



# **TRAFFIC SAFETY BOARD MEETING PACKET**

**FOR**

**Thursday, August 27, 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>**.

**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      | <b>C</b>       | 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                                     | <b>P</b>       | 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 |
| 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                         | <b>C</b>       | 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.. | <b>C</b>       | 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.                                    |



# Safe Street Program

Traffic Safety Board Presentation

August 27, 2026





# 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.*

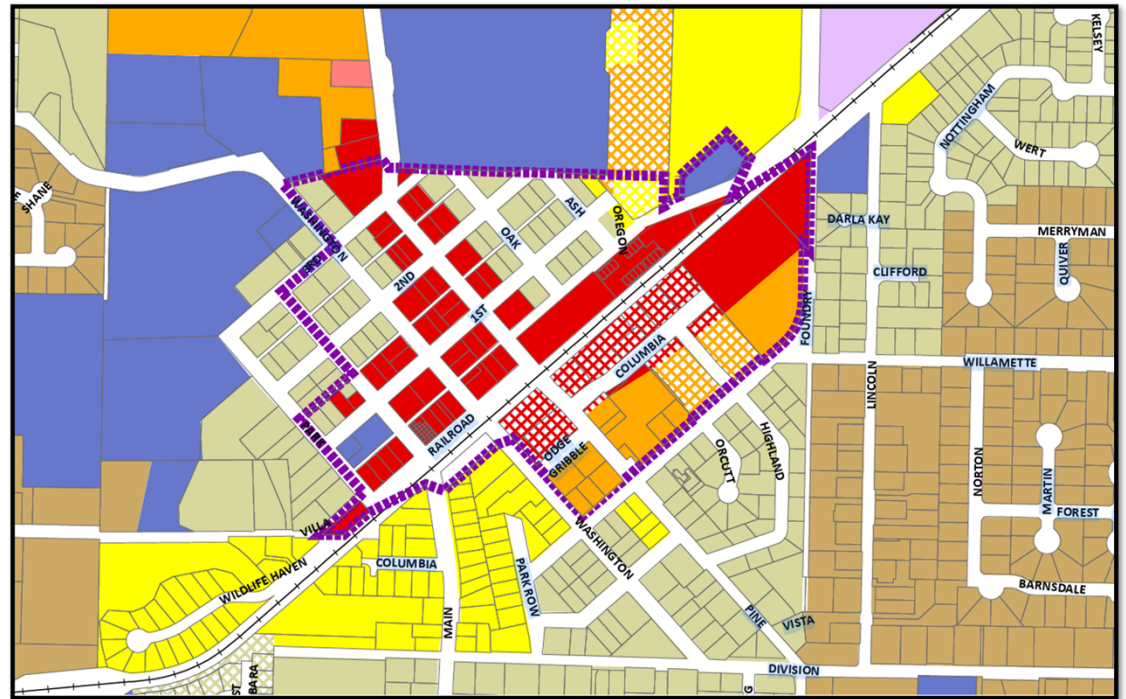


# July TSB Summary

- 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

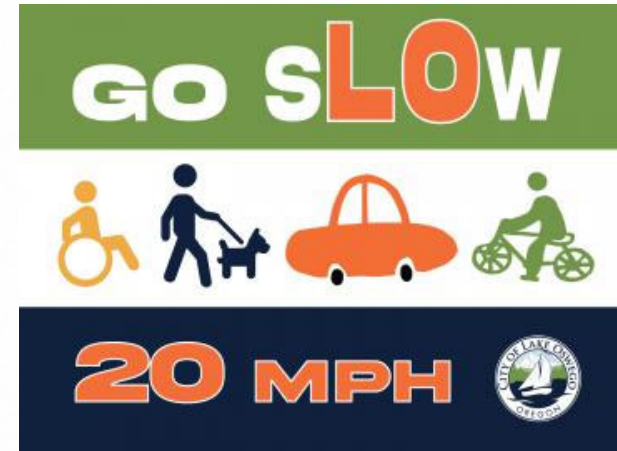


## City of Lake Oswego – September 2025

“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

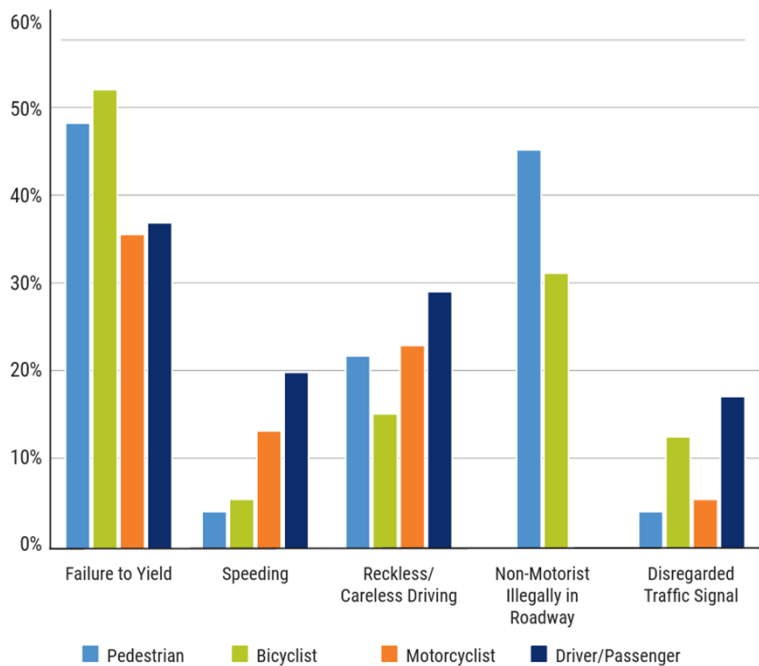
- In 2020, Eugene City Council approved an ordinance that authorized speed limit reductions from 25 MPH to 20 MPH on most neighborhood residential streets in Eugene
- No specific study on the success of the speed reduction
- Vision Zero Initiative – goal of eliminate traffic deaths and serious injuries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



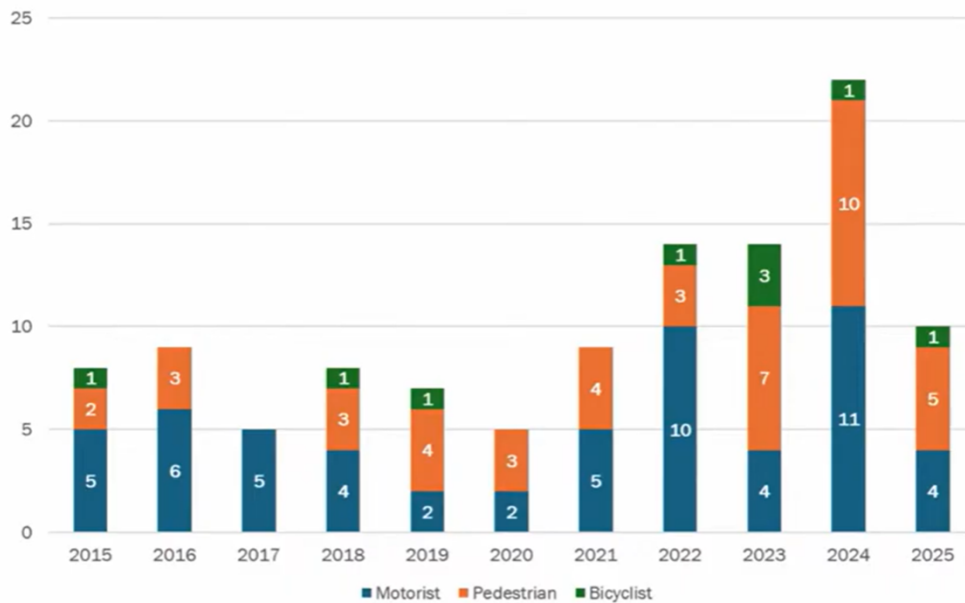
# City of Eugene

## Eugene UGB Fatal Crashes Over Time

Top Contributing Factors to Fatal and Serious injury Crashes in Eugene



City of Eugene, 2014-2022 crash data





## 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:

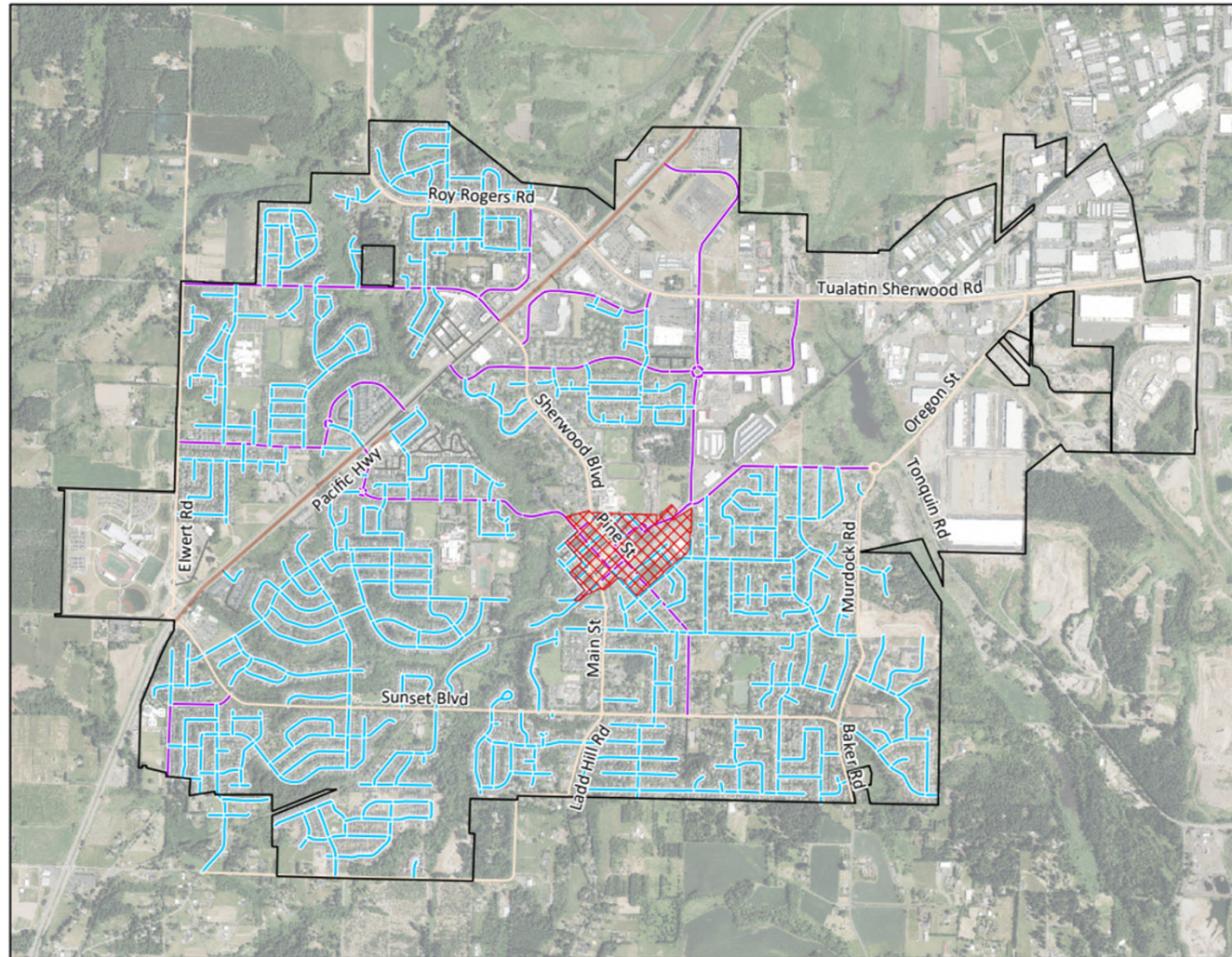
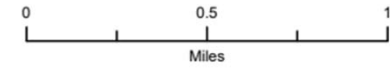
- (1) Has access to property occupied primarily by multifamily dwellings; or
- (2) Has an average of 150 feet or less between accesses or approaches to:
  - (a) Dwellings, churches, public parks within cities or other residential service facilities; or
  - (b) Dwellings and buildings used for business.

[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**:

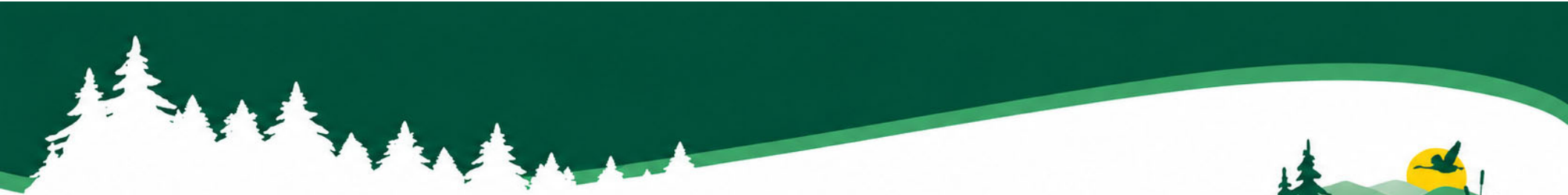
1. Proceed with speed reductions in **Business and Residential Districts** with multi-phased approach
  - A. Statutory changes in residential/neighborhood streets; and
  - B. All other areas (TBD)
2. **Proceed with Old Town Business District only**  
Do **not** pursue speed reductions in residential/neighborhood 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](mailto:changj@sherwoodoregon.gov)



# Meeting Minutes

**\*DRAFT\***



## Traffic Safety Board

|                                |                                                                                 |
|--------------------------------|---------------------------------------------------------------------------------|
| <b>Date &amp; Time:</b>        | Thursday – July 23, 2026 6:00 pm                                                |
| <b>Location:</b>               | Sherwood Police Department, Community Room<br>20495 SW Borchers Drive, Sherwood |
| <u>Attendees</u>               |                                                                                 |
| <b>T.S.B. Members:</b>         | <b>Council Liaison:</b>                                                         |
| Jason Wuertz-Chair             | Councilor Dan Standke <b>(absent)</b>                                           |
| Tiffany Yandt-Vice Chair       | <b>City Staff:</b>                                                              |
| Tony Bevel                     | Ty Hanlon-Police Chief <b>(via zoom)</b>                                        |
| Dorian Libal <b>(absent)</b>   | Nathan Powell-Police Captain                                                    |
| Lisa Patterson                 | Rich Sattler-Public Works Director                                              |
| Richard Amicci (PAB Liaison)   | Jason Waters-City Engineer                                                      |
| Lawrence O'Keefe (PAB Liaison) | Chris Pierce-Traffic Officer                                                    |
|                                | 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=v6e0QaWwEUk&t=73s>

### Call to Order

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

### Overview

- **Sunset crossing and speed enforcement:** Ongoing efforts to use data and GIS; mobile cameras relocate every 30 days; formal request intake system proposed.
- **Residential speed limits:** Plan to lower from 25 to 20 mph on local streets; phased rollout favored with public input and peer city data planned.
- **Mobile speed camera threshold:** Recommended lowering speed trigger to 6 mph over limit in school zones to enhance safety and legal counsel supports it.
- **Traffic sign updates:** Reflectors and signage adjusted due to obstructing vegetation; tree removal rejected; maintenance coordination planned.
- **Community engagement:** TSP update progressing with virtual input; Safe Routes to School campaign planned; National Night Out event promoted.
- **Old Town speed limits:** Further study with ODOT required; board supports separate focus and legal clarification for business district reductions.

## **Approval of Minutes**

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

## **Citizen Comments**

N/A

## **Business (Chair)**

- **New Traffic Safety Request**

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

Mr. Waters indicated that one portion of the request would be addressed by the upcoming TSP update, which would include two possible crosswalk enhancements within the complaint location. Captain Powell stated that the cameras would be placed within the school zones on Meinecke when the school year resumes.

Mr. Amicci made a motion to close this request as these issues are being resolved in the TSP update. This motion was seconded by Mr. O'Keefe and all present members voted in favor. Ms. Patterson suggested establishing a formal process or a prioritized list for camera location requests, as more requests are expected. Mr. Amicci agreed and added that a triage or prioritization list with GIS tagging could help communicate progress to citizens. This system would prevent requests from being overlooked and streamline staff response.

- **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 are pending installation, and the dead-end signage was reconsidered due to obstructing vegetation. This item will remain pending until signage and reflectors are installed.

- **Speed Limit Reduction in Residential Zones: Presentation by Joy Chang**

The board reviewed a proposed program by city staff to reduce residential speed limits from 25 to 20 mph, acknowledging it aligns with council goals but requires further public input and data validation. There is also a comprehensive multi-departmental effort underway to explore speed reduction options. Police, engineering, legal, and public works are all collaborating to ensure enforceability and legal compliance.

Board concerns on public perception and enforcement challenges raised emphasizing need for community input and evidence of effectiveness. Several members stated that a blanket reduction on all residential roads could frustrate drivers on higher volume streets. The board

agreed that a formal city-wide survey or outreach would help gauge public support. Enforcement challenges persist, as people tend to drive at the speeds they feel comfortable with regardless of posted limits. Old Town Sherwood business district speed reductions require further definition and a possible ODOT study. Recommendation to phase implementation and focus on residential streets first. The board expressed support for pursuing both residential and business district reductions but wanted to see the data from nearby cities.

The board members agreed to defer their final residential recommendations until more data and community input are available. This item will be tabled until next month's meeting for staff to compile additional data.

### **Mobile Speed Enforcement: Speed Threshold Discussion/Recommendation**

The board recommended lowering the speed threshold for mobile enforcement in school zones to improve safety and enforcement effectiveness. The current mobile camera program data showed 1500 violation captures since the program launched, with approximately 30% loss rate. The two mobile cameras are currently deployed eastbound and westbound on Oregon Street, which is the initial location for this pilot program.

Mr. Amicci made a motion to recommend mobile cameras to have a 6-mph threshold for school zones. The motion was seconded by Mr. O'Keefe and all present members voted in favor. The board emphasized protecting children and improving compliance during school hours, this recommendation will inform upcoming policy adjustments aligned with the school year start

### **Councilor News**

N/A—Councilor Standke was absent from the meeting.

### **Board Member Announcements**

Mr. Amicci announced that the National Night Out event is coming up on Tuesday, August 4, 2026, at Cannery Square from 5:00 pm-8:00 pm. The event includes many family friendly activities as well as free food to foster neighborhood connections with law enforcement officers.

Chair Wuertz stated that the vegetation on the island north of the new signal on Sunset blocks crosswalk visibility for southbound traffic. Staff will explore options for vegetation trimming or modifications to improve safety.

### **Staff Comments**

Ms. Chang stated that there will be a virtual open house for the TSP update and Wiki page on the city website up until August 3<sup>rd</sup> to gather additional public feedback. A Safe Routes to School engagement campaign is planned for October, partnering with Middleton Elementary and staff is hoping more schools will participate this year.

### **New Traffic Signal at Ice Age/Oregon St**

Mr. Waters announced that the new traffic signal at Oregon Street and Ice Age Drive, near Allied Systems, is scheduled to be activated next week.

### **Adjourn**

The meeting was adjourned at 7:36 pm.

**The next meeting is scheduled for August 27, 2026 at 6 p.m.**

☐ **Minutes Approved:** \_\_\_\_\_  
Initials

**Date:** \_\_\_\_\_



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



**Received 6/8/2026**

**Exhibit A**

## **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](mailto:policeinformation@sherwoodoregon.gov)

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

**1. Requestor's Contact Information:**

Name: [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 roadway
 Statutory 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.

- a. Fill out ODOT's [online request form](#).
- b. ODOT investigates and sends you a recommendation.
- c. If you agree, ODOT issues an order and you can install speed limit signs.
- d. 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.

- a. Follow [OAR 734-020-0015](#) 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 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](mailto:odotspeedzoning@odot.oregon.gov)

Traffic Speed Zone Engineer: [laura.prusakiewicz@odot.oregon.gov](mailto:laura.prusakiewicz@odot.oregon.gov)

Phone: 503-949-1156

**TRAFFIC SAFETY COMPLAINTS / REQUESTS****Exhibit C****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      | <b>C</b>       | 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                                     | <b>P</b>       | 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                         | <b>C</b>       | 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.. | <b>N</b>       | 6/8/2026          |                                                                                                                                                                                                                                                                                                                                                                                                                         |



# Safe Street Program

Traffic Safety Board Presentation

July 23, 2026

**Exhibit D**



# 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.*

# 2026-2027 Council Goal

## 2026-2027 City Council Goals

### Pillar 4: Public Safety

#### Goals:

- ◇ Encourage Pedestrian, Bicycle and Driver Safety
- ◇ Enhance Overall Community Safety

#### Deliverables:

#### Deliverable Time Frame

2026/27 2027/28 2028/29

#### Encourage Pedestrian, Bicycle and Driver Safety

*Evaluate further measures that can be taken to expand pedestrian safety, primarily in school zones*

X

X

X

#### Enhance Overall Community Safety

*Discuss need for increased law enforcement coverage-MHRT*

X

X

*Proactively review law enforcement needs (including Sherwood West)*

X

X

X

*Analyze/Explore lowering residential speed zones*

X

X

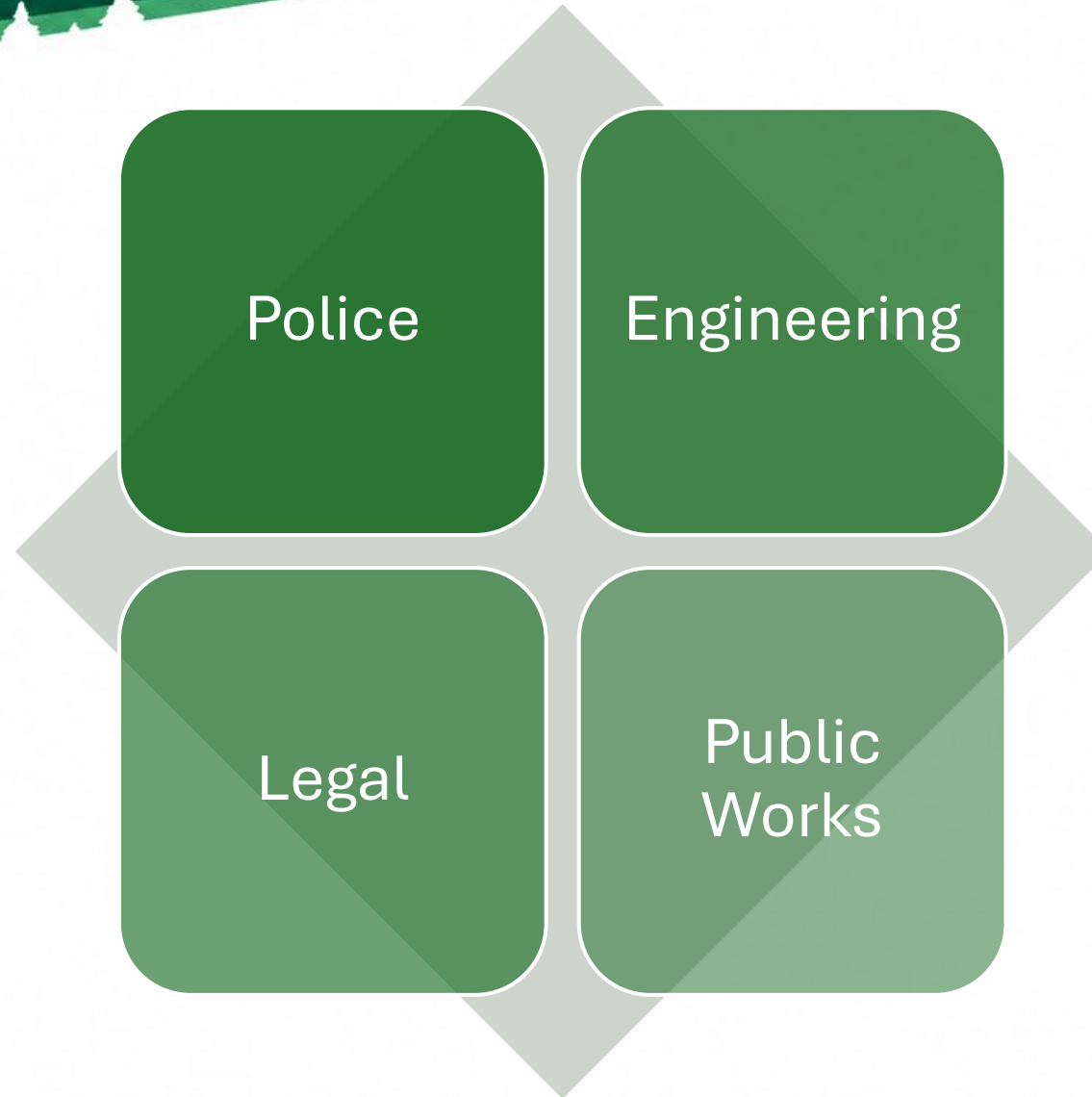
*Establish framework and reporting for items reviewed through Traffic Safety Board*

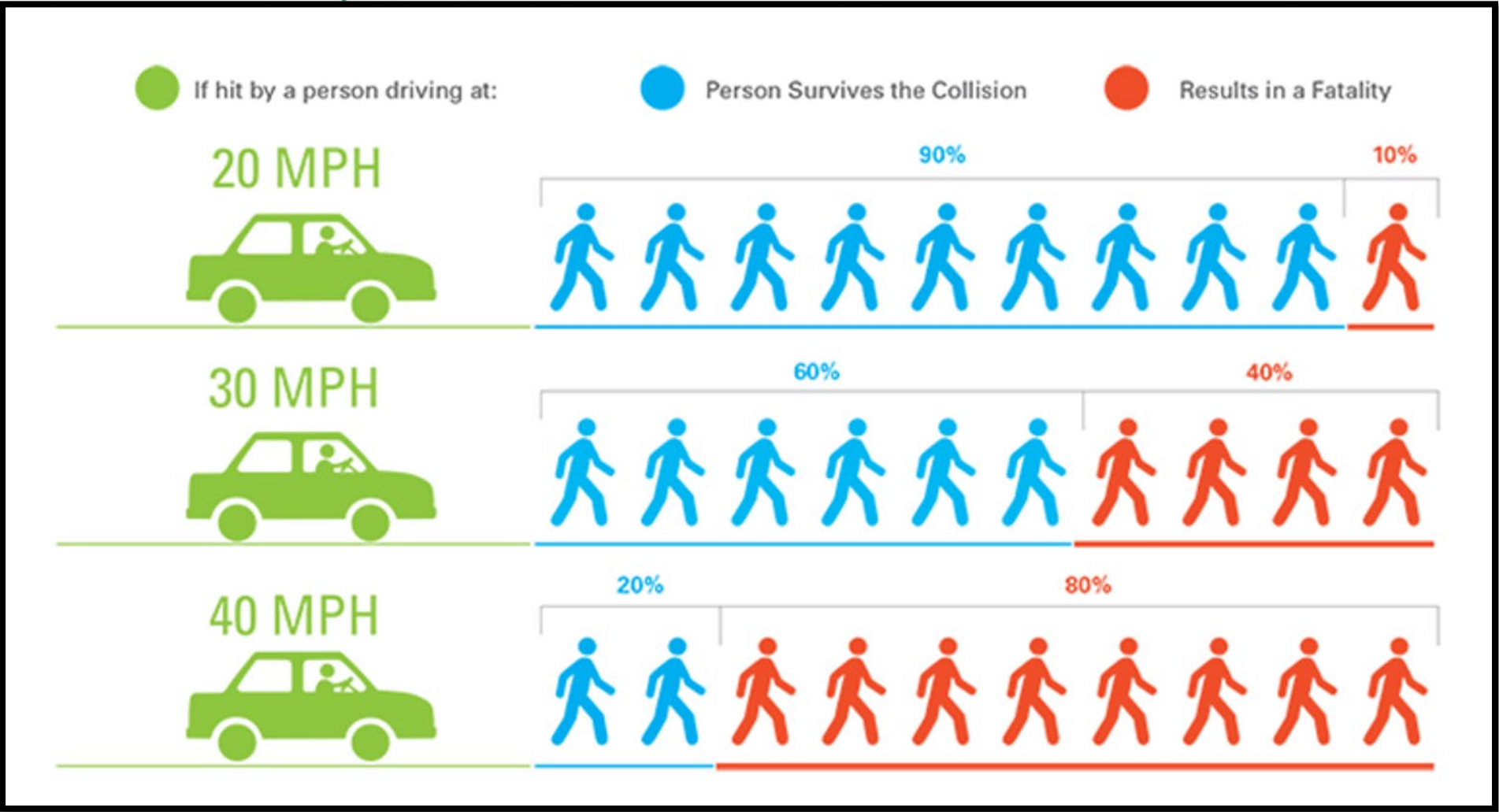
X

X



# Project Team







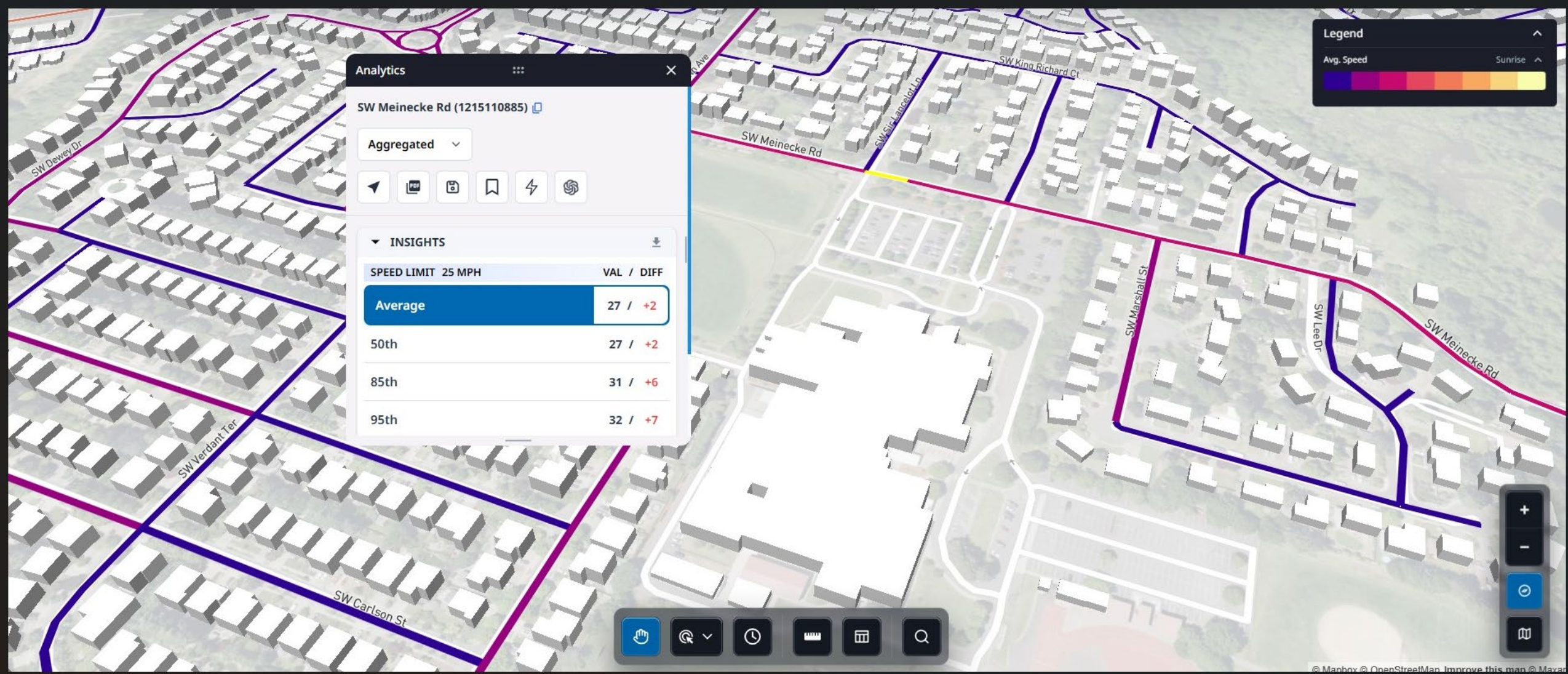
# DATA-DRIVEN SPEED COMPLIANCE OVERVIEW via URBAN SDK





Urban SDK Data  
Confirms Sherwood  
Roadways Are  
Operating Safely





SW Meinecke Rd (Middle School)

# SW Dewey Dr (924861728)

ARTERIAL (CLASS 4)

25 MPH

< Speed Delay Volume Safet >

SPEED LIMIT 25 MPH VAL / DIFF

|         |    |      |
|---------|----|------|
| Average | 20 | / -5 |
| 50th    | 21 | / -4 |
| 85th    | 23 | / -2 |
| 95th    | 25 | / 0  |

## Legend

Avg. Speed

Sunrise



SW Dewey Dr





# Urban SDK City Overview Data

# ODOT Regulations



## 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.

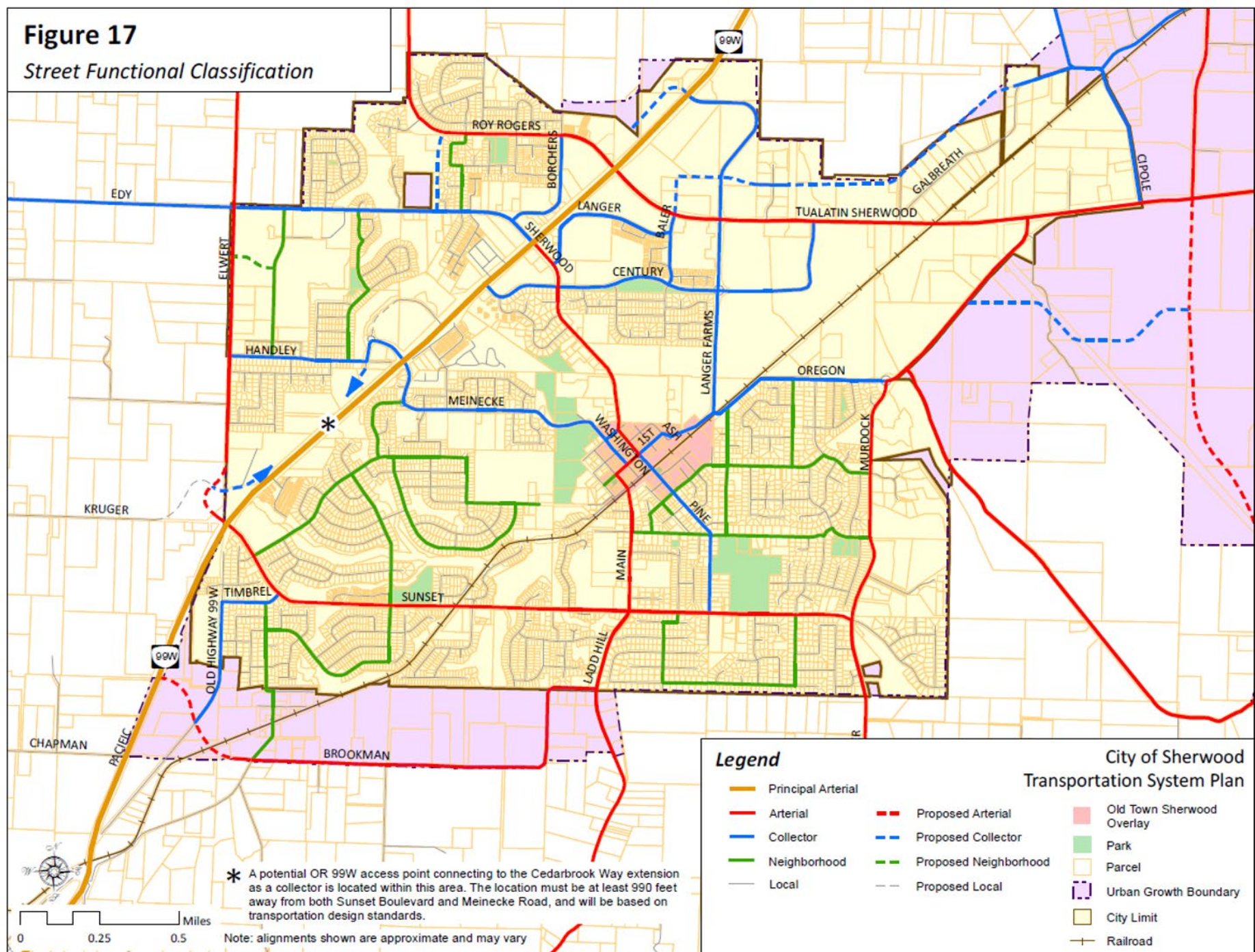
### Statutory vs Designated Speed Limits

- **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

**Figure 17**  
**Street Functional Classification**





## 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.

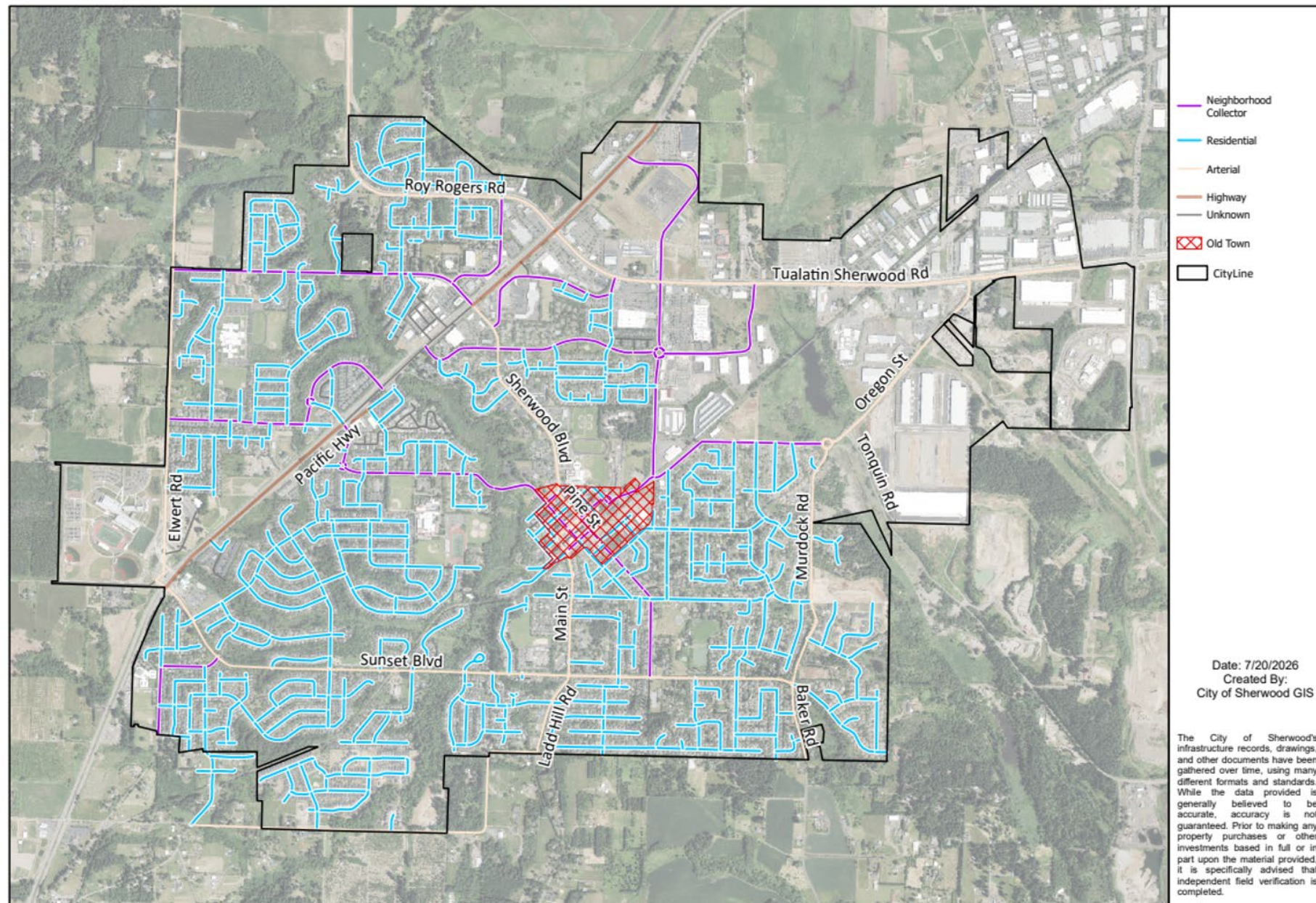
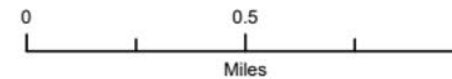
[1983 c.338 §79; 1997 c.404 §4]

# Sherwood's Residential District Map



Home of the Tualatin River National Wildlife Refuge

## Residential Zones in Sherwood, OR



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.



## Other Local Jurisdiction Speed Reduction Programs

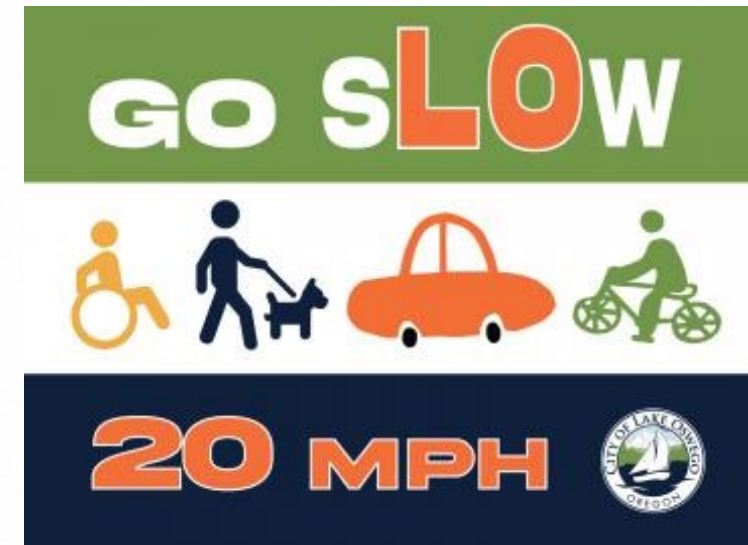


City of Tigard  
“20 is Plenty” Program for Residential Districts  
Approved by Ordinance

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

City of Woodburn 2026  
Reduce speed limit to 20 mph on residential roads  
Voters overwhelmingly rejected the ballot measure

City of Portland and City of Eugene are other  
Jurisdictions that have adopted similar reductions.





Business  
District  
ORS 801.170  
Definition

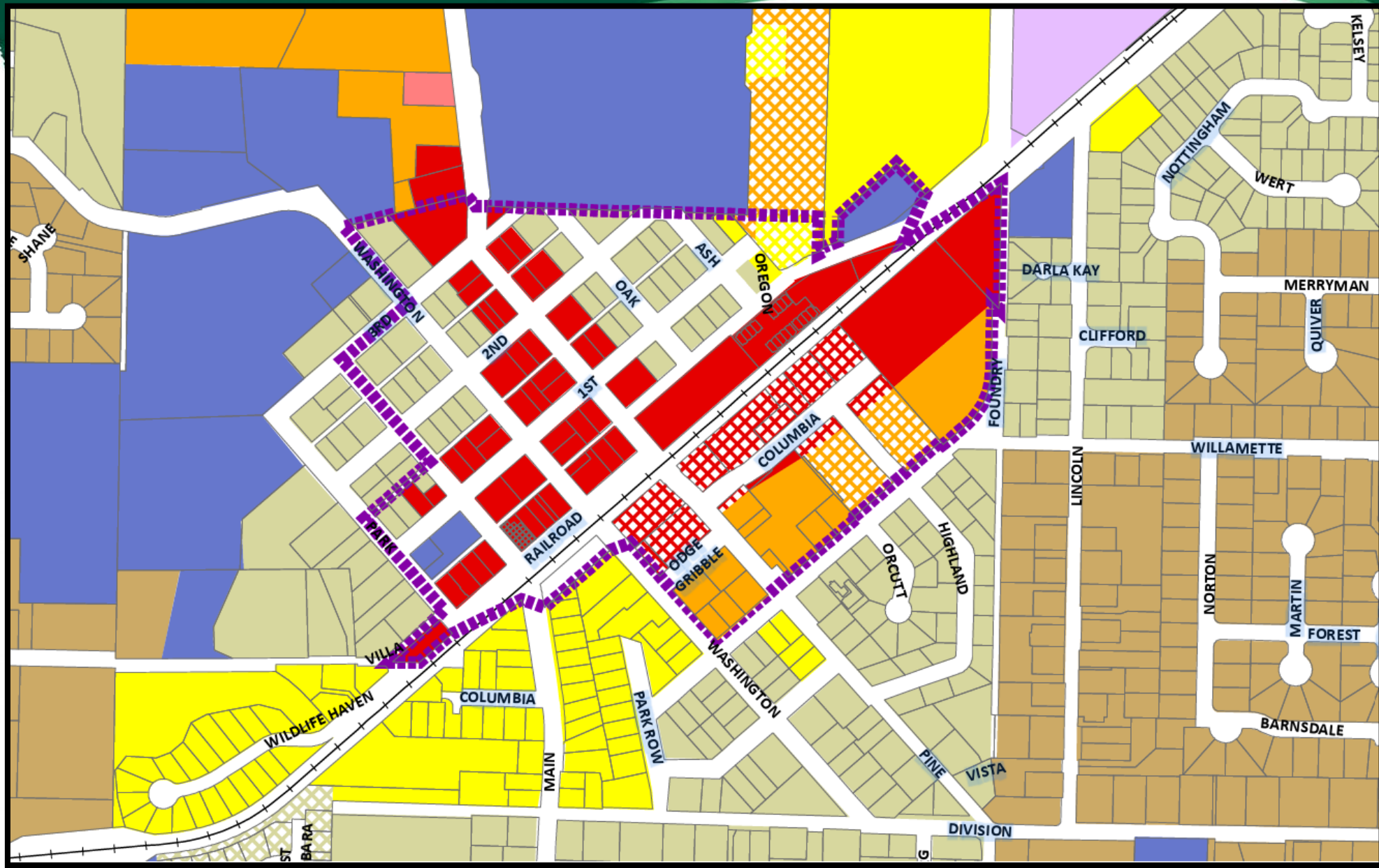
**801.170 “Business district.”**

“Business district” means the territory contiguous to a highway when 50 percent or more of the frontage thereon for a distance of 600 feet or more on one side, or 300 feet or more on both sides, is occupied by buildings used for business.

[1983 c.338 §26]

# Sherwood's Old Town Map

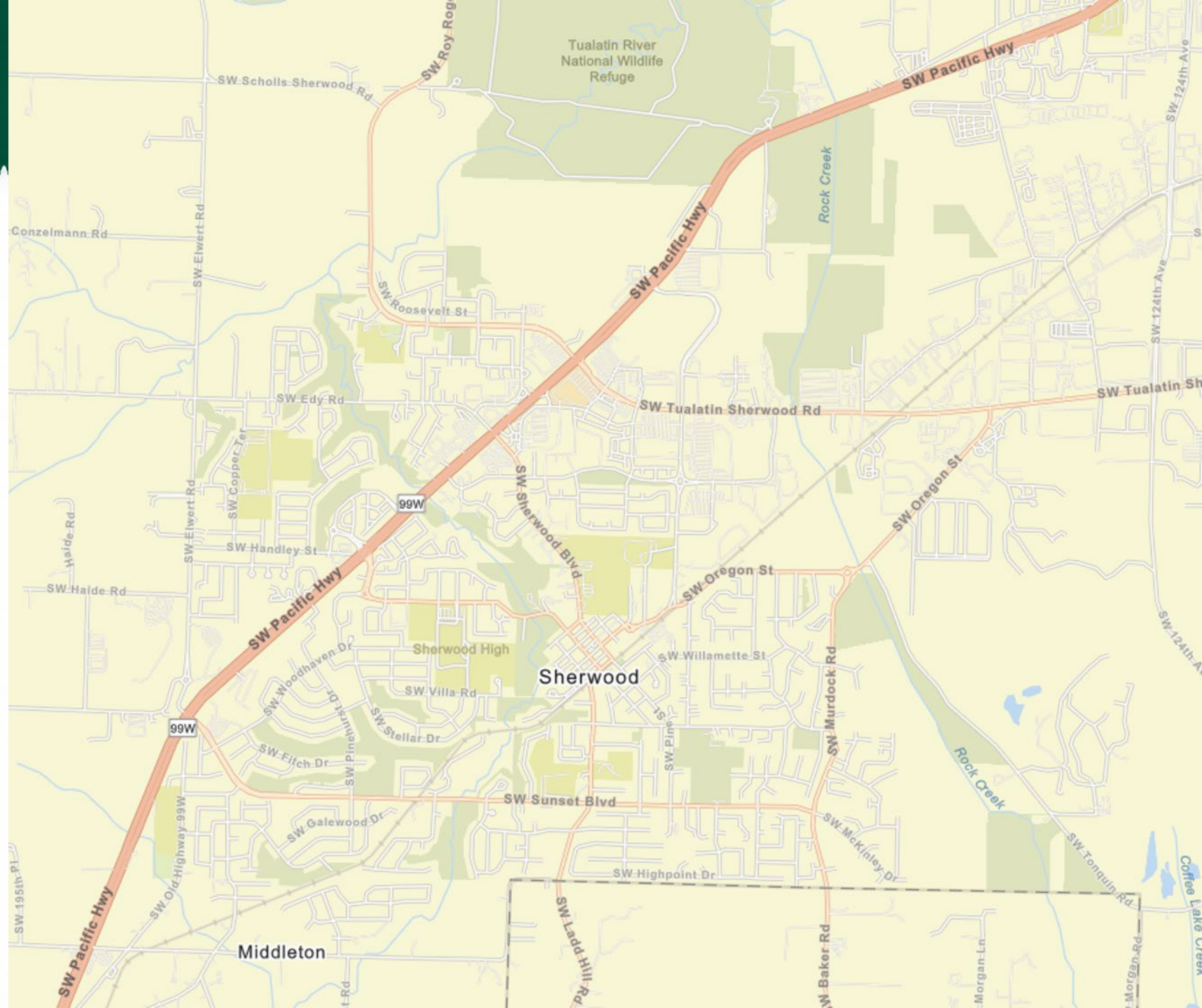
## Business District(?)

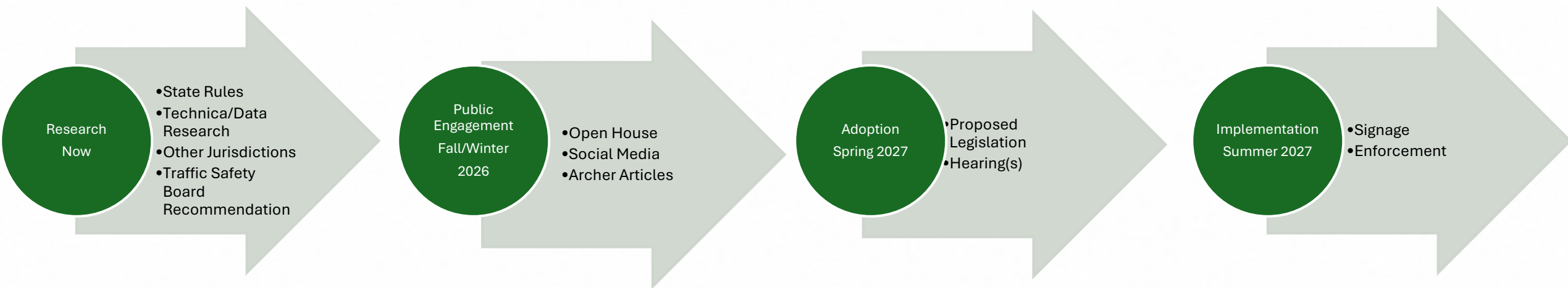


# ODOT /Sherwood Special Roadways

City/ODOT changed or established the statutory speed limit to the following roadways:

- Elwert
- Edy
- Sunset
- Oregon Street
- Tualatin Sherwood Road
- Roy Rogers
- Murdock/Baker
- Basalt Creek/124<sup>th</sup> Avenue
- Cipole Road
- Pacific Hwy







# Traffic Safety Board

Traffic Safety Board can make the following recommendation:

1. Proceed with speed reduction only in **Residential Districts**; or
2. Proceed with speed reduction only **Business Districts**; or
3. Proceed with speed reduction **throughout the City of Sherwood** with multi-phased approach
  - A. Statutory changes in residential/neighborhood streets; and
  - B. All other areas (TBD)
4. **NOT Proceed with a** speed reduction in Sherwood.

Option: Need additional information before making a recommendation.



## Contact

Joy Chang, Project Manager  
[changj@sherwoodoregon.gov](mailto:changj@sherwoodoregon.gov)

