



CITY COUNCIL MEETING

Monday, February 02, 2026 at 6:00 PM

Sandy City Hall and via Zoom

MINUTES

ROLL CALL

PRESENT

Mayor Kathleen Walker
Council President Don Hokanson
Councilor Chris Mayton (attending virtually)
Councilor Laurie Smallwood
Councilor Rich Sheldon (attending virtually)
Councilor Kristina Ramseyer
Councilor Lindy Hanley

WORK SESSION

1. Traffic Safety Technology Work Session

The work session was organized into several segments focused on multiple possible traffic safety improvements: flashing beacons at crosswalks in the downtown, driver feedback signs and speed limit adjustments, and red light and speed cameras. At the end of each section of these minutes, action items resulting from the discussion are listed and are indicated by **yellow highlighting**.

Flashing Beacons at Downtown Crosswalks

The Public Works Director summarized staff efforts to secure ODOT approval to install beacons at crosswalks in the downtown, starting with Pioneer Blvd. in front of the Action Center and Proctor Blvd. at the intersection with Strauss Ave.

The following points outlined the discussion on this topic:

- Extensive engineering standards for ODOT rights-of-way in comparison to City rights-of-way; discussion related to ADA compliance standards
- Opportunities for securing lower costs through the bidding process; opportunities for staff to perform aspects of the work to achieve savings
- Clarification that the estimated cost in the staff report is to address the two highest priority crosswalks, while the second two (at Beers Ave.) will need to be considered separately
- Recognition of the fact that someone was struck by a vehicle outside of the Action Center in 2024, highlighting the importance of safety improvements at that location
- Discussion related to the location of the transit stop near the Procter and Beers intersection
- Consideration of how soon to address the crosswalks along Beers

- Note that the Street Fund can accommodate the crosswalk expenses because of its healthy contingency levels
- Concern about investing in technology that may become obsolete in the future
- Concern about the relatively high cost estimates for the crosswalks at Pioneer in front of the Action Center and at Proctor and Strauss (because of the need to move poles and complete ADA-related concrete work)
- Clarification regarding state law and designation of all intersections as crosswalks
- Concern that parked cars can obscure pedestrians crossing streets
- Discussion related to a possible Safe Routes to School grant to make pedestrian safety improvements near Sandy Grade and Cedar Ridge:
 - Discussion about potential improvements in front of Sandy Grade that were previously proposed in the City's 2020 grant application
 - Suggestion that a new application should be made incorporating the Sandy Grade and Cedar Ridge improvements from the 2020 application
 - Discussion of the matching requirements of the grant program
 - Input from the City Manager that the school district may be interested in cost sharing for a new application
 - Discussion related to precisely where crosswalk improvements would be most valuable near Cedar Ridge, including consideration of other locations along Hood Street

Resulting Action Items

- Staff will bring a contract for the crosswalk improvements in front of the Action Center and at the intersection of Proctor and Strauss to the Council for future approval
 - Staff will work with ODOT and/or other applicable parties to attempt to reduce the cost of the improvements
- Staff will begin the process of seeking ODOT approval for flashing crosswalk beacons at the intersections of Beers and Pioneer and Bees and Proctor
- Staff will prepare a new application for Safe Routes to School funding for pedestrian improvements near Sandy Grade and Cedar Ridge and will attempt to secure school district funding cooperation
- Staff will proactively paint crosswalk lines at the intersection of Bluff and Hood to replace what is now only a painted stop bar
- Staff will reach out to ODOT to ask about the possibility of painting additional crosswalks along Hwy 26 in the downtown

Driver Feedback Signs and Speed Limit Adjustments

It was explained that speed feedback signs have been approved by ODOT for installation along Hwy 26 just before both entrances to the downtown. It was clarified that the location of such signs has the potential to interact with traffic cameras. It was also noted that the cost estimate in the staff report does not include the feedback sign equipment itself, though that cost is anticipated to be minor. Discussion ensued on the advantages of signs that display drivers' speeds, versus those that simply display the words "too fast."

With regard to potentially changing speed limits within city limits, the need to lower speeds along highways was discussed generally, as was the City's request to ODOT to lower speeds along the eastern approach to downtown that has been pending since 2024:

- Segment 1: From: 0.26 mile east of Wolf Drive (MP 24.87) To: 0.21 mile east of Langensand Road (MP 25.33) – requested speed 25 mph
- Segment 2: From: 0.21 mile east of Langensand Road (MP 25.33) To: 0.17 mile east of SE Luzon Lane (MP 26.50) – requested speed 40 mph

Additional discussion continued about the legal options that exist for changing speed limits within city limits and the differing procedures thereof, including statutory speeds and designated speeds. It was suggested that additional exploration is needed on these issues.

Resulting Action Items

- Staff will follow up with the Council with more detailed information about options for changing speed limits within city limits
- Staff will proceed with procuring the speed feedback signs as proposed in the staff report

Red Light and Speed Cameras

The Police Chief was present to provide a summary of the issues and explain the exploratory steps that had already taken place, including the selection of the intersections used in the recent traffic study performed by NovoaGlobal. Heidi Traverso with NovoaGlobal was also present to provide an overview of her firm's services and answer questions. The results of the traffic study were included in the meeting packet.

The following points outlined the discussion on this topic:

- The ways in which Sandy differs from other towns that have implemented camera technology, especially because of Sandy's high volume of regional pass-through traffic
- Overview of the violations observed in the study
- Suggestion that more violations occur at the intersection of Hwy 26 and Orient, compared to Hwy 26 and 362nd Ave; suggestion that this difference might change in the future with development along 262nd Ave.
- Discussion of the potential for behavior changes after the implementation of traffic cameras
- Suggestion that human officers could never address the volume of violations seen in the study since officers can only process three violations per hour in ideal circumstances
- Recognition that enforcement of red light violations is very difficult and dangerous for officers
- Overview and explanation of the red light violation data from the study
- Suggestion that the intersection of Hwy 211 and Hwy 26 is also very dangerous
- Discussion and clarification related to violations that occur when someone is driving a vehicle they do not own, and the difficulty of enforcement in such circumstances

- Explanation of how enforcement can sometimes still occur in such circumstances if officers are aware of who the driver is, or if officers are strategically located to catch drivers who might return on a regular schedule
- Concerns related to equity, especially as people who break the law by not registering their cars would not be caught, while otherwise law abiding individuals would
- Note of the future potential of implementing license plate reader technology; concerns regarding privacy
- Explanation of warning signs that would need to be placed in advance of cameras
- Discussion of increases in compliance seen in other cities after cameras are implemented
- Suggestion that if cameras are implemented, local drivers are likely to adjust their behavior and increase compliance, while regional drivers likely will not
- Concerns about spillover onto adjacent streets of violators attempting to avoid cameras
- Discussion of potential fine revenue from cameras, and its likelihood of covering the costs of the program
- Concern about overloading the municipal court with cases
- Discussion about the staffing necessary to implement a traffic camera program
- Details on the equipment leasing arrangements offered by NovoaGlobal and the percentage of fine revenue they would receive
- Suggestion that a full detailing of costs and projected revenue is needed to decide this issue, along with a number of other elements of information detailed below
- Suggestion that cameras could be implemented slowly on a pilot basis and ramped up later if successful
- Discussion about the ability to determine the speeding thresholds that would trigger cameras
- Suggestion that staff should proceed now with seeking ODOT approval for camera installation because of the length of the approval process
- Suggestion that officers may be freed up for other priorities if cameras are implemented
- Discussion of 'halo effects' that calm traffic generally if most drivers comply with regulations, even if all do not

Resulting Action Items

- Staff will gather additional speed and redlight camera program information for the Council's consideration including:
 - Privacy protection measures
 - Goals and success metrics for the program
 - Plans for ample signage and public notice
 - Considerations for equity and fairness in enforcement
 - Measures for transparent operations and accountability; audits and reporting
 - Expectations for fine revenue and parameters for how such revenue can be used

- Additional information will be gathered by staff on the following:
 - Data about the City of Newberg's traffic camera program
 - Information about the ODOT approval process including timelines and criteria

ADJOURN

EXECUTIVE SESSION: The City Council met in executive session pursuant to ORS 192.660(2)(i)

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