculated using a storm utility methodology based on the impervious surface coverage of commercial properties—consistent with approaches used in other cities—which, if approved, would fund two additional police officers; and (2) a proposed increase to the transient lodging tax, currently at 3 percent, with a proposed increase to 5 percent and then 6 percent the following year. Standke noted that the city currently has one hotel and that this tax primarily affects visitors rather than residents, representing approximately a \$3 increase per hotel stay. He noted the change would bring Sherwood in line with neighboring cities and that the state is also modifying lodging tax percentages. The tax also applies to Airbnb-style short-term rentals.

Councilor Standke also noted that the Sherwood Saturday Market remains open through September, extending past Labor Day. He reported that a discussion about renaming the Sherwood Performing Arts Center arts facility for Linda Henderson has been sent back to work session for further deliberation and is no longer on the upcoming council agenda. He added that all incumbents have filed for re-election and no new candidates filed before the close of the filing period, characterizing the lack of challengers as potentially a reflection of community satisfaction with the council's performance.

Councilor Standke also referenced the ongoing challenge posed by the Brookman area being somewhat geographically isolated from the city's trail network, noting that work is in progress to address this connectivity gap.

Board Member Announcements

Mr. Amicci announced a blood drive scheduled for September 11th at the PD Community Room, with sign-ups available via QR code.

Chair Wuertz noted that the pedestrian hybrid beacon (HAWK signal) signage may need supplementation with clearer instructions explaining driver behavior during the flashing phase. He observed that on two occasions when the signal was activated, drivers were unsure whether to proceed through the intersection on the flashing signal. Staff indicated that improved signage is already on a discussion list. Captain Jentzsch noted that the majority of crosswalk and speed violations in that area involve Yamhill County residents using Sunset as a cut-through route rather than Sherwood residents. Staff also noted that vegetation near the intersection at Timbrel and Sunset had been trimmed, improving sight lines at that location.

Staff Comments

Ms. Chang announced that October 7th is International Walk to School Day, and that Middleton Elementary is confirmed to be participating. The community was encouraged to be aware of increased pedestrian activity near schools that morning. She also reported on the TSP update outreach effort. The Wiki map exercise received over 200 entries from the public, and the virtual open house received at least 60 visits. She noted that the ability for community members to "like" others' map pins added useful weight to frequently identified concerns.

A follow-up open house—either virtual or in-person—is being planned for fall 2026. The TSP update is on track to be finalized by June 2027, with draft documents anticipated in winter, followed by public hearings before the Planning Commission and ultimately a recommendation to City Council. The project remains within budget.

Mr. Amicci made inquiries regarding the Elwart/Edy Road study, and Ms. Chang clarified that the study is county-led and includes a virtual open house currently open for public comment. The findings of that study will inform Sherwood West comprehensive planning and will be incorporated into a future amendment to the TSP.

Adjourn

The meeting was adjourned at 7:27 pm.

The next meeting is scheduled for September 24, 2026 at 6 p.m.

☐

Minutes Approved: _____

Initials

Date: _____

TRAFFIC SAFETY COMPLAINTS / REQUESTS**TRAFFIC SAFETY BOARD - 2026****CITY OF SHERWOOD****Exhibit A**

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Safe Street Program

Traffic Safety Board Presentation

August 27, 2026

Exhibit B





Objective

Direction-Setting



This presentation is intended to receive Traffic Safety Board recommendation to help staff refine a preferred approach prior to a future action item to City Council.

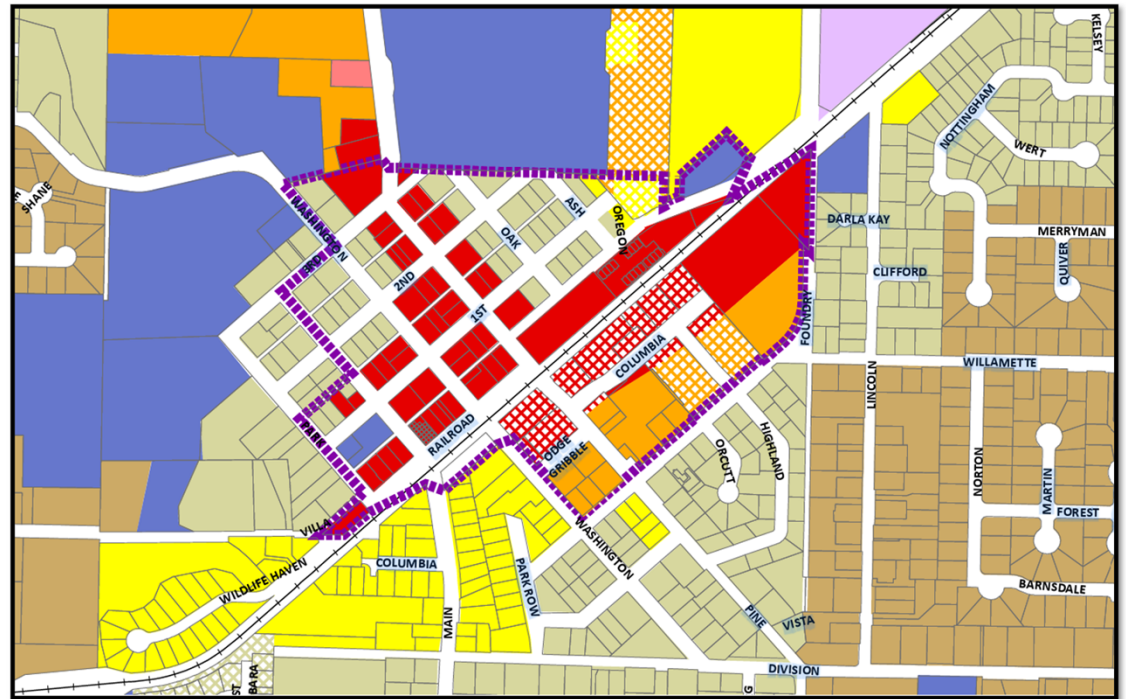


July TSB Summary

- 2026-2027 Council Goal – Analyze/Explore lowering residential speed zones
- Project Team
 - Police, Engineering, Legal, and Public Works
- Identified benefits of lowering the speed limit
- Urban SDK - Data Confirms Sherwood Roadways Are Operating Safely
- ODOT Regulations - Sherwood's Options for changing or setting speed limits

July TSB Direction

- TSB- Recommended moving forward with speed reduction in Old Town Business District
 - Working with ODOT
- Requested additional data from local jurisdictions that implemented the program
 - City of Portland
 - City of Tigard
 - City of Lake Oswego
 - City of Eugene
 - City of Woodburn (Voter Denied)



City of Tigard

“20 is Plenty” Program for Residential Districts
Approved by Ordinance

Sign replacements were completed in February
2024

No current data or study analyzing the success
of the program

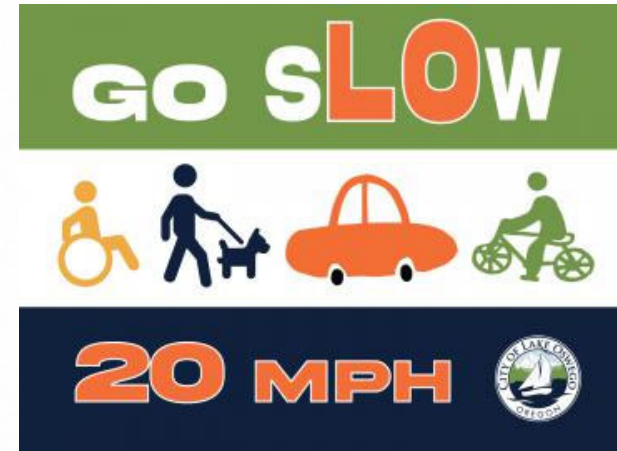


City of Lake Oswego – September 2025

“Go sLOW” Program reduced local residential streets and some neighborhood collectors in Lake Oswego from 25 miles per hour to 20 mph.

Approved by Ordinance

No current data or study analyzing the success of the program





City of Woodburn 2026

The Woodburn City Council set a 2025/26 goal to “develop and implement a strategy to improve traffic safety and reduce neighborhood speeding”

City Council desired to understand voter attitudes on the advisory question below:

Should the City Council undertake a process to implement reduced speed limits in residential districts, speed limits signs would likely be replaced through the street fund budget and regular maintenance planning process neighborhood-by-neighborhood and over a number of years. Additionally, as part of any future implementation, currently designated minor arterial, service collector and access street roadways would maintain their current designated speeds of either 25 mph or 35 mph.

Voters overwhelmingly rejected the ballot initiative



City of Portland

Residential speed limit reduction from 25 to 20 mph was completed in 2019 (installation on final 20 mph speed limit sign)

Analysis conducted in partnership with PSU researchers and PDOT (October 2020), the reduction of speed has likely reduced driving speeds by small but significant amounts

Portland's findings are based on an analysis of 214,220 data points collected at 58 locations before and after the 20 mph speed limit took effect on April 1, 2018.

Portland's analysis cannot conclude that speed limits caused a change in driving speeds.





City of Portland

Table 1. Percent of vehicles exceeding 25, 30 and 35 mph before and after speed limit reduction from 25 to 20 mph

Period	Greater than 25 mph	Greater than 30 mph	Greater than 35 mph
Before	24.13%	6.49%	1.11%
After	23.60%	4.83%	0.59%

A statistical analysis of the data reveals sharp decreases in the probability of people driving faster than 25, 30, and 35 mph following the speed limit change (see Table 2).

Table 2. Estimated change in odds of observing vehicles exceeding 25, 30, and 35 mph after speed limit reduction

-	Greater than 25 mph	Greater than 30 mph	Greater than 35 mph
Estimated change in odds	-15.9%	-33.6%	-49.6%

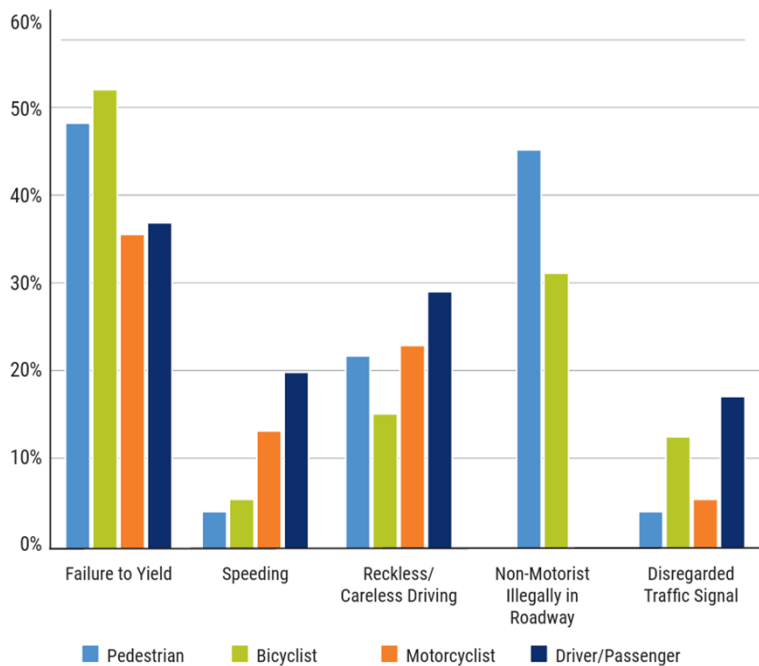
City of Eugene

- In 2020, Eugene City Council approved an ordinance that authorized speed limit reductions from 25 MPH to 20 MPH on most neighborhood residential streets in Eugene
- No specific study on the success of the speed reduction
- Vision Zero Initiative – goal of eliminate traffic deaths and serious injuries through various methods
- Fatal Crashes Within the Eugene Urban Growth Boundary (2015-2025) data (next slide)



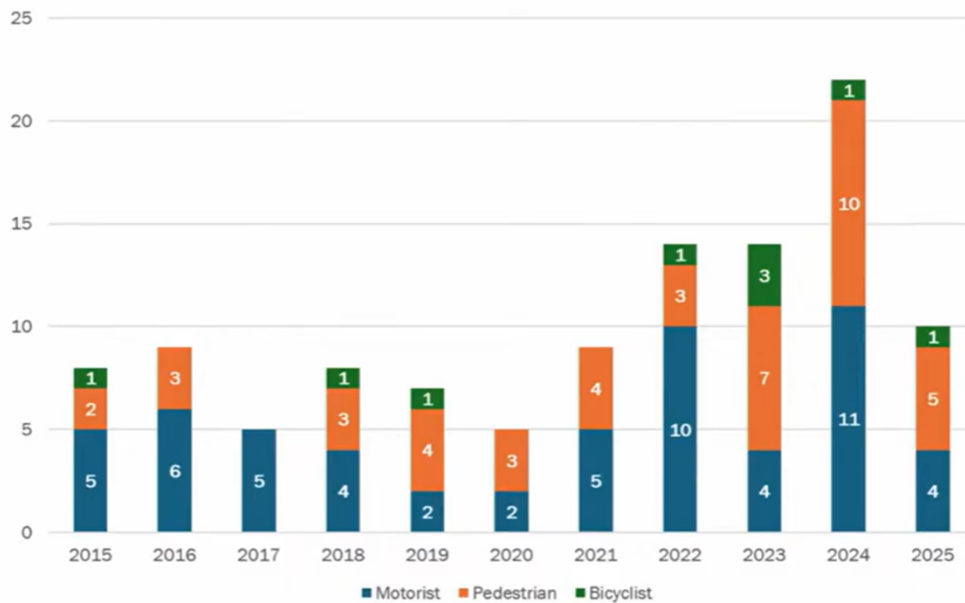
City of Eugene

Top Contributing Factors to Fatal and Serious Injury Crashes in Eugene



City of Eugene, 2014-2022 crash data

Eugene UGB Fatal Crashes Over Time





Residential District

ORS 801.430

Definition

801.430 “Residence district.” “Residence district” means territory not comprising a business district that is contiguous to a highway that:

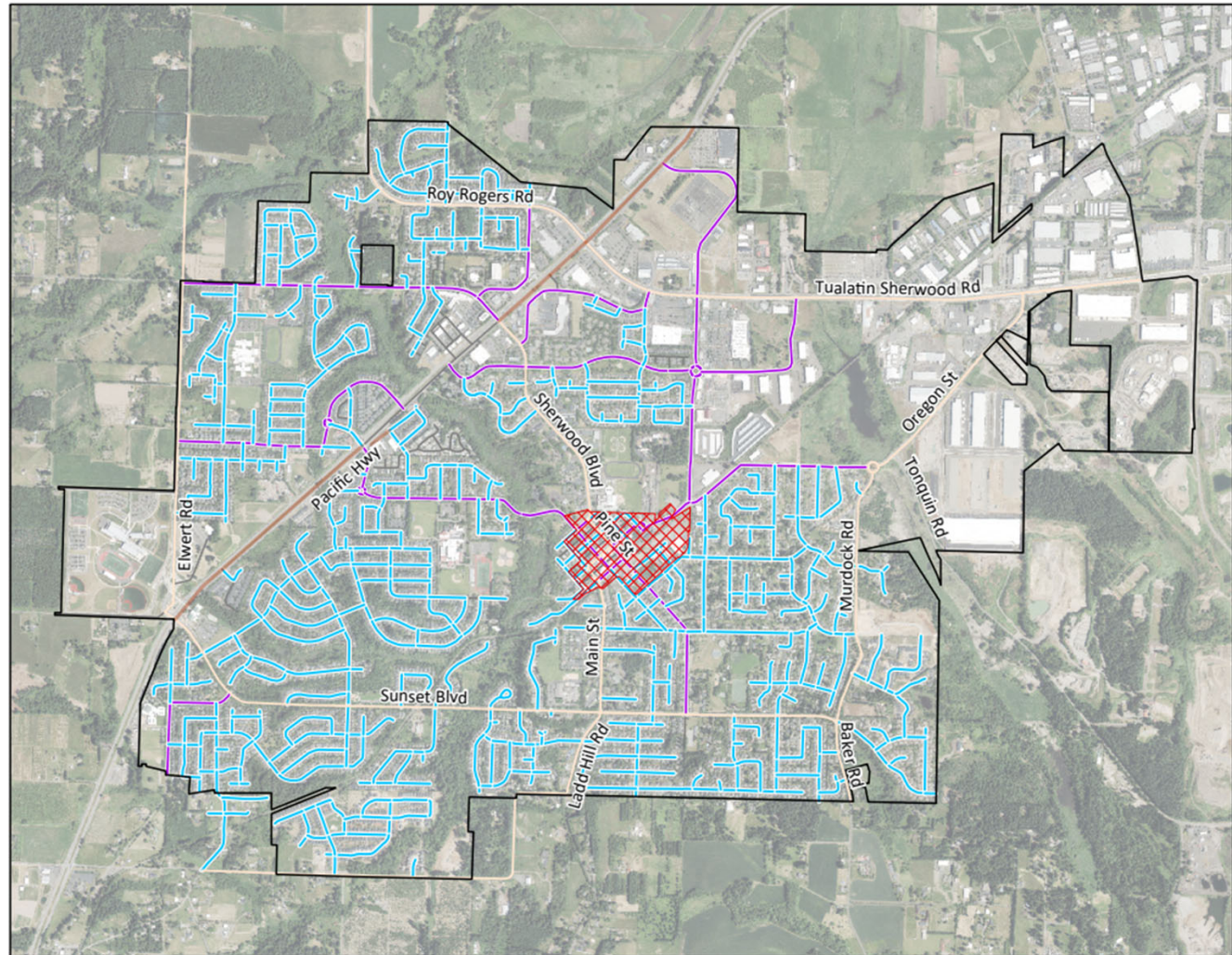
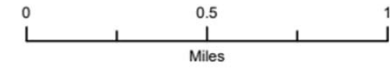
- (1) Has access to property occupied primarily by multifamily dwellings; or
- (2) Has an average of 150 feet or less between accesses or approaches to:
 - (a) Dwellings, churches, public parks within cities or other residential service facilities; or
 - (b) Dwellings and buildings used for business.

[1983 c.338 §79; 1997 c.404 §4]

Sherwood's Residential District Map



Residential Zones in Sherwood, OR



- Neighborhood Collector
- Residential
- Arterial
- Highway
- Unknown
- Old Town
- City Line

Date: 7/20/2026
Created By:
City of Sherwood GIS

The City of Sherwood's infrastructure records, drawings, and other documents have been gathered over time, using many different formats and standards. While the data provided is generally believed to be accurate, accuracy is not guaranteed. Prior to making any property purchases or other investments based in full or in part upon the material provided, it is specifically advised that independent field verification is completed.



Traffic Safety Board

Speed Reduction Recommendation

The Traffic Safety Board has directed staff to proceed with a speed reduction in the Old Town Business District.

The Board can make the following recommendation regarding a **multi-phased approach**:

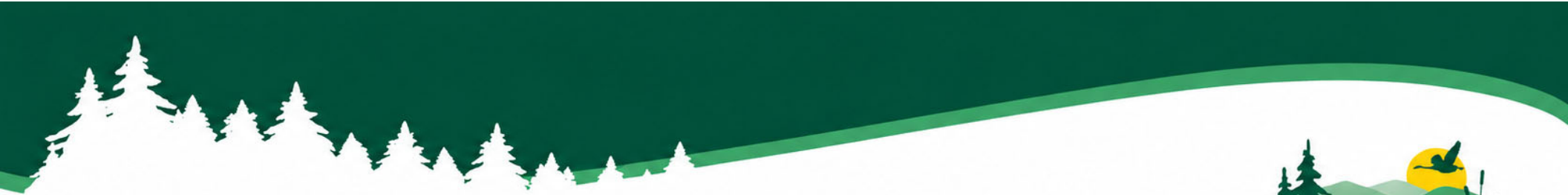
1. Proceed with speed reductions in **Business and Residential Districts** with multi-phased approach
 - A. Statutory changes in residential/neighborhood streets; and
 - B. All other areas (TBD)
2. **Proceed with Old Town Business District only**
Do **not** pursue speed reductions in residential/neighborhood districts at this time



Next Steps

City Council Work Session - October 6, 2026

Discuss the Traffic Safety Board's recommendation(s)



Contact

Joy Chang, Project Manager
changj@sherwoodoregon.gov

