



TRAFFIC SAFETY BOARD MEETING PACKET

FOR

**Thursday, July 23, 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 – July 23, 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	Ty Hanlon-Police Chief (<i>via zoom</i>)
Dorian Libal	Nathan Powell-Police Captain
Lisa Patterson	Rich Sattler- Public Works Director
Richard Amicci (PAB Liaison)	Chris Pierce-Traffic Officer
Lawrence O'Keefe (PAB Liaison)	Jason Waters- City Engineer
	Joy Chang-Senior Planner
	Sabrina Sharp-Admin Assistant II

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. New Traffic Safety Requests

- **Request #2026-004** Requesting protected crossing points, crosswalks & mobile speed enforcement cameras placed on Sunset Blvd between Woodhaven Park and Archer Glen, due to speeding concerns.

B. Pending Traffic Safety Requests

- **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

Update by City Engineer regarding reflectors on fence on SW Meadow Terrace to indicate dead end.

C. Speed limit reduction in residential zones: Presentation by Joy Chang

D. Mobile Speed Enforcement: Speed Threshold Discussion / Recommendation

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	P	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.
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..	N	6/8/2026	



#2026-004
Sherwood Police Department
20495 SW Borchers Drive
Sherwood, OR 97140
Ph: 503-625-5523 ♦ Fax: 503-925-7159



Received 6/8/2026

Traffic Safety 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 Board for review and consideration. Upon receipt of a completed form, city staff will review the proposed request and forward it to the board 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 Board
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: [REDACTED]
Address: [REDACTED]
Phone Number: [REDACTED]
Email: [REDACTED]
Date form submitted: 6-8-2026

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

SW Sunset Blvd between Woodhaven Park and Archer Glen Elementary

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

I have observed excessive speeding as well as associated tailgating and roadrage on Sunset Blvd for the last 3 years. It is particularly common on evenings and weekends. It also seems to be at its worst around the hilly stretch near Cedar Creek. I have seen vehicles doing the speedlimit get aggressively tailgated by speeding vehicles approaching from the rear; I witnessed a near-miss recently that prompted this comment.

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

Firstly, I think some protected crossing points are desperately needed. There are no marked crosswalks between the park and the elementary which can make crossing sunset scary and difficult for pedestrians; a protected crossing near the traintracks would be helpful. I also think this stretch of Sunset would be a great place for the expanding photo enforcement program to place a speed safety camera.

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

Local Agency Options for Setting or Changing Speed Limits in Oregon

Why This Matters

Road authorities have options for setting or changing speed limits on their roads. Some options take more time than others and will depend on the local agency's resources and ODOT's speed zoning workload, but each option results in an enforceable speed limit.

Statutory vs Designated Speed Limits

- **Statutory Speed Limits:** These are default speed limits set by law ([ORS 811.105](#) & [811.111](#)). Examples:
 - 20 mph in [business districts](#) or [school zones](#)
 - 25 mph in [residence districts](#), so long as it's not an arterial roadwayStatutory speed limits can be posted without ODOT involvement, unless there is currently a designated speed limit on the roadway.
- **Designated Speed Limits:** These are speed limits that differ from statutory speed limits.
 - [ORS 810.180](#) grants ODOT authority to designate a speed limit on a public roadway based on an engineering investigation. The engineering investigation is guided by Oregon Administrative Rules (OAR) and the Speed Zone Manual and results in an official order from ODOT.
 - [ORS 810.180 \(8\) and \(9\)](#) grants the authority to set temporary and emergency speed limits.
 - [ORS 810.180\(11\)](#) grants cities authority to designate a 20 mph speed limit on non-arterial roadways in residence districts by ordinance without an engineering investigation.

Options for Engineering Investigations on Local Roads

1. Ask ODOT to Investigate

This is the most common way to change or establish a designated speed limit. [This flowchart](#) outlines the process. The investigation is completed by ODOT at no cost to the local agency.

- Fill out ODOT's [online request form](#).
- ODOT investigates and sends you a recommendation.
- If you agree, ODOT issues an order and you can install speed limit signs.
- If you disagree, you can ask ODOT to reconsider or appeal to the Speed Zone Review Panel.

2. Complete a Standard Method Investigation

Any city or county can do the same engineering investigation ODOT would do using their own engineering staff or a consultant.

- Follow [OAR 734-020-0015](#) and the [Speed Zone Manual](#) to complete the investigation.
- Use the templates on ODOT's [Speed Investigations](#) page.
- Submit your engineering investigation to ODOT. If ODOT approves, ODOT issues an order and you can install speed limit signs.

3. Complete an Alternative Method Investigation

For roads functionally classified as local or collector, any city or county can do a shorter version of the engineering investigation using their own engineering staff or a consultant.

- a. Follow [OAR 734-020-0015\(4\)](#) and the [Speed Zone Manual](#) to complete the investigation.
- b. Use the templates on ODOT's [Speed Investigations](#) page.
- c. Submit your engineering investigation to ODOT. If ODOT approves, ODOT issues the order and you can install speed limit signs.

4. Rescind an Order to use Statutory Speed Limits

If a road has a designated speed limit and meets the definition of a [residence](#) district (and not an arterial), [narrow residential roadway](#), or [business district](#), you can apply statutory speed limits.

- a. Fill out the [online request form](#) and note "rescind and go statutory" in the reason box.
- b. Reply to the automated email with details on the request including existing speed zone order number, the statutory definition the roadway meets (e.g. residence or business district), and beginning and end points of the section.

5. Apply for Delegated Authority on Low-Volume Roads

ODOT can delegate its speed zoning authority to any city or county for roads in its jurisdiction with fewer than 400 vehicles per day. This applies to all roads that qualify or a specific road that qualifies.

- a. Follow [OAR 734-020-0016](#) to apply for Delegated Authority on low-volume roads.
- b. Follow [OAR 734-020-0015](#) and the [Speed Zone Manual](#) to complete the investigation.
- c. See the [Delegated Authority for Low Volume and Unpaved Roads website](#) for more information.
- d. You'll do the engineering investigation and order and send copies to ODOT.

6. Apply for Delegated Authority on Unpaved Roads

Speed zones are generally discouraged on unpaved roads and ODOT only establishes speed zones for unpaved roads that are gravel.

- a. See the [Delegated Authority for Low Volume and Unpaved Roads website](#) for more information.
- b. Follow [OAR 734-020-0017](#) to apply for Delegated Authority on a specific roadway and to complete the investigation.

7. Apply for Full Delegated Authority

ODOT can delegate its speed zoning authority to any city and certain counties for all roads in its jurisdiction.

- a. See the [Delegated Authority for Public Paved Roads website](#) for more information.
- b. Follow [OAR 734-020-013](#) to apply for Delegated Authority.
- c. Follow [OAR 734-020-0015](#) and the [Speed Zone Manual](#) to complete the investigation.
- d. You'll start with a probation period where ODOT reviews your first 10 engineering studies.
- e. Submit your engineering investigation and order to ODOT for approval 30 days prior to installing speed limit signs.

Resources

- [ODOT Speed Zones Website](#)
- [ODOT Speed Zone Manual](#)
- [ODOT Speed Zone Review Panel](#)
- [Delegated Authority for Speed Zones](#)
- [Delegated Authority for Low Volume and Unpaved Roads](#)
- [Delegated Authority for Public Paved Roads](#)
- [ORS 810.180](#)
- [ORS 811.100 & ORS 811.111](#)
- [OAR 734-020-0013](#)
- [OAR 734-020-0015](#)
- [OAR 734-020-0017](#)

Questions?

ODOT Speed Zoning: odotspeedzoning@odot.oregon.gov

Traffic Speed Zone Engineer: laura.prusakiewicz@odot.oregon.gov

Phone: 503-949-1156

Meeting Minutes

DRAFT



<u>Traffic Safety Board</u>	
Date & Time:	Thursday – May 28, 2026 6:00 pm
Location:	Sherwood Police Department, Community Room 20495 SW Borchers Drive, Sherwood
<u>Attendees</u>	
T.S.B. Members:	Council Liaison:
Jason Wuertz-Chair	Councilor Dan Standke
Tiffany Yandt-Vice Chair	City Staff:
Tony Bevel	Ty Hanlon-Police Chief
Dorian Libal	Corey Jentzsch-Police Captain
Lisa Patterson (absent)	Rich Sattler-Public Works Director
Richard Amicci (PAB Liaison)	Jason Waters-City Engineer
Lawrence O'Keefe (PAB Liaison) (absent)	Chris Pierce-Traffic Officer
	Joy Chang-Senior Planner (absent)
	Sabrina Sharp-Admin Assistant II

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=tyTWGA69WEQ>

Call to Order

Meeting was called to order at 6:04 pm.

Approval of Minutes

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

Citizen Comments

N/A

Meeting Summary

- **Mobile Speed Camera Program:** Launched with 500 violations captured in three days; aims to improve driver behavior, not just issue fines.
- **Citation Start Date:** Citations begin June 22nd; threshold set at 11 mph over the limit with adjustments possible.
- **Legal Framework Clarified:** City owns violation data for 60 days; human review ensures citation accuracy before issuance.

- **Traffic Safety Requests:** Improved visibility at intersections prioritized over new stop signs; focus on non-intrusive signage enhancements.
- **E-Bike Enforcement Challenges:** Education emphasized over citations; safety issues noted with high-speed e-motorcycles among younger riders.
- **City Council Updates:** Affordable housing plans include 11 units on newly sold land; public artwork projects progressing with community input.

Notes

Mobile Speed Camera Program

- The mobile speed camera program launched with rapid violation detection and ongoing fine-tuning of operational parameters.
- **Program launched with quick violation capture and education focus**
 - Mobile cameras went live Monday, 5/25, at 10am, funded entirely by violator fees.
 - Within the first three days, **500 violations** were captured on Oregon Street alone.
 - Cameras are deployed to educate drivers and enforce speeding complaints reported over years.
 - The program is not intended as a “gotcha” but to improve safety by driver behavior correction.
- **Citation issuance and operational details set for June 22nd**
 - Citations start June 22nd, after installation of required signage within 100-400 yards each way.
 - The speed threshold for citations is initially set at **11 mph over the limit**, with possible adjustments based on location and context.
 - Cameras currently capture one lane per device; two cameras cover both directions on Oregon Street.
 - Deployment will expand to Meineke in August to coincide with school start, focusing on school zones.
- **Data handling and legal framework clarified**
 - The City of Sherwood owns all violation data, held for **60 days** if no citation is issued, citations retained for **5 years**.
 - Data is cloud-hosted but access is controlled with clearances and no third-party sales.
 - Citations undergo human review to ensure accuracy before issuance.
 - Cameras include GPS time synchronization to avoid disputes over violation timing.
- **Legal nuances and potential legislative advocacy discussed**
 - City attorney opinion suggests ability to issue citations below 11 mph over limit using a secondary statute focused on unsafe speed relative to conditions.

- Discussion ongoing about setting thresholds as low as **6 mph over** in sensitive zones like schools.
- Sherwood and Redmond are pioneering this camera type in the state, with neighboring cities like Albany trialing related enforcement technologies.
- **Program flexibility and public communication plans**
 - Cameras can be moved monthly or stay in place longer if effective; bases are heavy steel plates allowing easy relocation.
 - Public updates and transparency will be maintained, emphasizing the program's educational intent and visible camera locations.
 - Early violations include speeds up to **57 mph** captured within minutes of activation.

Chair / Vice Chair Nominations

Jason Wuertz decided to remain the board chair and Tiffany Yandt opted to remain the vice chair for another year.

A motion was made by Mr. Amicci and seconded by Mr. Libal to approve Jason Wuertz as the board chair and Tiffany Yandt as the board vice chair. All present members voted in favor.

Term Expiration

Dorian Libal's board term was set to expire at the end of June, and he requested to renew his term for another three years. A motion was made by Mr. Amicci and seconded by Vice Chair Yandt to approve Dorian's term extension. All present board members voted in favor.

New Traffic Safety Requests (See Tracking Sheet, Exhibit "A")

Request #2026-002: Requesting an additional stop sign at SW Meadow Terrace/ SW Cereghino Ln, and a dead-end sign with reflectors at the end of SW Meadow Terrace (See Exhibit "B")

The board evaluated a request for additional stop signs and dead end signage, prioritizing clarity and warrant-based decisions.

Current signage includes one stop sign southbound but none northbound at the referenced intersection.

The intersection lacks clear stop control for northbound drivers turning left, creating potential conflict with westbound traffic.

The dead end at Meadow Terrace is clearly marked by a white fence but lacks reflective signage or barricades.

Recommendation to improve dead end visibility with reflectors rather than new stop signs.

Reflectors on fences like those installed at other city dead ends are suggested to better mark the end of the road.

Stop signs are not warranted currently due to low traffic volume and absence of crashes in the area.

The board prefers avoiding unnecessary stop signs to prevent drivers running them and creating new hazards.

- **Consensus to prioritize non-intrusive signage improvements**

- City staff to inspect the dead end site for potential addition of reflectors and signage enhancements.
- Pending confirmation, no immediate stop signs will be installed.
- The approach balances safety with avoiding over-signage that could reduce driver compliance.
 - No action on the stop sign since location will not meet warrants
 - Mr. Amicci made a motion for the city to add reflectors and anything else they feel is required, unless warrants are met for stop sign, no action on stop sign portion, seconded by Vice Chair Yandt and all present members voted in favor.
 - ***Pending until reflectors and additional signage is up.***

Request #2026-003: Request for no parking signs on SW Villa Rd between Park St & Stella Olsen Park, extra speed enforcement for e-bikes/scooters (See Exhibit "C")

E-Bike and E-Motorcycle Enforcement Challenges

- Enforcement of e-bike and e-motorcycle rules remains complex, leading to a focus on education over citations.
- Current statutes limit enforcement mostly to e-bike trail restrictions.
 - Bikes without pedals are treated as motorcycles and are generally not allowed on streets without full equipment.
 - Statutory enforcement is limited; the key enforceable issue is riding e-bikes on sidewalks.
 - High-speed e-motorcycles reaching nearly **80 mph** pose safety risks, especially to inexperienced young riders.
 - Officers cannot safely chase fast e-motorcycles on sidewalks or trails.
 - Recent incidents involved reckless riding near schools and pedestrians without legal repercussions.
 - Helmet use among under-16 riders is improving due to ongoing educational conversations.
- **Plans to increase public education campaigns before summer**
 - Social media and school resource officer programs will promote helmet use, legal age requirements, and safe riding practices.
 - Enforcement relies heavily on community reporting, though rapid e-bike movement limits police response effectiveness.

- Potential city ordinance updates may be explored to add enforcement teeth.

Parking and No-Parking Signage Review

- The board reviewed parking conditions on Villa Road and surrounding areas, deciding against adding no-parking signs.
- **Villa Road parking is generally low impact, with no immediate need for new restrictions**
 - Existing no-parking signs are posted, but exact boundaries and enforcement are unclear due to lack of arrows.
 - Residents rarely park there; parking demand is low due to access to nearby parks and event lots.
 - Fire department has not declared the street a fire lane, limiting ability to restrict parking further.
- **Concerns about emergency vehicle access noted but not substantiated by data**
 - The street's narrow width and low traffic make parking less likely to cause blockages.
 - The board prefers to avoid unnecessary parking restrictions that inconvenience residents.
 - Calls for enforcement are directed to current rules rather than new signage.
- **Education and monitoring to remain primary approach**
 - No new no-parking signs will be installed at this time.
 - Police social media will continue to promote awareness of parking rules.
 - The board expressed openness to revisit if new data emerges showing problems.

City Council Updates and Development Plans

- Recent council actions and strategic plans indicate a focus on housing, urban design, and public art integration.
- **Affordable housing development supported through land sale with conditions**
 - City sold **0.98 acres** with requirement for affordable housing construction.
 - Plans include **11 units** targeting sales at **120%** of average income or rentals at **60%** median income.
 - Development aims to connect roads and improve neighborhood flow near Ox Lodge area.
- **Old Town strategic plan adopted to guide future redevelopment**
 - Concepts include a new through street on Columbia and a five-way roundabout near the fire station.
 - Fire station relocation and private property redevelopment are part of the vision.
 - Council cautioned that railroad may legally oppose roundabout construction.

- **Pedestrian bridge artwork project progressing with public work session planned**
 - Work session scheduled for next month to finalize art installations beyond existing medallions.
 - City encourages board members and public attendance to shape the project.

Traffic Signal and Radar Speed Sign Enhancements

- Traffic control improvements near schools are advancing with new radar speed signs pending final power installations.
- **New radar speed signs awaiting AC/DC converters for full functionality**
 - Twelve solar-powered radar speed signs were installed but had poor solar exposure due to tree cover.
 - Contractor is acquiring converters to power signs from existing AC lines, simulating battery power.
 - Once operational, signs will provide 24/7 speed feedback to drivers on school zone routes.
- **Signs designed to reinforce school zone speed limits and improve safety**
 - Signs will flash drivers' speeds, complementing existing school speed limit signage.
 - Police data shows enforcement stops **5-7 cars** exceeding limits during morning school drop-off.
 - The system aims to reduce speeding through real-time feedback and visual cues.
- **Cooperation with police enforcement expected to enhance effectiveness**
 - Officers conduct laser speed checks near radar signs to catch violators.
 - The combination of technology and enforcement targets habitual speeders in sensitive areas.
 - Data collection before and after installation will inform future safety efforts.

Board Suggestion

- Re-announce Traffic Safety Board availability and provide QR code for public request platform at events and police department booths to increase public awareness and engagement.

Adjourn

The meeting was adjourned at 7:21 pm.

The next meeting is scheduled for June 25, 2026 at 6 p.m.

☐ **Minutes Approved:** _____

Initials

Date: _____

TRAFFIC SAFETY COMPLAINTS / REQUESTS
TRAFFIC SAFETY BOARD - 2026
CITY OF SHERWOOD

Exhibit A

<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	N	3/20/2026	Added to May agenda
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	N	5/26/2026	Added to May agenda



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



Traffic Safety Request Form

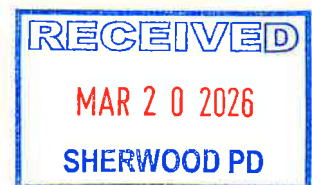
2026-002

Exhibit B

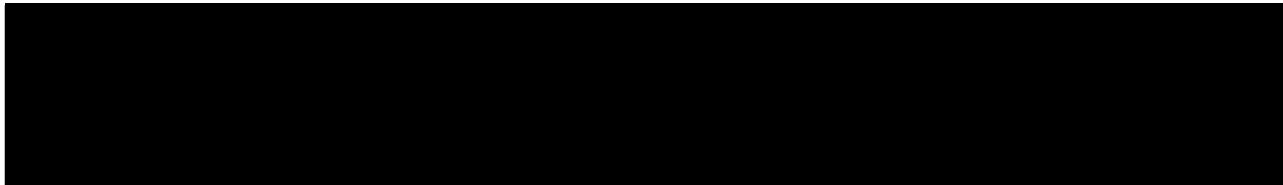
In accordance with the City of Sherwood's Municipal Code, citizens interested in requesting any action regarding traffic safety shall complete and submit this form to the Sherwood Traffic Safety Board for review and consideration. Upon receipt of a completed form, city staff will review the proposed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

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Sherwood Traffic Safety Board
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.



Date form submitted: 03/19/2026

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

Intersection of Cereahino Ln and SW Meadow Terrace

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

Southbound traffic on SW Meadow Terrace drives through the intersection without slowing, or signaling making a left onto Cereahino. Same from Cereahino onto SW Meadow Terrace. This path is often a short cut during school mornings. Cars often speed straight not realizing that the street is a deadend. It is very difficult to see because cars park right up to the intersection. Kids often play, cross, and walk to school here.

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

1. Requesting an additional stop sign at this intersection.

2. Requesting a clear deadend sign with reflectors at the end of the street.

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



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



Traffic Safety Request Form

2026-003

Exhibit C

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 Board for review and consideration. Upon receipt of a completed form, city staff will review the proposed request and forward it to the board for formal review. Contact with the applicants regarding the request will be included in the review process.

Completed forms shall be submitted to:

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

Date form submitted: 5/26/2026

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

SW Villa Rd between Park St and Stella Olsen Park

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

This portion of Villa Road is about one lane wide and serves two-way car traffic as well as a huge number of pedestrians and cyclists due to it being a main route to the park and middle school. Even though it is only about one lane wide, people regularly try to park on the road, in some cases to go to the park and in other cases to access houses on Wildlife Haven Court. Additionally, there has been a substantial increase over the past year or two of people riding electric scooters and bikes (including throttle ebikes) that do not adhere to speed limits or stop signs. They transition from the park to the road and from Villa to Park without looking or slowing down.

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

No parking posted and enforced along this portion of Villa Road. Enforcement of the rules related to ebikes and scooters, including observing speed limits and stop signs and the rules related to throttle ebikes. When the officer responded to several cars parked on the road today, he was surprised that there aren't already no parking signs on it.

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